

PROPOSED TE PŪTAHI LADIES MILE PLAN VARIATION

RESPONSE OF STUART JAMES DUN ON BEHALF OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

- 1 My full name is Stuart James Dun. I am a Landscape Architect and Principal at Studio Pacific Architecture.
- 2 I have prepared the following documents with regards to the Te Pūtahi Ladies Mile Plan Variation (**TPLM Variation**):
 - (a) Statement of evidence on behalf of Queenstown Lakes District Council (**QLDC** or **Council**) dated 29 September 2023;
 - (b) Rebuttal evidence on behalf of QLDC dated 10 November 2023;
 - (c) Written answers to questions from submitters dated 24 November 2023; and
 - (d) Summary of evidence dated 4 December 2023 including Appendix A response to the Hearing Panel Minute: Pre-Hearing Questions.

Response to matters raised during the Hearing

Updates on Amenity Access Area

- 3 The detail and dimensions of the proposed Amenity Access Area to the north of State Highway 6 (**SH6**) were debated and discussed at length throughout the hearing. Following the hearing, the Council's urban design experts, including myself, have proposed a further reduced cross section (18.5m building restriction, 16.5m Amenity Access Area) and provided an additional part plan and elevation to set out the spacing of proposed specimen trees. These drawings respond to questions raised by the Panel and were circulated to submitters' experts for comment on 21 December 2023. Submitters' responses to these revised plans are attached to legal counsel's closing submissions at Appendix B. I attach these revised plans as **Appendix A**.
- 4 The tree species proposed for the north side of SH6, directly adjacent to the state highway, are large scale deciduous trees that have been selected to complement the existing Chestnut trees on the south side, reflect the character of the wider Wakatipu Basin, and create a consistent and distinctive arrival experience. The scale of these trees is reflective of the rural and agricultural character of the wider region and space is provided within the proposed cross section for these trees to mature. The spacing of these trees at 25m centres provides for a consistent landscape treatment whilst maintaining views between them to the development behind, and clearly signalling an urban environment. As the trees mature clear views under the canopy to the urban environment will also be provided. As the trees are deciduous the impact of shading of the highway in winter months is also reduced.
- 5 The second row of trees, adjacent to the boundary, is proposed to be a mix of native species that support the ecological aims to increase and support biodiversity. These smaller scale trees will also be complemented with low level planting and the rhythm of tree planting can be structured to respond to the adjacent development and maintain views.
- 6 I note that the proposed species are still subject to confirmation from the Council's Parks and Reserves team.
- 7 In my view, the proposed cross section and proposed planting strategy provides for a high-quality experience for users of the active travel cycleway and pedestrian footpath, sets housing back an appropriate distance from the State Highway, and

establishes a gateway character for this stretch of highway that clearly signals an urban environment and supports the lowered speeds proposed.

- 8 Mr Tim Church for Anna Hutchinson Family Trust provided comments on the revised Amenity Access Area plans on 18 January 2024. As I am away on leave from 19 January 2024, Mr Lowe (in liaison with Mr Harland) will provide a response to these comments in his reply statement.

Response to Sanderson Group

- 9 The summary of Erin Stagg on behalf of the Sanderson Group noted that she considers it would be more appropriate to extend the Commercial Precinct to the north rather than to the east along SH6 as I have recommended in my rebuttal evidence. In her view, extending north would ensure that the area has continued frontage along the extension to Hawthorne Drive (by which I assume she means Howards Drive), and that the northern side is less desirable for residential development as it will be heavily shaded in the winter months by Slope Hill. This is a new matter not previously addressed in evidence.
- 10 I maintain my view that the appropriate way to expand the Commercial Precinct is to the east along SH6. Containing the Commercial Precinct between SH6 and Collector Road A clearly defines the Commercial Precinct and creates a logical footprint. Importantly, the community park is located at the end of the Howards Drive extension to maintain views to Slope Hill. If the Commercial Precinct were to be extended to the north it is critical that this view corridor is maintained, which would require the Howards Drive extension to terminate at the base of Slope Hill as opposed to at the Community Park as it is currently located. In my opinion this would be a less preferable outcome.

