

**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 TIMOTHY JOHN CHURCH – UBRAN DESIGN
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 Timothy John Church. I am employed as a Partner | Urban Designer with Boffa Miskell Limited.

Qualifications and experience

2. I have practised as an Urban Designer for the last 23 years and Landscape Architect for the previous four years.
3. I hold the qualifications of a Master of Urban Design from the University of Sydney, graduating in 2004, and a Bachelor of Landscape Architecture from Lincoln University (Hons), graduating in 1995. I am a current member / convenor of the Christchurch Urban Design Panel and one of four experts selected to be an Independent Urban Design Certifier for Christchurch City Council. I am a South Island representative on the national committee of the Urban Design Forum Aotearoa and a Registered NZILA Landscape Architect.
4. My work at Boffa Miskell has included urban design lead roles on spatial plans, masterplans and guidance documents, including:
 - (a) National Medium Density Design Guide (on behalf of Ministry for the Environment / **MFE**);
 - (b) Mackenzie Spatial Plans for Fairlie, Takapō | Lake Tekapo and Twizel (on behalf of Mackenzie District Council / **MDC**);
 - (c) Vincent Spatial Plan for Alexandra and Clyde (on behalf of Central Otago District Council / **CODC**);
 - (d) Queenstown Lakes Spatial Plan – Priority Areas (**QLSP**) (on behalf of the Whaiora Grow Well Partnership – Queenstown Lakes District Council / **QLDC**, Otago Regional Council / **ORC**, Kāi Tahu, NZ Government);
 - (e) Queenstown Country Club (**QCC**) Masterplan for the Special Housing Area (**SHA**) application (on behalf of Sanderson Group);

- (f) Te Kirikiri Frankton (**TKF**) Masterplan (on behalf of the Way2Go Partnership – QLDC, ORC and Waka Kotahi); and
 - (g) Structure Plan Guidance Note for the Quality Planning website (on behalf of MFE).
5. I have also carried out several relevant technical reports and Council / Independent Hearings Panel / Environment Court hearing evidence on urban design, including:
- (a) Central Otago District Plan Change 19 Residential Zoning (on behalf of CODC);
 - (b) Mackenzie District Plan Change 21 Implementation of the Spatial Plans (on behalf of MDC);
 - (c) Taumata | Lakeview Development Lots 7 and 8 in relation to resource consent application subject to the Environmental Protection Agency fast track process (on behalf of QT Lakeview Developments Ltd);
 - (d) Lakeview Structure Plan in relation to review of subdivision variation applications (on behalf of QLDC); and
 - (e) Queenstown Lakes Proposed District Plan (**PDP**) in relation to Topic 8 - Town Centres and Mixed Use Business Zones (on behalf of QLDC).
6. I am currently working as urban design lead on the Te Tapuae Southern Corridor Structure Plan, one of the other key priority areas within the Wakatipu Basin, and the Blue Green Network, for all the priority areas and settlements across the district, both on behalf of QLDC. As part of my appointment process, I notified the Strategic Growth Manager at QLDC and they did not see any issues with me providing expert advice to submitters in relation to the Te Pūtahi Ladies Mile (**TPLM**) Variation.
7. I am familiar with the context and have previously been engaged by Sanderson Group to masterplan the QCC opposite the TPLM Variation area, albeit prior to other urban development being conceived along Ladies Mile. My most recent site visit was undertaken on 24th July 2023,

as part of guiding the Council's Planning and Urban Design team members around the Extension Area. Otherwise, my workplace is located with Queenstown Town Centre and I am generally familiar with the Extension Area and other comprehensive developments in Queenstown as part of my day-to-day activities.

8. In preparing this statement, I have reviewed the following documents:
- (a) Queenstown Lakes Spatial Plan;
 - (b) Te Kirikiri Frankton Masterplan;
 - (c) TPLM Variation (and associated documents);
 - (d) Mr Brown's s42A Report;
 - (e) Mr Harland's Urban Design evidence;
 - (f) Mr Dun's Urban Design evidence;
 - (g) Mr Milne's Landscape Planning evidence;
 - (h) Mr Mackenzie and Mr Bartlett's joint Transport evidence; and
 - (i) Mr Heath's Economic and Commercial / Retail evidence.

Code of Conduct

9. 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

10. I have prepared evidence in relation to a variation prepared by QLDC under the Streamlined Planning Process. It seeks to rezone an area of land from a mix of Rural, Rural Lifestyle and Large Lot Residential under the PDP, into a new Special Purpose Zone, the Te Pūtahi Ladies Mile Zone. My evidence is in support of the submission memorandum 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) an assessment of the Urban Design issues raised by the Variation;
- (c) matters raised by section 42A report and Council evidence, including any reasons for difference in opinion with Council experts;
- (d) description of the work/analysis undertaken;
- (e) data, information, facts and assumptions considered in forming opinions;
- (f) my conclusions and recommendations.

11. My evidence identifies an important opportunity for the Extension Area to be considered holistically within the wider urban growth planning of Te Pūtahi / Eastern Corridor and Wakatipu Basin generally. As such, my evidence focuses on high-level urban design technical considerations of the macro spatial context of the Extension Area in support of the Trust's submission. As such, much of evidence focuses on the western end of the TPLM Variation where the strongest urban form relationships are with both the existing Queenstown context and anticipated context outlined in the Queenstown Lakes Spatial Plan and Te Kirikiri Frankton Masterplan. I have included relevant excerpts of the TKF Masterplan in Appendix A of my evidence.

12. Mr Weir's urban design evidence on behalf of the Trust addresses some of the historical context and is more site specific, focussing on the qualities, structure and land use zones proposed within the Extension Area. As such, I have not reviewed the detailed provisions within the TPLM Variation or the related urban design evidence of Mr Lowe on behalf of the Council. I understand Mr Weir addresses these in his evidence.

13. I consider the key matters in question or in dispute to be:

- (a) Lack of regard for the future wider context of the TPLM Masterplan outlined in Te Kirikiri Frankton Masterplan, which provides the 30 year strategic framework for the adjacent Metropolitan Centre and associated urban form relationships along the Frankton / Ladies Mile Road corridor.
- (b) Poor consideration of options for a western extension of the TPLM Masterplan area through the design process, despite identifying both constraints and opportunities in this area, and subsequently providing a weak rationale for establishing the western boundary at Lower Shotover Road.
- (c) Lost opportunities and potential difficulties in managing any medium to long-term future expansion of the Te Pūtahi / Eastern Corridor to the west, if existing rural activities are developed into Rural Lifestyle properties, as currently zoned.
- (d) Over-emphasis on the town centre, as the one 'heart' of the TPLM Structure Plan without fully recognising the supporting roles of both existing and potential additional neighbourhood centres, as part of a well-rounded centre strategy and establishment of highly accessible and strong place-based neighbourhoods.
- (e) No recognition of the One Network Framework where the place-based roles of urban transport routes are clearly established, to ensure the best practice urban design delivery of the TPMP Structure Plan and inform future development opportunities.

Involvement in the Variation and Trust's submission

14. I have been engaged by the Trust since May 2023 to provide urban design advice focusing on the strategic context of the Extension Area, which included coordinating with other experts, providing an initial urban design memorandum to inform the Trust's submission and attending a consultation meeting with neighbouring landowners. As part of preparing my evidence, I have peer reviewed the design development of the Extension Area masterplan and contributed the Trust's proposed extension and western amendments to the TPLM Structure Plan.

Council section 42A report and expert evidence

General observations in reviewing relevant urban design evidence

15. I support the intent of the TPMP Variation, as outlined in the Council's urban design evidence presented. In my opinion, there appears to be a lot of aspirational best practice urban design concepts and terminology referred to in the Council's urban design evidence of Mr Harland and Mr Dun, which I generally agree with. However, the appropriate interpretation and application of these to the TPLM Variation and its context is the focus of my evidence.
16. Moreover, most of the best practice presented in the Council's urban design evidence, including NPS-UD references to *'Well functioning urban environments that integrates transport and land use solutions to create liveable and connected communities'* and objectives and policies of the proposed TPLM Variation, can be equally applied to the Extension Area and further enhanced by its inclusion in my opinion.
17. An exception to the above urban design best practice is the use of outdated transportation classifications throughout the TPLM Variation and the expert evidence of Mr Harland and Mr Dun. In my experience and through ongoing discussions with Mr Mackenzie and Mr Bartlett, the Trust's transport experts, the One Network Framework (ONF)¹ is a more appropriate movement and place classification system from an urban design perspective. I recommend the TPLM Variation documents adopt the ONF to reflect best practice urban design and support the future implementation of the TPLM Structure Plan.

¹ 'The One Network framework (ONF) recognises that streets not only keep people and goods moving, but they're also places for people to live, work, and enjoy. The ONF is designed to contribute to improving road safety and building more vibrant and liveable communities.'
One Network Framework Factsheet, Waka Kotahi | NZ Transport Agency
<https://www.nzta.govt.nz/planning-and-investment/planning/one-network-framework/>

Mr Harland's Urban Design expert evidence

18. In paragraph 25 of Mr Harland's evidence, he identifies the close proximity of the TPLM Variation area to Te Kirikiri Frankton and Queenstown Airport. I consider this strategically relevant, given the lesser emphasis attributed to the western end of the TPLM Masterplan and subsequent Structure Plan.

19. Notably, the QLDC briefed 'Area of Focus' in Figure 1 of Mr Harland's evidence illustrates this area extending through to the Kimiākau Shotover River, including the southern part of the Extension Area. In paragraph 26, he goes on to explain that *'The Area of Focus in the RFP document was the primary area for investigation by the LMC team but was never intended to be the definitive boundary for the final TPLM Masterplan or TPLM Variation.'* He goes on to explain that *'Having gone through the comprehensive TPLM Masterplan and TPLM Variation process including consultation and consideration of a wide myriad of factors in developing the TPLM Masterplan, the final boundaries of the TPLM Masterplan and TPLM Variation did not align perfectly with the Area of Focus identified in the original RFP.'*

20. However, in my review of Mr Harland's evidence, he does not explain the urban design factors or rationale behind reducing the TPLM Masterplan area, including reasons why its western extent was limited to Lower Shotover Road. Moreover, a western extension was not considered in any of the three Masterplan Diagram options consulted on during the TPML Masterplan process, as presented in Attachment A of his evidence, whereas two of the three options illustrated extensions further to the east.

21. In paragraph 25 of Mr Harland's evidence, he largely focuses the context analysis on the past and present of the Wakatipu Basin. However, I observe that minimal reference has been made to the anticipated short term context within the ODP / PDP for Te Kirikiri / Frankton that remains largely undeveloped, particularly the intensive Business Mixed Use Zone

on the northern side of SH6 recently approved. Furthermore, no reference has been made to the medium and long term, 30 year context outlined in the QLDC endorsed TKF Masterplan. In my opinion, the proximity and influence of this large Metropolitan Centre adjacent to the TPLM Structure Plan is likely to be considerable and is discussed in more detail below.

22. Similarly, while Mr Harland has mentioned the commercial centre and health hub at Kawarau Park, adjacent to the Queenstown Country Club, in paragraph 30 of his evidence, this has not been formally recognised in the TPLM Masterplan as forming an integral neighbourhood centre within the Te Pūtahi / Eastern Corridor. In my opinion, the lack of consideration for the potential integration opportunities of both a large metropolitan centre and smaller neighbourhood centres are key omissions from the contextual analysis undertaken by the Council's LMC team and likely has urban form implications for the resulting centre strategy, accessibility and density spread.

