

## **PROPOSED TE PŪTAHI LADIES MILE PLAN VARIATION**

### **SUMMARY OF EVIDENCE OF JEANNIE GALVAZI ON BEHALF OF THE QUEENSTOWN LAKES DISTRICT COUNCIL**

1. As directed by paragraph 12.2 of Hearing Minute 1, I set out below a summary of the key points of my evidence.
2. I have prepared a statement of evidence in chief dated 28 September 2023, and a statement of rebuttal evidence dated 10 November 2023. I did not receive any questions from submitters.
3. **Appendix A** of this summary provides a written response to the Hearing Panel Minute: Pre-Hearing Questions dated 21 November 2023.

#### **Succinct summary of key points of my evidence**

4. The TPLM Variation Structure Plan provides for range of open spaces that will accommodate a range of recreation activities and community facilities.
5. This includes an Open Space Precinct which would accommodate a significant community recreation facility. This will benefit the existing nearby communities that are lacking this provision, as well as those to be accommodated in the new urban development.
6. Two Local Parks and one Community Park are centrally located and easily accessible within the neighbourhoods while also being connected by high quality walking and cycle networks. The size and location of these Parks have been determined through the QLDC Parks and Open Spaces Strategy and the Future Parks Provision Plan.
7. The identification of the Community and Local Parks on the Structure Plan is needed to ensure appropriately sized reserves in the right location is provided as public open space.
8. It is important that Local and Community Parks are predominantly flat quality recreation land, suitable for a variety of recreation activities and unconstrained by stormwater infrastructure or topography. The land needs to accommodate structures and buildings, such as playgrounds, tennis courts, public toilets, and community rooms. These parks need to be large enough to provide community gathering spaces and a variety of activities. These are the areas where the residential community will connect, as private open space is limited in medium and high density development.

9. While smaller reserves or pocket parks can provide amenity, they are not large enough to adequately provide for most recreation activities, or the associated recreation infrastructure.
10. Quality reserve land must be provided in addition to other open space arising from the development that has other primary functions such as connections, stormwater or setbacks (including the Amenity Access Area).
11. Council has the ability through the QLDC Development Contributions and Financial Contributions Policy 2021 to acquire funds for new reserve land (Reserve Land Development Contributions) and/or new park assets or other park improvements to respond to growth (Reserve Improvement Development Contributions).
12. In practice, Council would need to collect the reserve land contribution as cash from the majority of the developers and use this to acquire the land from those landowners who have a Local or Community Park identified on their land in the TPLM Variation Structure Plan.
13. I consider that the open space provided in the Structure Plan is the appropriate size, location and configuration to provide a quality network of different open spaces and experiences. These open spaces will need to accommodate recreation infrastructure and community facilities for the existing and future communities, many of whom who will live in medium and high density developments that will have little or no private open space. They will also provide the green corridors and space for large mature trees and native vegetation, which will strongly contribute to the ecology, character and amenity of the area.

**Dated:** 4 December 2023

## **Appendix A – Response to Hearing Panel Minute: Pre-Hearing Questions**

1. **My below response is a combined response to questions 1.5(e) and 1.6 of the Hearing Panel Minute: Pre-Hearing Questions dated 21 November 2023.**

*Question 1.5 (e) How can an integrated transportation solution, particularly for walking and cycling modes, be achieved as individual sub areas are developed when there does not appear to be any consideration within the zone provision of relative staging of TPLM?*

*Question 1.6 Would Council-led delivery of transport infrastructure (noting of course the role of Waka Kotahi as the road controlling authority for SH6) be appropriate / provide a better outcome than seeking individual landowners to coordinate delivery and why? What mechanisms might be applied to allow the Council to recover costs from developers, if appropriate?*

2. My response is limited to the amenity access area and active trail link along state highway 6. At the outset it is noted that there has been no decision on how the active trail network will be controlled / held by Council in the future. I am setting out potential options of how Council has managed active trails across the District, that could inform or aid in making the active trail link be a more integrated transport system for the TPLM Variation Area.
3. Council has managed active trails in a number of different ways across the District, such as:
  - (a) Trail in road reserve or the state highway corridor (most common scenario);
  - (b) Land is vested as Local Purpose – Connection: This is the most common approach with subdivisions. Land vested for this purpose is usually not eligible for reserve land development contribution credits, unless strategically important – this is at the discretion of council under the Developments Contribution policy. I would not advise allowing Developments Contributions credits for this land at TPLM as it would reduce the Developments Contribution's available for the Local and Community Parks (which will very likely fall short).
  - (c) Trail is on private land and public access is provided through an easement in favour of QLDC: Examples are on Queenstown Country Club land and Remarkables Park Land in Frankton. The advantage is that QLDC does not

have the maintenance burden of this land (other than the trail). It is important to note this scenario is when there is a single land owner.

(d) Combination of all of above: Some active travel links in the District traverse all of the above (as well as Department of Conservation Land, LINZ Land, esplanade reserves).

4. If the land is owned/administered by Council the advantages are that public access does not need to be negotiated, consistent District Plan zoning can be applied (e.g with consistent rules for commercial recreation consents, events etc), and council would manage/maintain the land in a consistent way. It would also aid in providing a more integrated active transport system for the TPLM Variation Area.