Response to AHFT plans

- 11 Following the hearing, experts for the Anna Hutchinson Family Trust (**AHFT**) have produced a revised Structure Plan indicating the revised relief sought by AHFT. Mr Harland, Mr Lowe, and myself have reviewed these plans and recommend the following amendments, should the Panel be of a mind to include the AHFT land in the TPLM Variation:
- (a) Maintain the Stalker Road extension perpendicular to SH6 until it meets the Collector Road A. This will maintain sight lines to the toe of Slope Hill.
 - (b) Reduce the size of the commercial zone to reflect the scale that the economic experts can support, and locate this adjacent to the proposed bus stop on SH6.
 - (c) Maintain the active travel link along Spence Road, rather than through the cemetery. At the eastern point of the cemetery commuters can elect to continue along SH6 or connect with Collector Road A.
 - (d) Provide for an intersection where Collector Road A joins Lower Shotover Road as traffic will still need to access Spence Road.
 - (e) I note also that the AHFT plan shows an active transport link on the south side of SH6 which is inconsistent with the proposed structure plan which anticipates an active travel link on both sides of the highway – within the Amenity Access Area on the north side. The midblock cycleway should also be removed with formal active travel links already provided along SH6 and Collector Road A.
 - (f) Locate the neighbourhood park at the intersection of Collector Road A and the Stalker Road extension.

- (g) The AHFT plan indicates a 12m Amenity Access Area. As discussed above our proposal is for a 16.5m Amenity Access Area.

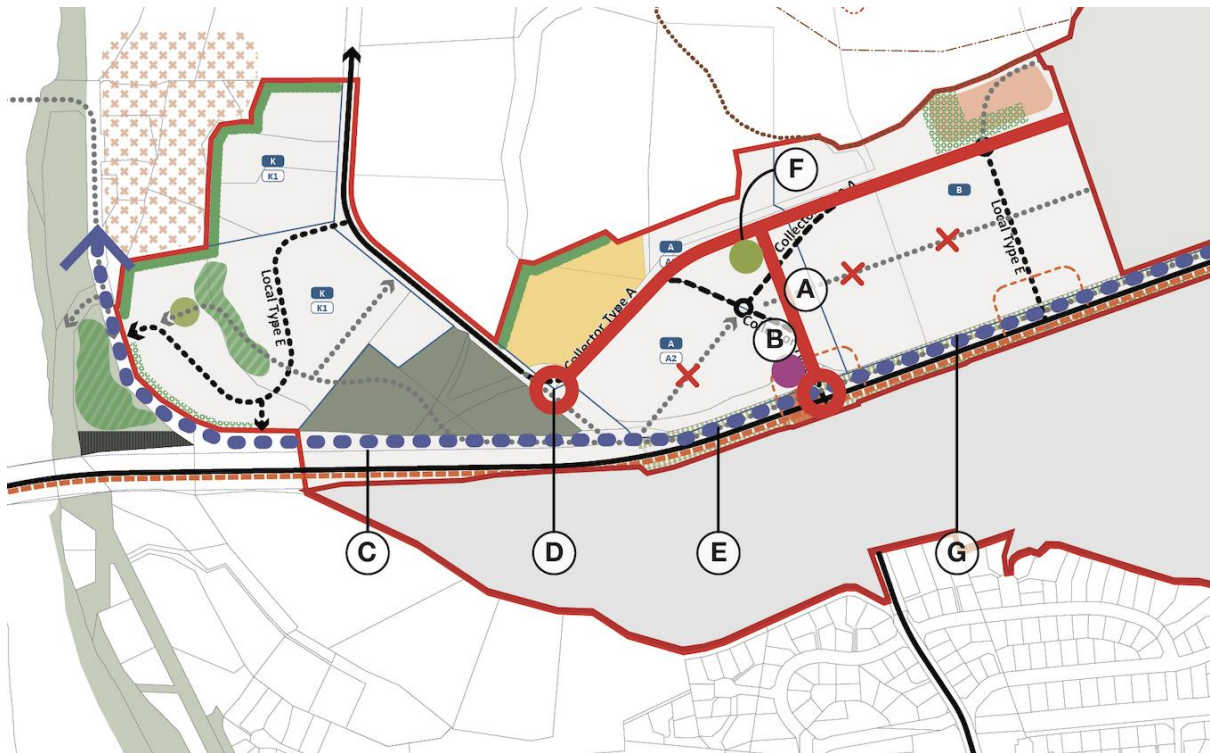


Figure 1: Proposed amendments to AHFT plan

- 12 I note also that the AHFT plan is diagrammatic and would require further detailed resolution. In particular, the status of Lower Shotover road between Collector Road A and the proposed new signalised intersection at Stalker Road would need to be determined and legal boundaries defined. The final structure plan would need to be adapted to reflect this once known. This level of detail would be required to determine potential setbacks, for example.

Response to Glenpanel Precinct within AHFT plans

- 13 The AHFT plan differs from the current proposed Structure Plan with regard to the Glenpanel Precinct and shows an additional local road connecting with SH6. I refer to the traffic experts for commentary on this.
- 14 The plan also appears to show a reduced area of existing trees to be retained adjacent to the homestead, and does not show the existing trees to be retained that line the existing entrance to the homestead from SH6. It is my view that these trees should still be retained and would need to be reflected in the structure plan.