23. Mr Harland summarises in his evidence the existing opportunities identified within the Te Pūtahi / Eastern Corridor. He notes relevant constraints in paragraph 47(a)(iv), including '*poor connectivity to the existing travel network*' and relevant opportunities in paragraph 47(b)(iv) - (v), including '*Create links to existing trails*' and '*Connect existing residential neighbourhoods to new development and amenities*'. These are illustrated on pages 30 and 31 of the TPLM Masterplan, keynoted as 5 and 4 and 7 on the constraints and opportunity plans, respectively, with excerpts illustrated in Figure 1 below. I have assumed that these plans indicate several constraints and opportunities identified through the Council's masterplanning process that are closely associated with the proposed Extension Area, which I both agree with and consider relevant to the Trust's submission. However, to my knowledge these have not been explicitly addressed in the TPLM Masterplan or Structure Plan. Again, these are addressed in more detail later in my evidence.

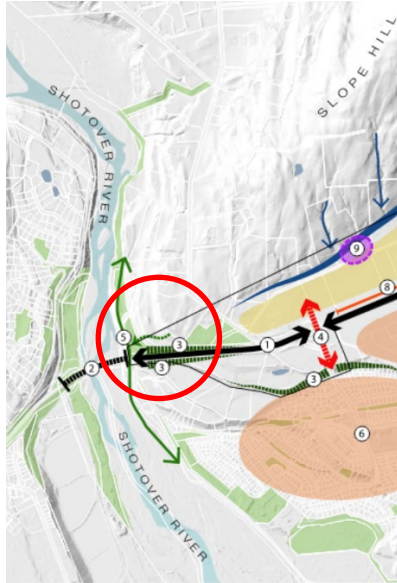


Figure 1a: Excerpt from TPLM Masterplan 'Existing Constraints' with keynote 5 identifying poor connectivity to the existing travel network (pg 30) - note: red circle added for emphasis

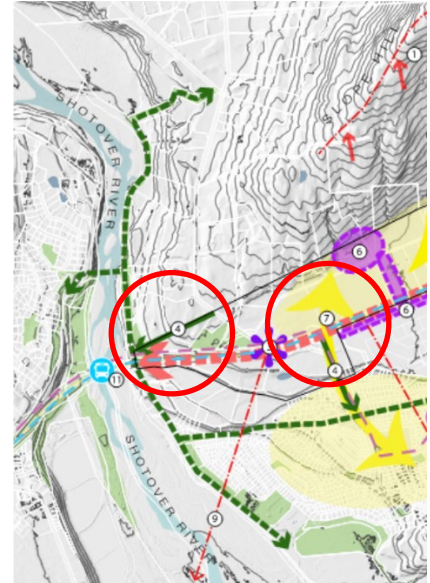


Figure 1b: Excerpt from TPLM Masterplan 'Existing opportunities' with keynotes 4 and 7 identifying opportunities to 'Create links to existing trails' and 'Connect existing residential neighbourhoods to new development and amenities (pg 31) - note: red circles added for emphasis

24. Mr Harland in paragraph 58(a) identifies a key feature of the TPLM Masterplan being 'Walkable urbanism – a wide mix of uses including residential town centre, schools and sports park. The majority of the site is within a 1km walking distance of the centrally located town centre commercial hub, which is approximately a 10-12 minute walking distance'. To my knowledge, the 1km distance not usually used as an industry walkability standard that typically apply a wider spectrum of distances, including 400m (5 min), 800m (10 minutes) or 1200m (15 minutes) depending on the 'pulling power' of the destination and level of service of walking facilities and public transport services². It is well-recognised that key urban centres and major transport nodes tend to motivate pedestrians to walk the longest distances, providing they are convenient and pleasant routes. Furthermore, non-trafficked routes, such as the one proposed through the Extension Area, are likely to be perceived as safer from accidents and can appeal to a wider range of users. In my opinion, this has important implications for the location of and / or distance from

² Walking Catchments section on Waka Kotahi website (<https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/getting-to-and-from-public-transport/walking/>)

centres and density spread, particularly the western end of the TPLM Structure Plan and the Extension Area at the fringes of the town centre catchment.

25. Mr Harland then goes on to outline in paragraph 59 of his evidence each of the design principles and key moves that the Council's LMC design team have used to inform the TPLM Variation. While the principles and key moves relating to the town centre, collector roads and active travel routes are appropriately translated in the descriptions from an urban design perspective, in my opinion the spatial extent, number and distribution of these remain in question. For instance, under Principle 6. *'Do density well, provide quality and diverse housing'* the translation into the Masterplan is to create a *'Mix of uses to create walkable urbanism including [a] centralised town centre, schools, parks, active and public transport'*, which is generally correct in my view. However, in my opinion the translation of this principle could be further strengthened through other supporting neighbourhood centres, extended transport routes and enhanced open spaces with the addition of the Extension Area. I discuss this further later in my evidence.

Mr Dun's Urban Design expert evidence

26. Mr Dun outlines in paragraph 18 of his evidence the TPLM Structure Plan design process the Council's LMC design team have followed. Despite listing context as the first of the New Zealand Urban Design Protocol's 7Cs in paragraph 18(c)(i), I note he omits consideration and analysis of the wider context, both existing and anticipated, from his design process list. Again, as I raised in my review of Mr Harland's evidence, I regard the most obvious omission is consideration of the Te Kirikiri Frankton Masterplan and the potential urban form relationships it could have with the TPLM Structure Plan area.
27. In my opinion, the focus of the design process undertaken by the Council's LMC design team appears to be highly site-based. Further, there is an emerging neighbourhood centre and health hub Kawarau Park, adjacent

to the Queenstown Country Club, that is not explicitly recognised and in my experience is already proving to be a popular destination and nodal point between the Lake Hayes and Shotover Country communities. In my opinion, an over-emphasis has been placed on the new town centre when there are existing and potential neighbourhood centres that can contribute to a more nuanced hierarchy, as part of a broader centre strategy for the Te Pūtahi / Eastern Corridor, which incrementally builds a sense of place and community rather than relying on one 'heart' to service and support the whole community of circa 10,000 people. Again, this is divergent from the urban form approaches used on TKF Masterplan explained below.

28. In paragraph 25 (a) and (b), Mr Dun identifies the inclusion of buffer areas to *'curate the arrival sequence'* and establish a *'gateway'* to Queenstown from the east. I note is a different approach to the one used on TKF Masterplan where the rationale is to better utilise developable land and integrate the urban form either side of SH6 to reduce community severance. Gateway features are proposed and viewing opportunities to surrounding Outstanding Natural Landscapes and rural setting are still retained, using larger open spaces and view shafts rather than a continuous views. In my opinion, this balances both aims to use land efficiently and to connect back to the dramatic landscape context, which is an important part of the community's identity, recreational pursuits and the town's visitor destination qualities.
29. Mr Dun identifies several elements that contribute to the liveability of a place and the wellbeing of the community. Like Mr Harland, in paragraph 35(a) he states: *'Proximity to public transport, open space, schools, and a town centre that provides for a range of everyday needs is critical to the development of walkable neighbourhoods. The majority of the site is within a 1km walking distance of the centrally located town centre commercial hub, which is approximately a 10-12 minute walking distance.'* While I agree with these being important elements of liveability, I do not consider the town centre is strictly centrally located and that the effectiveness of its walkable catchment is likely to be compromised by

large open space and education facilities adjacent to it. As discussed further below in my evidence, I consider this could be more optimally addressed with the provision of a complementary western neighbourhood centre.

30. Moreover, in paragraph 35 (c), Mr Dun refers to *'Connection to nature: Direct and legible connections are provided to existing walking and cycling networks that enable easy access to the wider recreation opportunities associated with Lake Hayes and beyond.'* I consider the emphasis is largely on the eastern end of the TPLM Structure Plan and appears to ignore the Kimiākau | Shotover River at its western end where I consider the Extension Area can contribute to strengthening the physical connections and enhancing the amenity of this river corridor.
31. Mr Dun's assertion in paragraph 61 that *'connections into the wider active transport network have been facilitated in order to promote walking and cycling as primary transport options.'* I regard this as a weaker statement at the western end of the TPLM Structure Plan where there is a potentially more circuitous and trafficked active travel route linking to the historic bridge via Spence Road that could be further facilitated by the inclusion of the Extension Area, at least to provide more route choice from different parts of the Te Pūtahi / Eastern Corridor.
32. While Mr Dun gives no account of the western variation boundary along Lower Shotover Road in his evidence, in paragraph 111 he does discuss the effective utilisation of *'the collector road as a landscape buffer between the proposed MDR zone and the existing rural zone to the east.'* While I have not reviewed this eastern edge condition in any detail, I do not consider the general approach of utilising roads and narrow amenity strips to solely define structure plan boundaries as acceptable from an urban design perspective. In my view, there should be more compelling reasons to both provide a rational edge and deter future outward growth pressures. In my experience edge conditions would most likely include other considerations such as natural features, landforms, natural hazards, larger-scale hard and soft infrastructure or transitional peri-urban zones.

33. While there have been few references to the Lower Shotover Road Cemetery in the Council's reporting and evidence, I acknowledge that this a notable feature along part of the TPLM Structure Plan boundary. However, it is not unusual for cemeteries to be integrated into urban areas and provide useful amenity for these areas. Furthermore, the extent of readily developable land around it remains considerable. In my opinion, the Kimiākau Shotover River is a much more prominent natural feature to define the western edge of the TPLM Structure Plan than Lower Shotover Road and provides valuable opportunities for landscape rehabilitation along the river corridor, as proposed by the Trust.
34. In reviewing the AHFT submission, Mr Dun states that integrated transport and land use can only be achieved by '*concentrating development around proposed transport and amenity infrastructure as is proposed in the Structure Plan.*' and reinforces in his subsequent paragraphs 114 to 116 the shortfalls of the Trust's submission if the TPLM Structure Plan remained unchanged. In my opinion, the inclusion of the Extension Area would likely necessitate a review of the land use and transport relationships at western end of the TPLM Structure Plan area, commensurate with a longer Te Pūtahi / Eastern Corridor and greater yield / population, as described in the body of my evidence below. Mr Dun does not appear to have considered how TPLM Structure Plan could be effectively integrated if the Extension Area was acceptable to the IHP.

Work and analysis undertaken by me

Queenstown Lakes Spatial Plan

35. The QLSP identifies two corridors that contain the urban extent of Queenstown within the Wakatipu Basin. In my opinion, consolidation of urban change along these corridors creates strong urban form that closely integrates land use, transport and built form. Te Kirikiri Frankton is identified through the QLSP as a Metropolitan Centre that acts as a fulcrum point where two frequent public transport corridors intersect, as

illustrated in Figure 2. I understand this urban consolidation proposed by the QLSP approach also minimises piecemeal urban development elsewhere within the Wakatipu Basin, to retain the scale and integrity of highly valued natural landscapes and rural amenity areas.

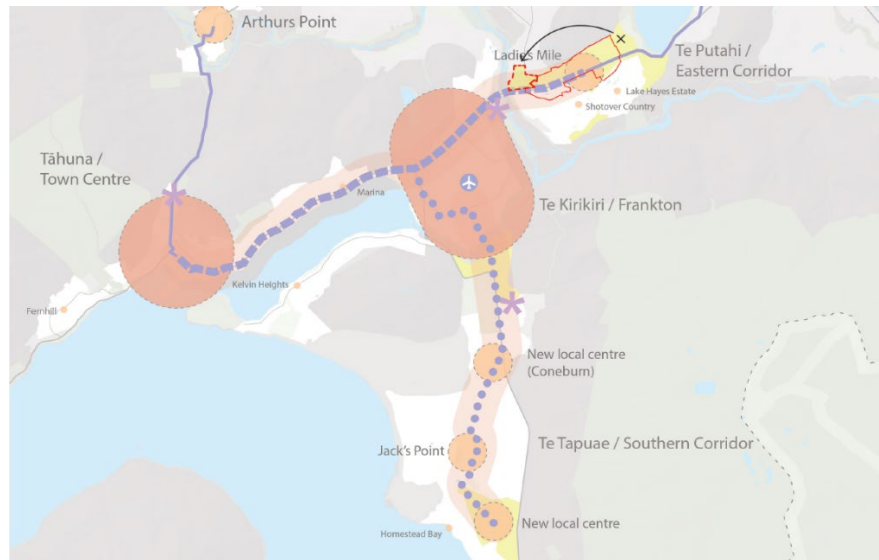


Figure 2: Queenstown Lakes Spatial Plan (Map 7: Wakatipu – Spatial Elements) with an overlay of the Te Pūtahi Ladies Mile Variation Area and Extension Area boundaries illustrating they are within the frequent public transport corridor with parts of the western future urban areas excluded.

36. The QLSP identifies ‘future urban’ areas, comprising readily developable greenfield land, in both Te Tapuae / Southern Corridor and Te Pūtahi / Eastern Corridor. However, the availability of future urban areas within these two corridors has been further restricted by either the more recent introduction of the additional QEII National Trust land covenants within the Te Tapuae / Southern Corridor or the ownership complications of the existing Rural Lifestyle zone at the eastern end of Te Pūtahi / Eastern Corridor, as noted in Mr Harland’s evidence. My experience of working on the Te Tapuae / Southern Corridor, is that while growth projections remain consistent the reduction in future urban land puts both increased pressure on further intensifying remaining land or the need to look elsewhere.
37. Furthermore, parts of future urban areas identified by the QLSP in the far east of Te Pūtahi / Eastern Corridor are decoupled from the frequent

public transport corridor, which I consider could potentially undermine the good urban form objectives of the QLSP. However, there are other readily developable areas, such as the Extension Area, that are wholly within the public transport corridor that have not been identified. I consider the Extension Area is contained within and consistent with the intended continuity of the frequent public transport corridor between Queenstown Town Centre and the Local Centre within the Te Pūtahi / Eastern Corridor, as identified by the QLSP.

38. Notwithstanding the evidence provided on land use demand elsewhere, it is noted that future urban areas at the western end of the of the Corridor have now been excluded from the TPLM Structure Plan and I consider there is an opportunity to reallocate this potential for urban development to a more accessible location, such as the Extension Area, as indicated in Figure 2.
39. While I appreciate that the centre strategy in the QLSP is indicative, I also note that the two corridors have different centre strategies with three 'local centres' distributed along the Te Tapuae / Southern Corridor and only one local centre within the Te Pūtahi / Eastern Corridor, which is supported by two 'neighbourhood centres' located within Lake Hayes Estate and Shotover County communities. The two neighbourhood centres also appear decoupled from the frequent public transport corridor, along with a third centre that has since emerged at Kawarau Park, adjacent to the QCC.

Te Kirikiri Frankton Metropolitan Centre | Te Pūtahi / Eastern Corridor

40. To carry out my strategic urban design analysis of the TPLM Masterplan, in the absence of future context references in the Council's reporting, my methodology has been to adapt the Te Kirikiri Frankton Masterplan Strategic Framework and extend this to include the Te Pūtahi / Eastern Corridor. The illustrative figures contained in the body of my evidence have also been provided in A3 format and included in Appendix B – Graphic Supplement of my evidence.

41. As the TKF Masterplan's urban design lead, I have undertaken a similar, albeit simplified, process to adapt and standardise the existing land use zones (i.e. similar to the National Planning Standard typologies); incorporate relevant TPLM Structure Plan components; extrapolate emerging land uses (e.g. Kawarau Park Neighbourhood Centre); and then adapt this framework to reflect the Trust's proposed Extension Area structure plan.
42. Two options, 'Aligned' and 'Optimised', have been included to illustrate the potential urban form integration with the western interface of the TPLM Structure Plan. The Aligned option retains the Council's notified TPLM Structure Plan layout with the Extension Area simply added and the Optimised option identifies proposed amendments to its western end around the high frequency public transport stop on SH6. The Optimised version, prepared in collaboration with the Trust's other experts, represents the relief sought by the Trust and has been used as the default base plan for explanatory figures referenced in my evidence. These are both explained and illustrated in more detail below.
43. In addition, a similar orbital bus route / stops to the TKF Masterplan has also been illustrated on the Strategic Framework, based on existing bus routes with extensions deeper into Shotover Country and TPLM Structure Plan area to reflect its potential changed role as a feeder service to the high frequency public transport route along SH6.
44. Based on the findings of my analysis, I consider the Extension Area is centrally located between the Te Kirikiri / Frankton Metropolitan Centre and Te Pūtahi / Eastern Corridor by being situated at the western end of the TPLM Structure Plan (Figure 3). In my opinion, increasing the amount of publicly accessible areas and connections through the Extension Area provides integration benefits for both masterplanned areas while placing more residents closer to core services, employment opportunities and social infrastructure within Te Kirikiri Frankton.

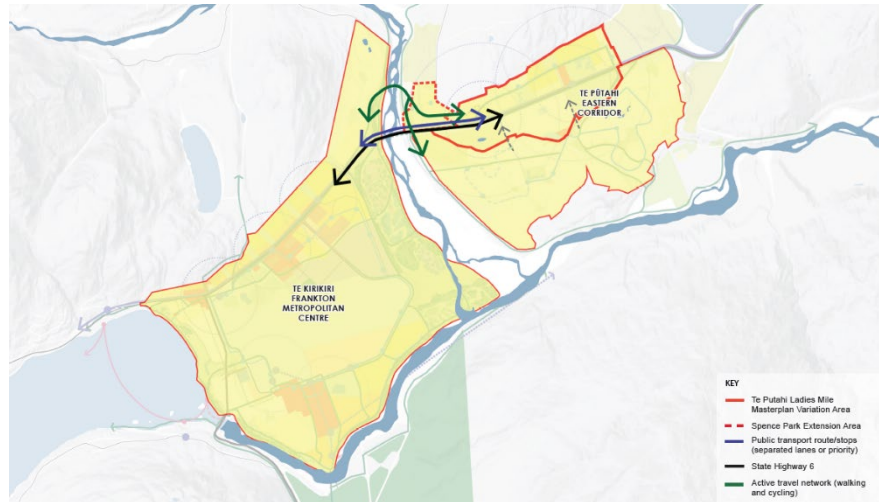


Figure 3: Extension Area centrally located between Te Kirikiri Frankton Metropolitan Centre and Te Pūhahi / Eastern Corridor, close to key public transport, active travel and vehicle routes.

45. The Council's endorsed masterplan for the Te Kirikiri Frankton Metropolitan Centre reinforces and enhances an evolving area of intensive commercial, mixed use and higher density residential development that is intended to form the 'Five Mile Urban Corridor'. This is closely integrated with several public transport stops along the Frankton / Ladies Mile Road (**SH6**) to create an urban form relationship that follows well-recognised Transit Orientated Development (**TOD**) principles, focusing the most intensive activities within a 400 – 800m active travel (i.e. walking and cycling) catchment, providing for most local needs within a short walk, bike or micro-modal journey (Figure 4). In my opinion, the main spine of the Te Pūhahi / Eastern Corridor is consistent with the existing qualities of the SH6 through Te Kirikiri Frankton, yet divergent from the 'Five Mile Urban Corridor' approach proposed in the TKF Masterplan (Appendix A).

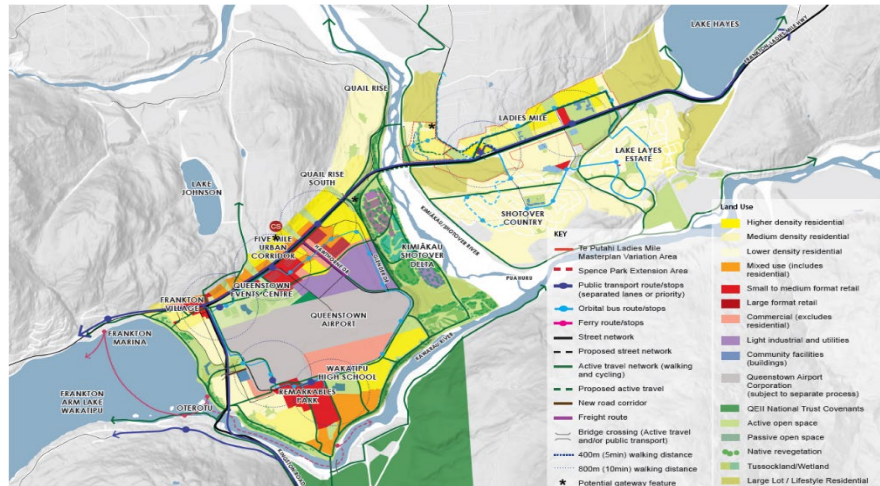


Figure 4: Extension Area centrally located between the Te Kiri-kiri Frankton Metropolitan Centre and Te Pūhahi / Eastern Corridor with the eastern frequent public transport node supporting a TOD approach (Note: 'Optimised' option illustrated, as described in paragraph 57b)

46. The frequent public transport corridor continues into the Te Pūhahi / Eastern Corridor with three stops proposed along the Frankton / Ladies Mile Road (SH6), which I liken to 'pearls on a necklace' (Figure 5). A local centre, referred to in the TPLM Masterplan as the Town Centre, is clearly associated with the central node. However, I note that no provision has been made for commercial centres associated with the western or eastern nodes, including at the termination of the frequent public transport corridor. As such, the TOD approach has not been applied consistently like those within the Te Kiri-kiri Frankton Masterplan in my opinion.
47. In my opinion, a neighbourhood centre and high density housing adjacent to the western node would likely optimise the accessibility benefits of the frequent public transport corridor and better serve the associated medium density development within its 800m catchment, including the Extension Area. I note that efficient use of land around these nodes has already been compromised by some low density and large lot development to the south of SH6 and in my opinion this makes it more important to maximise remaining opportunities on the northern side.

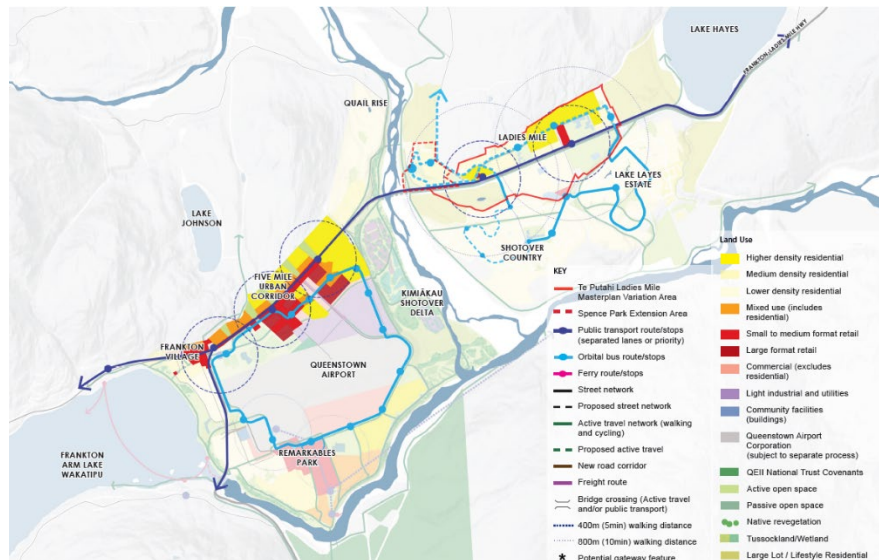


Figure 5: A proposed TOD and extended orbital route at the eastern end of Te Pūhahi / Eastern Corridor optimises the accessibility benefits of the frequent public transport corridor and better serves the associated medium density development within its 800m catchment, including the Extension Area.