Stuart James Dun
18 January 2024

Appendix A – Revised Amenity Access Area Plans

Te Pūtahi: Ladies Mile

Ladies Mile Consortium

December 2023

Street Trees

Indicative Species

Key: (Height)m x (Width)m

Large scale exotic deciduous trees adjacent SH6 to maintain local character:



Sweet Chestnut
Castanea sativa
10 Years: 8m x 6m
Mature Size: 30m x 15m

(To match South side)



Pin Oak
Quercus palustris
10 Years: 8m x 5m
Mature Size: 20m x 12m



Tulip Tree
Liriodendron tulipifera
10 Years: 8m x 6m
Mature Size: 30m x 15m



Sweetgum
Liquidambar styraciflua
10 Years: 6m x 4m
Mature Size: 20m x 8m

Native trees in front of buildings with underplanting to increase ecological value:



Silver Beech
Lophozonia menziesii
10 Years: 6m x 2m
Mature Size: 25m x 8m



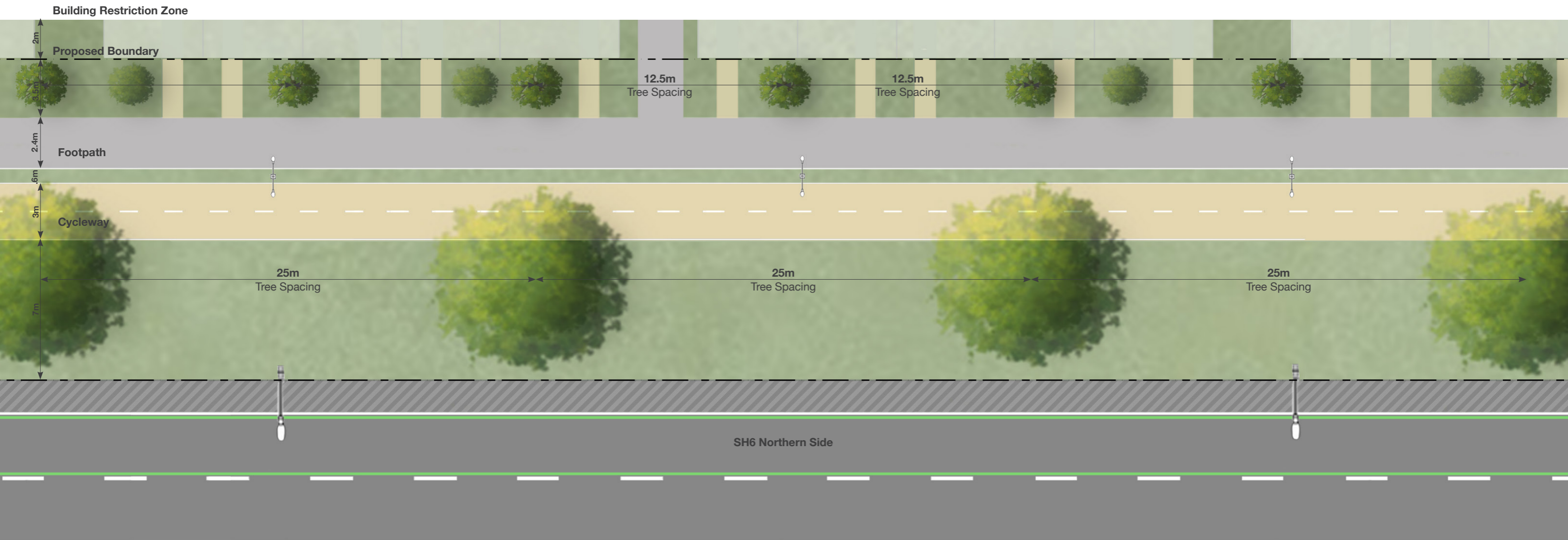
Kōwhai
Sophora microphylla
10 Years: 6m x 3m
Mature Size: 8m x 3m



Ribbonwood
Plagianthus regius
10 Years: 5m x 2m
Mature Size: 12m x 4m

Plan

North Side SH6 Showing Tree Spacing at 20 Year Maturity



South of SH6 Not Shown



State Highway 6 Studies

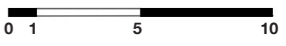
Long Elevation

Showing North Side SH6 Tree Planting at 20 Year Maturity



State Highway 6 Studies

NOTE: Buildings massing shown at 26m long with 4m building separation as per zone provisions



Cross Section

SH6 (16.5m Amenity Access Area)