48. I recognise that the character and amenity of the Frankton / Ladies Mile Road is valued by some parts of the community. In my opinion, a nodal approach can potentially maintain the sense of openness and tree lined characteristics of the existing rural road in between, while achieving better integration across the corridor at key crossing points where strong links are already established to existing urban areas on lower terraces, like Stalker Road associated with the western node.
49. The historic Shotover Bridge, now utilised as an active travel crossing point, is also positioned to the north of Frankton / Ladies Mile Road. To achieve substantial modal shift, I assume most locations within the TPLM Structure Plan area would rely on the ability for walkers and cyclists to move southwest to Spence Road before heading north again to cross the bridge. In my opinion, the Extension Area has the potential to offer a more direct, convenient and non-trafficked connection for active travel modes to the Te Kirikiri Frankton Metropolitan Centre, between Quail Rise and the northern Collector Road of the TPLM Structure Plan. This better utilises the only other alternative river crossing to the SH6 bridge, achieving greater integration into the wider active travel network and improving a choice of route alignments (Figure 6). I concur with the Trust's transport experts that the addition of the Extension Area will help to

unlock and deliver on the Council's expectations of mode share from within Te Pūtahi / Eastern Corridor.

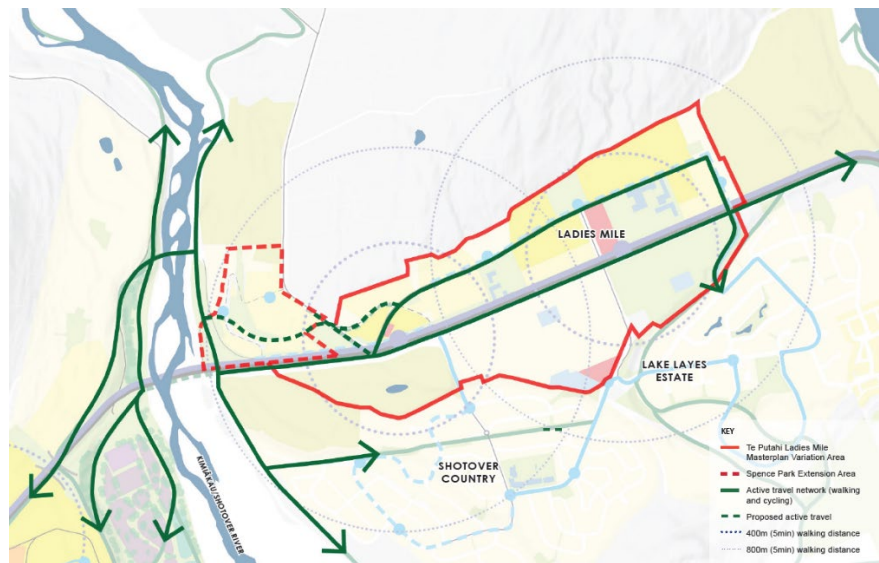


Figure 6: The Extension Area potentially offers a more direct and convenient connection for active travel modes to the Te Kirikiri Frankton Metropolitan Centre between Quail Rise and the northern Collector Road of the TPLM Structure Plan

50. Similarly, I consider the greater depth and connectivity available within the TPLM Structure Plan area, compared with the northern areas of the Te Kirikiri Frankton Masterplan, provides more opportunities to establish local services within the Te Pūtahi / Eastern Corridor, such as an orbital public transport route (Figure 5). This could link across Frankton / Ladies Mile Road to reduce potential community severance between the two halves of this urban area and connect the neighbourhood centres identified in the QLSP and more recently at Kawarau Park.
51. I note that while a neighbourhood centre has been identified in the QLSP within Shotover Country, I understand there is no statutory provision in the structure plan for it or available developable land allocated to deliver it. I consider this is likely to place a higher demand on alternative access modes to Kawarau Park and the neighbourhood centre proposed by the Trust. In my opinion, creating internal connectivity within the Extension Area and several linkage points within the Structure Plan allows an orbital route to service a greater catchment area of medium density housing and draw more users to the frequent public transport stops and commercial centres (Figure 5).

52. Quail Rise is an existing low density housing area extending north along the true right upper terraces of the Kimakau Shotover River, feathering out into large lots beyond the Shotover Bridge (Figure 7). In my opinion, the Extension Area reaches a comparable northern extent to the low density areas within an accessible 800m of the Frankton / Ladies Mile Road (SH6). Te Kirikiri Frankton Masterplan proposes that Quail Rise South transitions from high density to medium density infill as it sweeps north along the Kimakau Shotover River. I consider a similar approach is being proposed for the Extension Area on the true left of the river. Although, I regard a comprehensive, greenfield development approach offers opportunities to conceive this differently from Quail Rise and establish greater legibility between regenerative landscapes on each escarpment and more compact medium density development on flatter terraces.

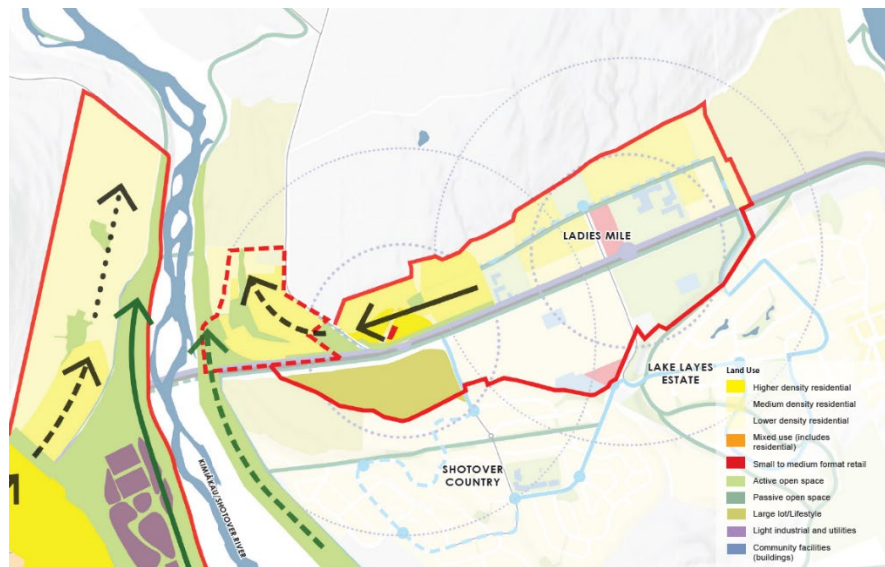


Figure 7: Urban development sweeping north along the upper terraces either side of the Kimiākau Shotover River with the Extension Area (true left) comprehensively developed to enhance regenerative landscape opportunities on the terrace escarpments

Te Pūtahi Ladies Mile Structure Plan Western Extension

53. Since the lodging of submissions, I consider the Trust has taken a more comprehensive structure planning approach to the Extension Area, which the Trust’s site is a central, large and critical part of. This is appended to Mr Murray and Mr Weir’s evidence.

54. The proposed Extension Area links the TPLM Structure Plan through to the Kimakau Shotover River, which I consider provides an opportunity to more clearly define the Urban Growth Boundary; enhance the immediate context of this Outstanding Natural Feature; and complement urban growth across the entire Te Pūhahi / Eastern Corridor with greater accessibility to recreational and visual amenities.
55. In my opinion, flat upper river terraces are efficiently utilised for medium density housing with both the upper and middle terraces within 800m of a frequent public transport node; have potential to be serviced by orbital routes; and are close to active travel linkages for commuting to the Te Kirikiri Frankton Metropolitan Centre. I consider a medium density housing approach within the Extension Area will also allow for a further increase in yield with more contiguous densities within the Structure Plan, without the need for a Low Density Residential buffer along Lower Shotover Road. The lower terrace along Spence Road is already developed in long established, large lot housing as a transition zone, particularly with the Ferry Hotel being a notable heritage building with a generous setting of mature exotic planting around it.
56. Furthermore, I consider the Extension Area will likely provide an added opportunity to stage the delivery of the longer term multi-modal transport outcome while enabling delivery of a short-term SH6-based primary bus corridor. With the southern section of Spence Road forming part of a contiguous road reserve parcel with SH6, I consider there is potential allowance to be made on the south side of the Extension Area to future proof the potential widening of the Frankton / Ladies Mile Road (SH6) corridor, should an additional lane or second crossing be required for more frequent / mass rapid public transport options. The internal configuration of transport routes within the Extension Area provides a potential future proofing for alternative servicing of existing properties along the Kimakau Shotover River corridor and long term resilience within the active travel network.

57. In designing a structure plan for the western Extension Area, two route alignment options have been considered under the Waka Kotahi One Network Framework to effectively integrate the Extension Area into the TPLM Structure Plan (Figure 8):

- (a) **Aligned:** Maintain Lower Shotover Road alignment with new northern T-Intersection for a Local Street (M4P4) into the Extension Area and four-way intersection at Spence Road (as proposed in the Structure Plan). Lower Shotover Road becomes an Urban Connector (M2P4) within the Extended Structure Plan (Figure 8a).

- (b) **Optimised:** A new northern T-Intersection into the Extension Area for a Local Street (M4P4) then realign Lower Shotover Road into the Structure Plan Area to create a new, more centralised, four-way intersection with the northern Collector Road / Activity Street (M2P4). This then provides an opportunity to establish a Main Street (M4P3) extension to Spence Road, associated with a proposed north facing Neighbourhood Centre. The remnants of Lower Shotover Road help form part of a public transport slipway off Frankton / Ladies Mile Road (SH6). This optimises the walkable catchment around the public transport stop providing opportunities for a TOD, comprising both a Neighbourhood Centre and High Density Residential zonings. A Neighbourhood Centre can then provide convenience retail for the remaining Medium Density development at western end of the Structure Plan and Extension Area (Figure 8b).



Figure 8a: Aligned Option

Figure 8b: Optimised Option

Figure 8: Two progressive options to enhance the integration of the Extension Area and a Transit Orientated Development approach (for Optimised option) into the western end of the Te Pūtahi Ladies Mile Structure Plan.

58. While I consider both options are acceptable from an urban design perspective, I recommend the Trust's proposed Extension Area is matched with the Optimised option that adapts the western end of the TPLM Structure Plan, with associated adjustment to the Urban Growth Boundary, to better integrate the Extension Area into the strategic urban context of Queenstown.

My conclusions and recommendations

59. My evidence outlines the important opportunity for the Extension Area to be 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.
60. I support the intent of the TPMP Variation. In my opinion, there appears to be a lot of aspirational best practice urban design terminology and concepts referred to in the Council's urban design evidence of Mr Harland and Mr Dun, which I generally agree with. Although, I do recommend the TPLM Variation documents adopt the One Network Framework to reflect best practice urban design and support the future implementation of the TPLM Structure Plan.
61. I consider most of the best practice presented in the Council's urban design evidence, including NPS-UD references to 'Well functioning urban environments that integrates transport and land use solutions to create liveable and connected communities' and objectives and policies of the proposed TPLM Variation, can be equally applied and further enhanced with the inclusion of the Extension Area. As such, it is the appropriate interpretation and application of best practice to the TPLM Variation and its context that has been the focus of my evidence.

62. In my review of the TPLM Masterplan context analysis, alongside the explanations provided in the Council's urban design evidence, I consider there is a lack of regard for the future wider context of the TPLM Masterplan. This is largely outlined in Te Kirikiri Frankton Masterplan that provides a 30 year strategic framework for the adjacent Metropolitan Centre. In my view, this shortcoming has resulted in a lack of continuity of Transit Orientated Development urban form relationships along the QLSP frequent public transport corridor as it carries through into the Te Pūtahi / Eastern Corridor.
63. Moreover, I consider the constraints and opportunities identified in the TPLM Masterplan relevant to the Extension Area have not been adequately addressed through the subsequent design process and, by default, the TPLM Structure Plan. In my opinion, this results in a weak urban design rationale for establishing the western boundary at Lower Shotover Road; less direct and less choice of active travel connections through to Te Kirikiri Frankton; reduced opportunities for strong Transit Orientated Design relationships around the western-most public transport stop; and potential difficulties in future proofing any medium to long-term expansion of the Te Pūtahi / Eastern Corridor to the west, if existing rural activities are developed into Rural Lifestyle properties, as currently zoned.
64. Finally, I consider there is an over-emphasis on the town centre, as the one 'heart' of the TPLM Structure Plan without fully recognising the supporting roles of both existing and potential additional neighbourhood centres, as part of a well-rounded centre strategy and establishing highly accessible neighbourhoods. In my opinion, the more eastern location of the town centre highlights the need to include an additional neighbourhood centre and high density Transit Orientated Development node in the western part of the TPLM Structure Plan Area along with optimising the alignment of Lower Shotover and Spence Roads and inclusion of the Extension Area the Trust has submitted on.

65. I consider the proposed TPLM Structure Plan to be generally well conceived. Nonetheless, in my opinion this and the strategic urban context of Queenstown would be greatly enhanced through the integration of the proposed Extension Area along with the optimised adaptation of western end of the TPLM Structure Plan. Subject to my recommendations and having regard to the evidence of the other experts for the Trust, I consider the inclusion of the Extension Area would result in a more optimised urban design outcome that better achieves the relevant outcomes sought through the NPS-UD, QLSP and TPLM Variation.

DATED this 20th day of October 2023



Timothy John Church

APPENDIX A: RELEVANT EXCERPTS FROM TE KIRIKIRI FRANKTON MASTERPLAN

TE KIRIKIRI / FRANKTON MASTERPLAN

JANUARY 2020



KEY

--- Masterplan area

MOVEMENT NETWORKS

● Public transport route/stops (separated lanes or priority)

● Orbital bus route/stops

● Gondola lines/base station (private)

● Ferry route/stops

— Street network

— Active travel network (walking and cycling)

— New road corridor

— Freight route

— Bridge crossing (Active travel and/or public transport)

--- 400m (5min) walking distance

PR Park and Ride

CS Site of Cultural Significance

* Potential gateway feature

Note: Dashed routes subject to further investigation

CONSTRAINTS

--- Queenstown Airport noise contours (existing)

LAND USE

Higher density residential

Medium density residential

Lower density residential

Mixed use (includes residential)

Small to medium format retail

Large format retail

Commercial (excludes residential)

Light industrial and utilities

Community facilities (buildings)

Queenstown Airport Corporation (subject to separate process)

Active open space

QEC Recreation Masterplan area (subject to separate process)

Passive open space

P Urban park (location and size subject to levels of service)

Native revegetation

Tussockland/wetland

Note: Land use mix assumes removal of crosswind runway

22 KEY FEATURES

01 Frankton Campground redevelopment

02 Emergency precinct

03 Events centre extension

04 Public transport interchange (estimated location)

05 Community facilities

06 Arranmore/McBride Farm heritage area

07 Wastewater treatment plant expansion

08 Relocation of power infrastructure

09 Kimiākau Zero Waste Community Eco Park

10 Wastewater ground filtration

11 Constructed wetland areas

12 Proposed golf course

13 Commercial recreation (excludes noise sensitive activities)

14 Conference and arts centre

15 Quayside waterfront and jetty

16 Te Kirikiri/Frankton Gardens

17 Regional coach hub

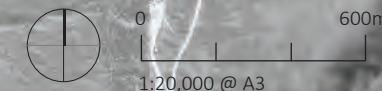
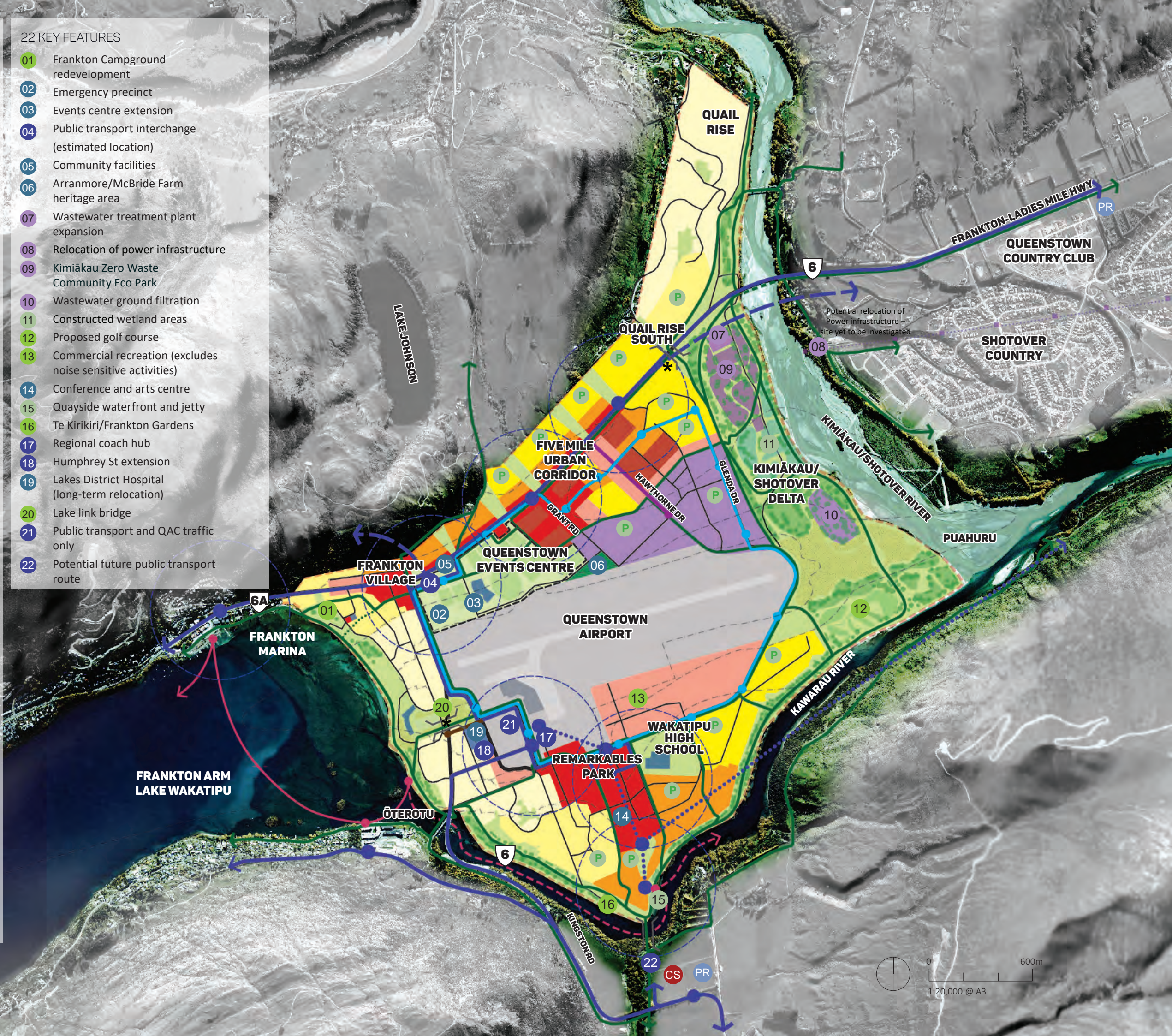
18 Humphrey St extension

19 Lakes District Hospital (long-term relocation)

20 Lake link bridge

21 Public transport and QAC traffic only

22 Potential future public transport route



4.7 PRECINCT 2: FIVE MILE URBAN CORRIDOR

PRECINCT DESCRIPTION

There is extensive greenfield land on either side of the SH6 that provides an opportunity to establish a comprehensively designed urban corridor. This would comprise a high amenity, multi-modal arterial route supported by intensive mixed use either side. A diverse mix of people are likely to use this precinct, which emphasises the need to provide for high levels of accessibility and movement along and across the SH6 corridor, while reducing severance and improving safety.

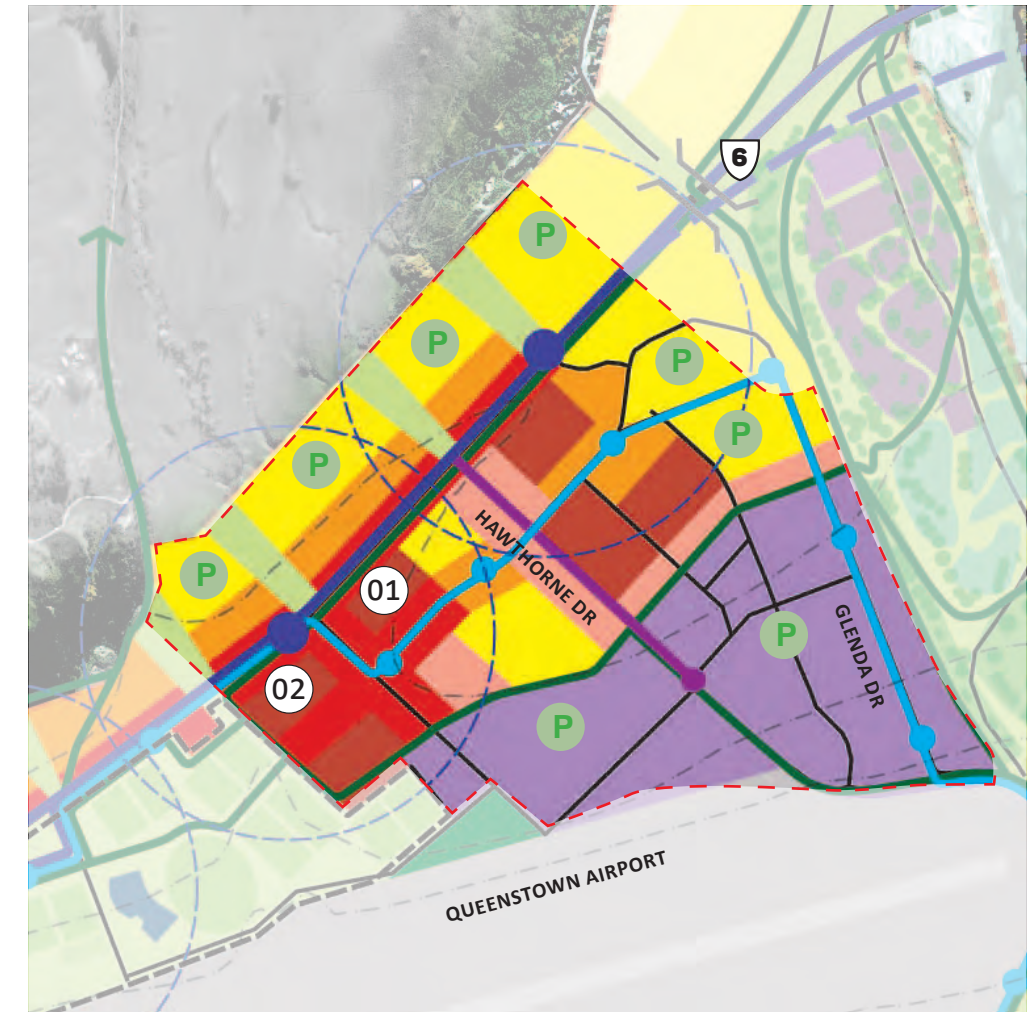
A small to medium format retail-based high street is already being established parallel to SH6. The continuation of existing laneways, established as part of the Five Mile Shopping Centre and Queenstown Central developments, and the protection of viewshafts between buildings will be important for ensuring pedestrian permeability and maintaining strong visual connections with the natural landscapes to the north and south. Larger format retail and community anchors are provided at either end, including Queenstown Event Centre and Five Mile Shopping Centre to the west and PAK'n Save supermarket and other trade supply stores to the east.

Higher density residential, supported by urban parks, and commercial developments are proposed as the next tier of development out from the urban corridor. This is starting to establish with medium density terraces adjacent to the Queenstown Central development and commercial developments lining Hawthorne Drive. Glenda Drive north is currently an industrial area with larger lots and some heavier industries than those to the south. There is an opportunity to transition this area towards higher density residential to benefit from the high levels of public transport and land use accessibility along the corridor and recreational amenities proposed for the Kimiākau/

Shotover Delta. The remaining industrial land is anticipated to fill out and consolidate within the more sensitive Queenstown Airport noise corridors with larger and heavier activities to be located elsewhere in the District.

PRECINCT CHARACTERISTICS

- Create a dramatic urban arrival experience into Queenstown by transitioning SH6 into an urban arterial at the top of the terrace embankment cutting.
- Strengthening the urban form relationship, matching high capacity public transport with intensive land uses, along the urban corridor and to better utilise land outside Queenstown Airport noise contours.
- Foster a general focus on local resident service, employment and affordable residential offerings.
- Complement and extend the existing retail high street approach along the urban corridor, by providing walkable route / circuits between them and convenient public transport stops to support key existing nodes.
- Sleeve existing larger format retail stores with small to medium sized, pedestrian-oriented land uses and interventions to create positive precinct character and support a slower speed environment along the urban corridor.
- Incorporate urban parks to improve amenity and complement intensification of adjacent land uses.
- Improve active travel linkages from Frankton Flats to the enhanced Kimiākau/Shotover Delta.
- Support the servicing of industrial areas by protecting the freight link along Hawthorne Drive.



KEY

--- Masterplan area

MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

— Freight route

— Bridge crossing (Active travel and / or public transport)

— 400m (5min) walking distance

PR Park and Ride

— Cultural significance

— Potential gateway feature

LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

■ Small to medium format retail

■ Large format retail

■ Commercial (excludes residential)

■ Light industrial and utilities

■ Community facilities (buildings)

■ Queenstown Airport Corporation (subject to separate process)

■ Active open space

■ QEC Recreation Masterplan area (subject to separate process)

■ Passive open space

● Urban park (location and size subject to levels of service)

● Native revegetation

■ Tussockland / wetland

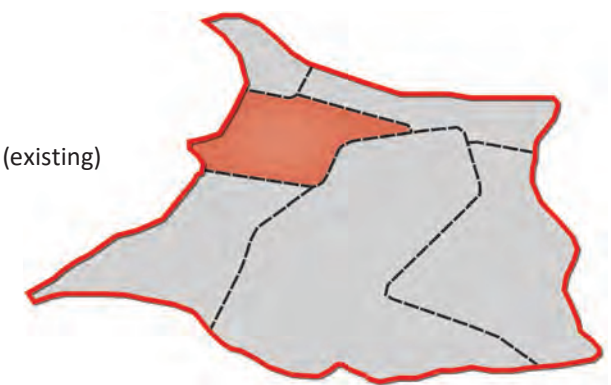
CONSTRAINTS

--- Queenstown Airport noise contours (existing)

●●●●● Transmission lines

KEY FEATURES

1. Queenstown Central Shopping Area
2. Five Mile Shopping Area





Five Mile urban corridor (view west along State Highway 6 near Grants Road intersection towards the Queenstown Event Centre) upgrade the Frankton-Ladies Mile Highway, between the Shotover Bridge and Frankton Village, to create a high amenity, 50 km/hr urban arterial, potentially recognising the ara tawhiti (traditional trail) along this route. This will be integrated with Masterplanned improvements to QEC, including maintaining views across Frankton Flats to the wider natural landscapes.

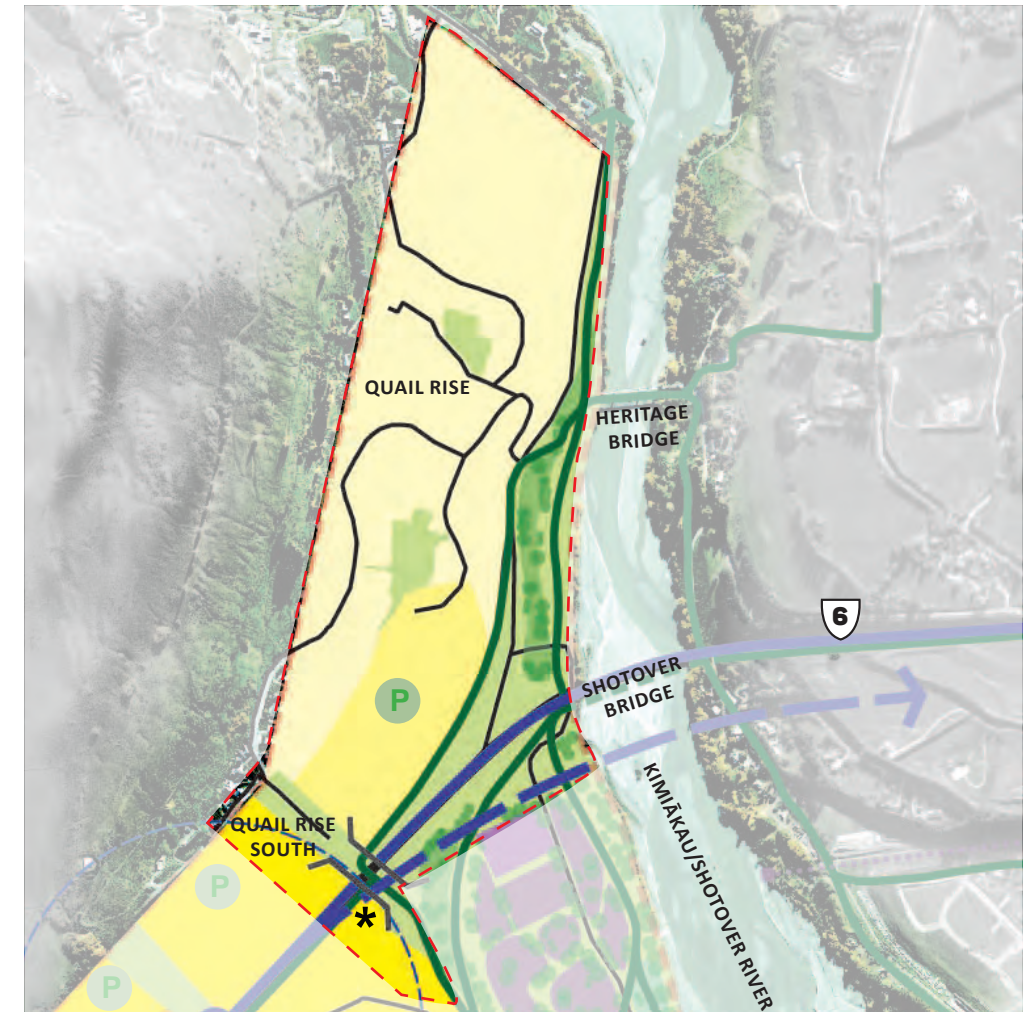
4.6 PRECINCT 1: QUAIL RISE

PRECINCT DESCRIPTION

The southern part of the precinct is one of the key land-based gateways into the Masterplan area, heightened by the SH6 road bridge and cutting through the terrace embankment. There is also a long-term opportunity for medium density infill closer to the Five Mile Urban Corridor with the emphasis being on achieving key linkages across this corridor to reduce severance, particularly safe crossings for active travel modes over SH6, and open space provision for intensifying residential areas. Recent intersection improvements provide good accessibility to the lower Kimiākau/Shotover Delta to service large recreation areas and the proposed Kimiākau Zero Waste Community Eco Park. The northern parts of Quail Rise will be more focused on enhancing active travel connections from the historic bridge and maintaining a suburban, neighbourhood feel as the banks of the Kimiākau/Shotover River converge.

PRECINCT CHARACTERISTICS

- Provide a higher amenity, revegetated gateway for Queenstown that integrates the Zero Waste Kimiākau Community Eco Park and/or screens adjacent infrastructure.
- Explore the opportunity for a landmark art installation at the top edge of the Frankton Flat terrace.
- Develop a higher-level, active travel route linking the heritage bridge landing to Frankton Flats. An active travel bridge over the terrace embankment cutting connect southern and western precincts.
- Protect a viewshaft extending out from the new active travel bridge to visually connect users with outstanding natural landscapes to the north.
- Promote medium density infill closer to the Five Mile Urban Corridor over the longer term, supported by an urban park
- Maintain the remaining Quail Rise area as a suburban neighbourhood feel.



KEY

--- Masterplan area

MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

— Freight route

— Bridge crossing (Active travel and / or public transport)

— 400m (5min) walking distance

PR Park and Ride

CS Cultural significance

* Potential gateway feature

LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

Small to medium format retail

Large format retail

Commercial (excludes residential)

Light industrial and utilities

Community facilities (buildings)

Queenstown Airport Corporation (subject to separate process)

Active open space

QEC Recreation Masterplan area (subject to separate process)

Passive open space

P Urban park (location and size subject to levels of service)

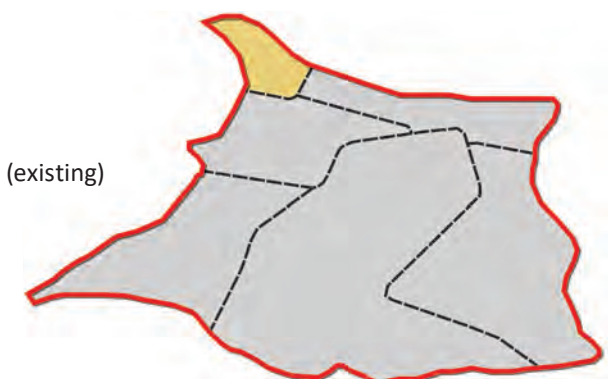
Native revegetation

Tussockland / wetland

CONSTRAINTS

--- Queenstown Airport noise contours (existing)

Transmission lines



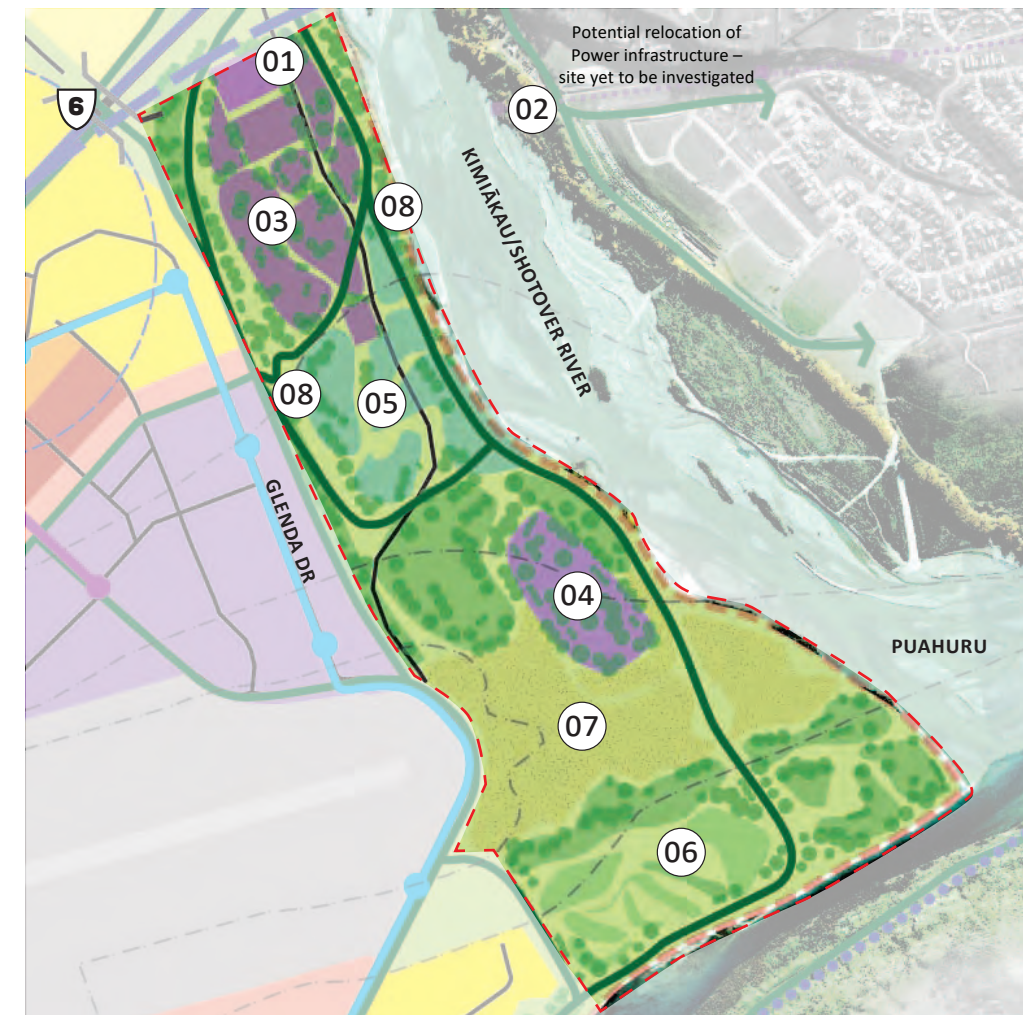
4.11 PRECINCT 6: KIMIĀKAU/SHOTOVER DELTA

PRECINCT DESCRIPTION

This is a largely underdeveloped, flood plain area at the confluence of the Kimiākau/Shotover and Kāwarau Rivers, currently used for large scale wastewater treatment, alluvial gravel extraction and clean fill storage. It does have several recreational bike trails and is often used for informal dirt-bike riding. The eastern flightpath of Queenstown Airport passes over with a Runway End Safety Area (RESA) identified, an emergency access road from Frankton Flats and associated planting and standing water control measures to minimise bird strike. An emerging infrastructure cluster occupies the northern parts of the Delta and is proposed to be integrated together under the Kimiākau Zero Waste Community Eco Park concept with the main access point originating off SH6. Steep terrace embankments separate this precinct from Frankton Flats, covered with wilding pine and other scrubby vegetation that extends through to the recently revegetated tussock planting of the runway extension. Proposed consolidation and clustering of infrastructure and gravel extraction activities towards the northern end of the Delta, closer to SH6 access points, allows for the broad repurposing of the area adjacent to Kimiākau/Shotover River.

PRECINCT CHARACTERISTICS

- Enhancement of the natural gateway from the east and by air
- Creation of a new District Park that provides space for informal recreation and visual relief to support the intensification of Frankton Flats and other growth within the Wakatipu Basin. Activities could include nature walks, dog parks, pump tracks etc.
- Recognition of wāhi tūpuna (ancestral landscapes), particularly at the Kimiākau/Kāwarau confluence - Puahuru.
- Upgrading of the active travel routes along the Delta and up to Frankton Flats as part of the broader network of trails.
- Revegetation of the terrace embankment, constructed wetlands and river edges to increase biodiversity and amenity.
- Potential to accommodate the relocation of the Frankton Golf Centre adjacent to the Kāwarau River, in conjunction with water sensitive design approaches.
- Establish a Kimiākau Zero Waste Community Eco Park and gravel extraction cluster around the existing wastewater treatment plant that benefits from the proximity to SH6 and reduces the need for heavy vehicles to travel across the Kimiākau/Shotover Delta.
- Repurpose the oxidation ponds into revegetated constructed wetlands to complement braided river environment and support Ngā Rauemi (resource harvesting areas), while maintaining some resilience to protect the long term quality of the Kimiākau/Shotover River.
- Shortening of the high voltage transmission line corridor to terminate before Frankton Flats with potential relocation of power infrastructure to a site yet to be investigated.



KEY

--- Masterplan area

MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

— Freight route

— Bridge crossing (Active travel and / or public transport)

— 400m (5min) walking distance

PR Park and Ride

— Cultural significance

— Potential gateway feature

LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

■ Small to medium format retail

■ Large format retail

■ Commercial (excludes residential)

■ Light industrial and utilities

■ Community facilities (buildings)

■ Queenstown Airport Corporation (subject to separate process)

■ Active open space

■ QEC Recreation Masterplan area (subject to separate process)

■ Passive open space

P Urban park (location and size subject to levels of service)

● Native revegetation

■ Tussockland / wetland

CONSTRAINTS

--- Queenstown Airport noise

●●● contours (existing)

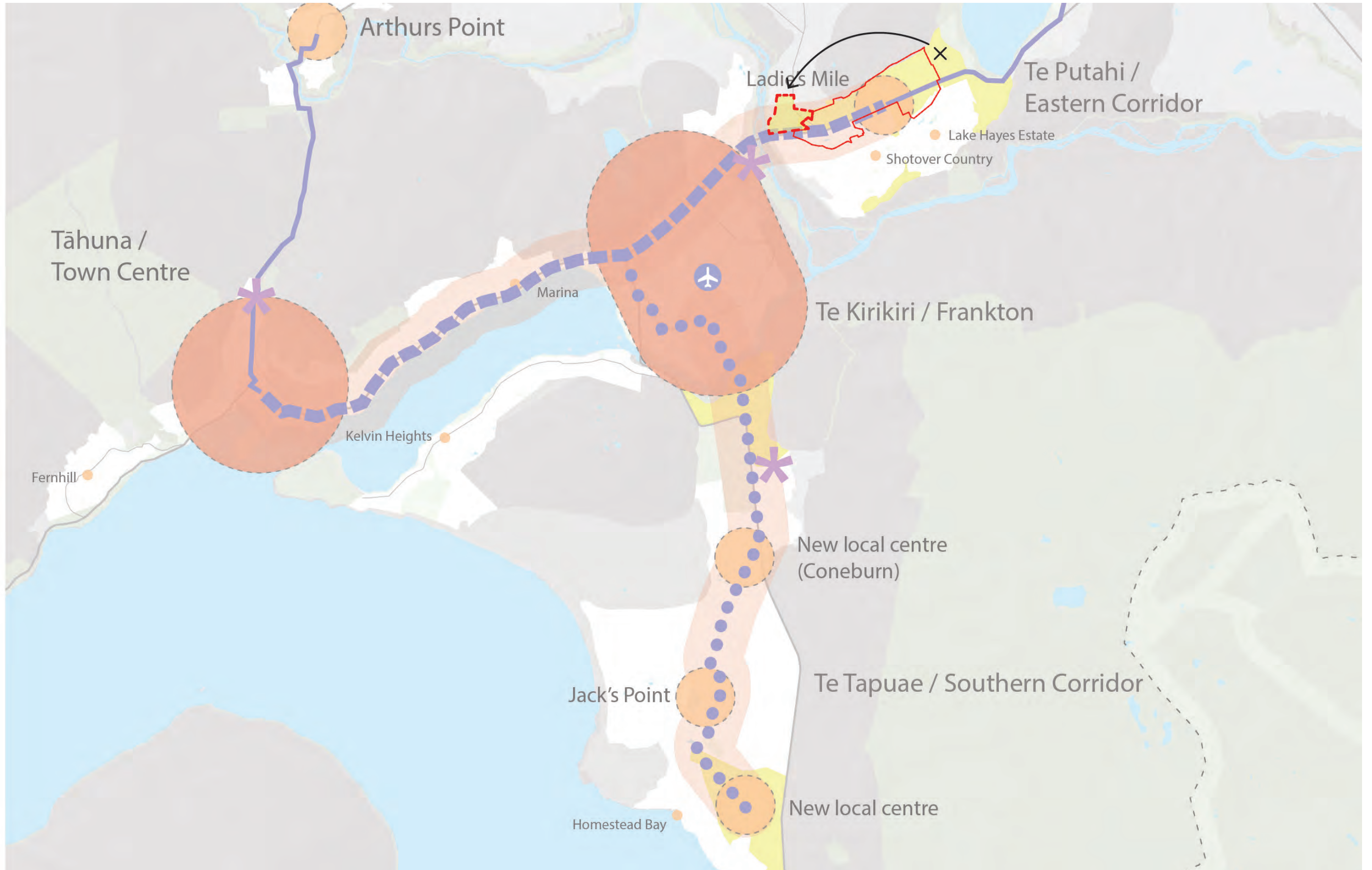
KEY FEATURES

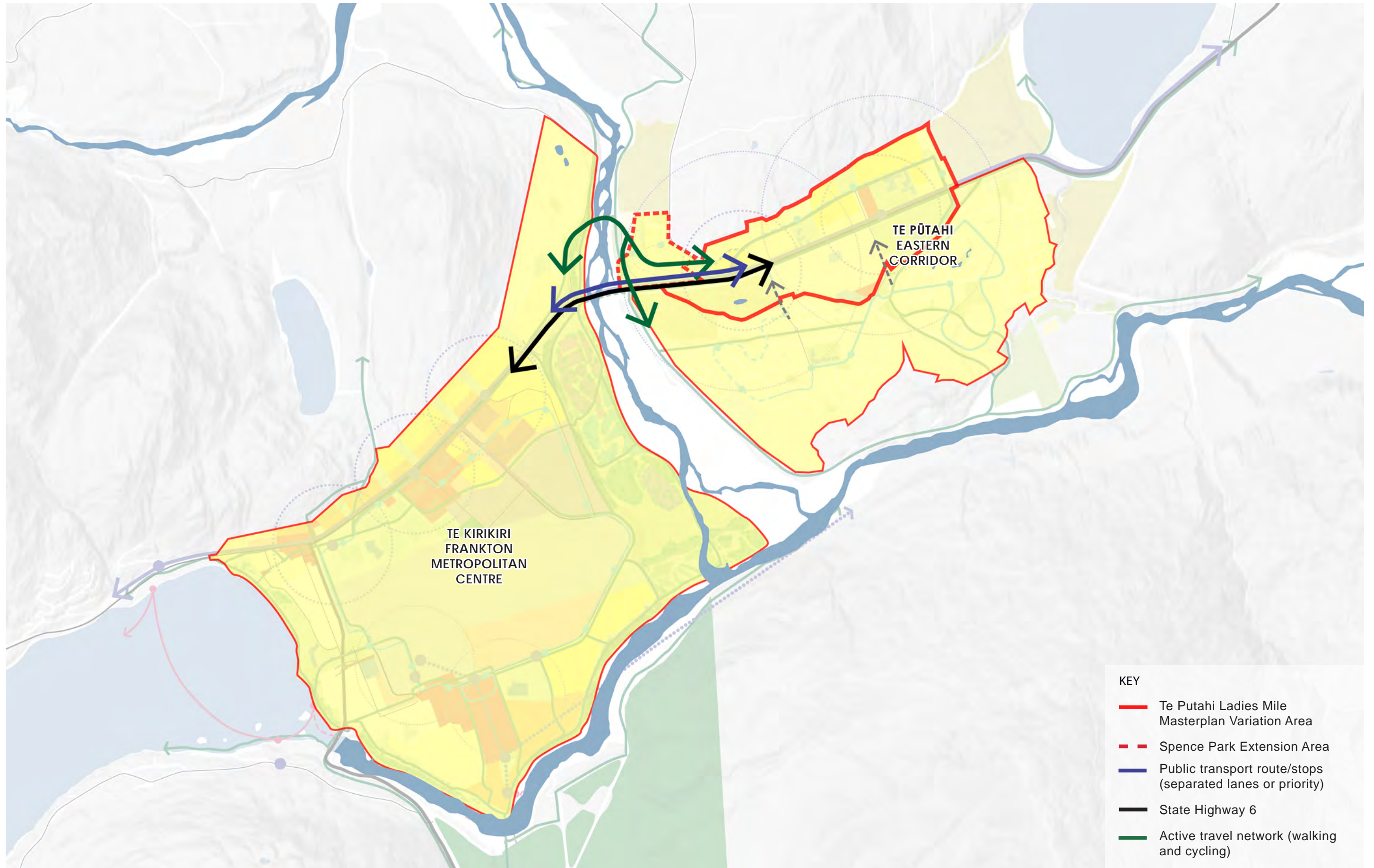
1. Wastewater treatment plant
2. Relocation of power infrastructure
3. Kimiākau Zero Waste Community Eco Park
4. Wastewater ground filtration
5. Constructed wetland areas
6. Proposed golf course
7. Low-level tussockland planting
8. Native revegetation on terraces and delta

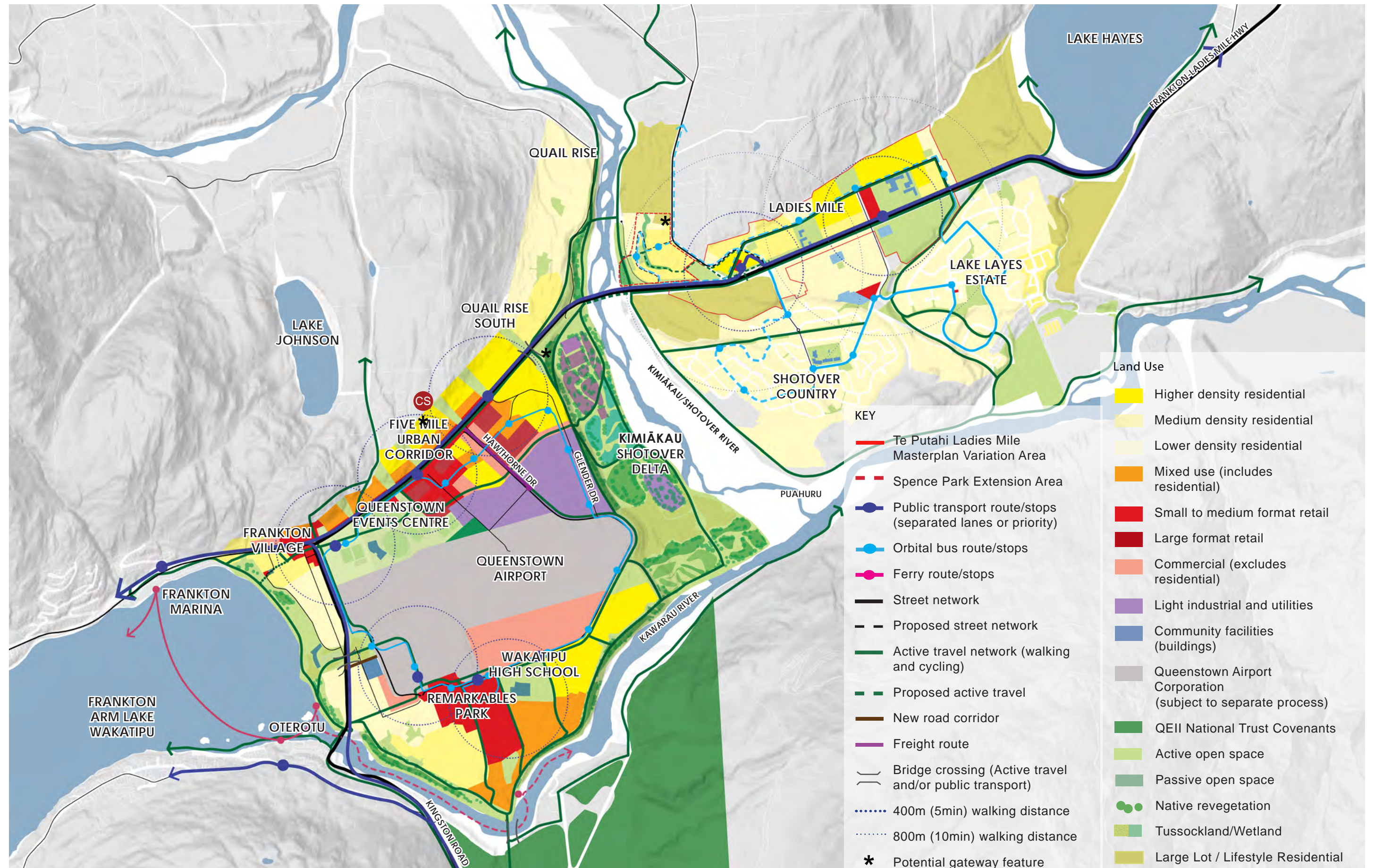


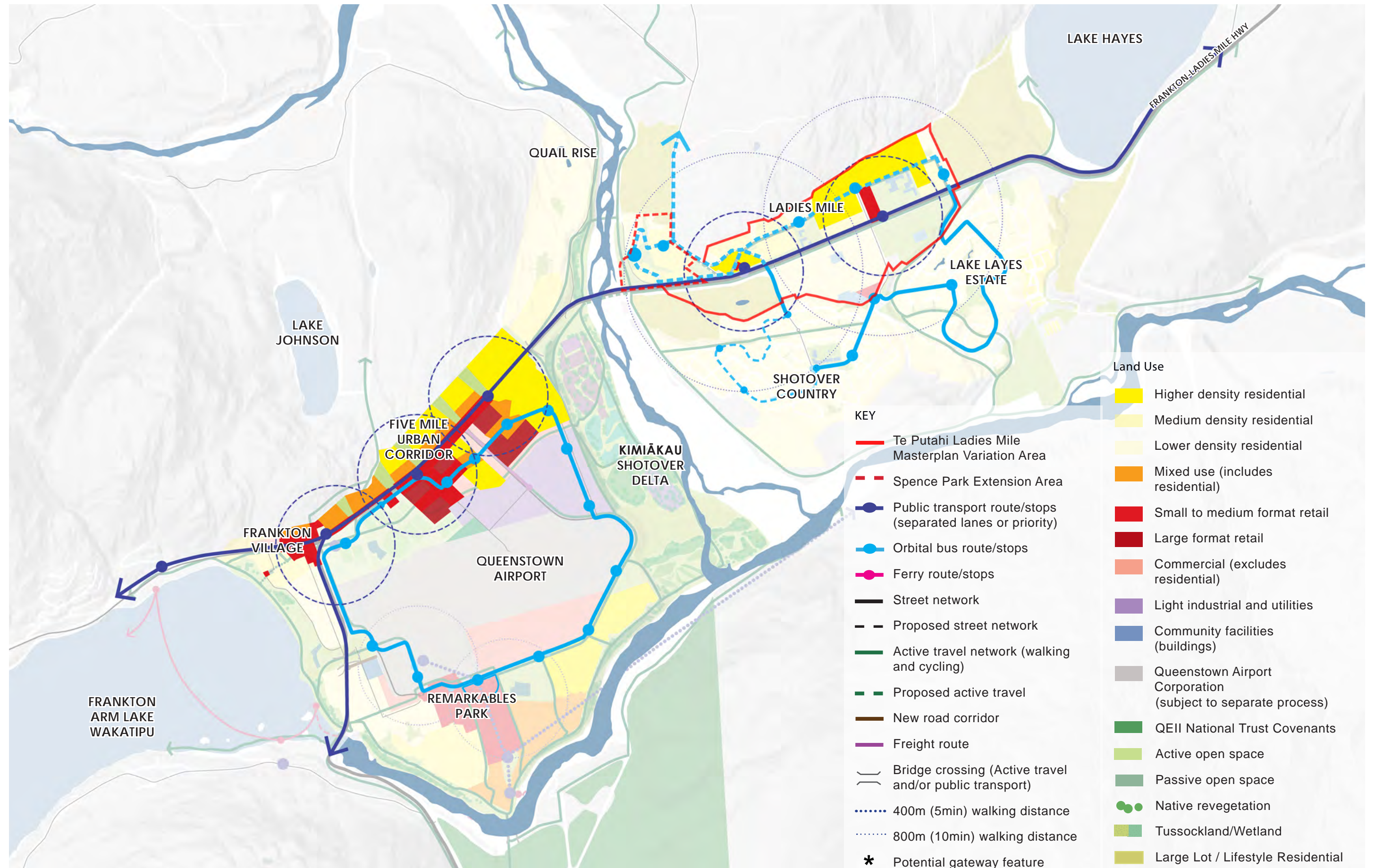
APPENDIX B: GRAPHIC SUPPLEMENT

**(TE KIRIKIRI FRANKTON STRATEGIC FRAMEWORK EXTENDED INTO TE PUTAHI /
EASTERN CORRIDOR, INCLUDING ALIGNED AND OPTIMISED OPTIONS AND
ILLUSTRATIVE DIAGRAMS)**









- Land Use**
- Higher density residential
 - Medium density residential
 - Lower density residential
 - Mixed use (includes residential)
 - Small to medium format retail
 - Large format retail
 - Commercial (excludes residential)
 - Light industrial and utilities
 - Community facilities (buildings)
 - Queenstown Airport Corporation (subject to separate process)
 - QEII National Trust Covenants
 - Active open space
 - Passive open space
 - Native revegetation
 - Tussockland/Wetland
 - Large Lot / Lifestyle Residential
- KEY**
- Te Putahi Ladies Mile Masterplan Variation Area
 - Spence Park Extension Area
 - Public transport route/stops (separated lanes or priority)
 - Orbital bus route/stops
 - Ferry route/stops
 - Street network
 - Proposed street network
 - Active travel network (walking and cycling)
 - Proposed active travel
 - New road corridor
 - Freight route
 - Bridge crossing (Active travel and/or public transport)
 - 400m (5min) walking distance
 - 800m (10min) walking distance
 - * Potential gateway feature

