BEFORE THE INDEPENDENT HEARING PANEL APPOINTED BY THE QUEENSTOWN LAKES DISTRICT COUNCIL

UNDER the Resource Management Act 1991 (RMA)

IN THE MATTER Variation to Queenstown lakes Propopsed District Plan - Urban intensification under Schedule 1 of the Resource Management Act 1991.

STATEMENT OF EVIDENCE OFJASON DAVID RHIND ON BEHALF OF ALISTAIR HEY, CARL SMILEY, BARBARA JARRY AND DUNCAN & TEIJA BOSCOE
4 July 2025

Introduction

1 My name is Jason David Rhind.

2 I am a draughtsman and hold the position of Director at Jason Rhind Draughting. I have been in this position since 2004 and have over 20 years of experience as a draughtsman; designing buildings and preparing plans for building consent and resource consent purposes, including cross sections such as those undertaken on behalf of the submitters.

3 I have been asked to provide a short brief of evidence by Vicki Jones of Vision Planning Limited on behalf of submitters; 281 Alistair Hey, 581 Carl Smiley, 651 Barbara Jarry, and further submitter 1386 Duncan & Teija Boscoe explaining the height assessments that I have prepared.

Qualifications and experience

4 My qualifications include a NZ Certificate of Engineering, and I am a NZ Licensed Building Practitioner (Design).

5 I have worked as a draughtsman on a wide range of projects over the past 20 years.

Code of conduct

6 I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023. Accordingly, I have complied with the Code in the preparation of this evidence and will follow it when presenting evidence at the hearing. Unless I state otherwise, this assessment is within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Scope of Evidence

7 I undertook height assessment cross sections on behalf of the submitters, and these are attached to my evidence as **Appendix 1**

8 The purpose of my evidence is to briefly outline the methodology used and assumptions made in preparing the height plane assessment cross sections attached to this evidence.

Methodology and assumptions used to develop the height assessment cross sections.

9 Sections were taken generally through the centre of each of the submitters' properties and extending south through the adjoining sites on Star Lane.

10 Existing ground levels were established by interpolating from the QLDC's GIS contours derived from Lidar data based on aerial survey conducted in 2021. As a precautionary measure, two ground levels were determined; one using the Council's QLDC contours/ Lidar data and the other taken from the existing ground level at the boundaries of each of the Star Lane sites and then averaged across each site. This averaged ground level was considered as I understand that the council consider this to be generally representative of the ground level that existed post subdivision in instances where such further earthworks has occurred. This is potentially relevant due to the definition of ground level in the Proposed District Plan (PDP)[i] and the fact that earthworks has occurred on some of these sites since the subdivision was undertaken.

11 In short, I have shown both ground levels (and the respective maximum heigh planes that result from each) as a precautionary measure and note that when a resource consent is lodged for those sites, the ground level will be accurately determined. I consider the ground levels shown on the height assessments are a reasonable approximation of ground level for those respective sites and, in turn, the maximum height planes shown are also a reasonable approximation.

12 I then plotted the 8 m building height/ 55^{o} recession plane that would be enabled under the Lower Density suburban residential Zone (LDSR) proposed by the urban intensification variation (UIV) (in blue) and the 12 m height/ 60^{o} recession plane height limit that would be enabled by the Medium Density Residential (MDR) zoning the proposed (in red with the recession plane shown in black dashed diagonal line). I also plotted the MDR height without the recession plane (in red) as I am aware that some submitters to the UIV have sought that the recession plane rule be deleted and, as such, that scenario remains a possible outcome on these sites if those submissions are accepted.

13 In both the LDRZ and MDR scenarios I plotted the respective setbacks from the northern boundaries.

14 To provide context and enable an assessment of the effect of the height limits enabled on the Star Lane properties on the submitters, I obtained the building consent plans for the existing units on the submitter's properties at 78, 86, 88, and 92 Hensman Road. From the building consent plans I selected the most relevant elevation/cross section and adjusted these for scale as required to match the scale of the generated cross sections. I also assessed the floor heights shown on the construction drawings and used these heights to place the selected views on my cross sections to best represent the potential viewing locations from the subject sites.

15 In summary, I consider the attached height plane assessment cross sections provide an accurate approximation of the building height that would be enabled by the various zoning options that are before the panel.

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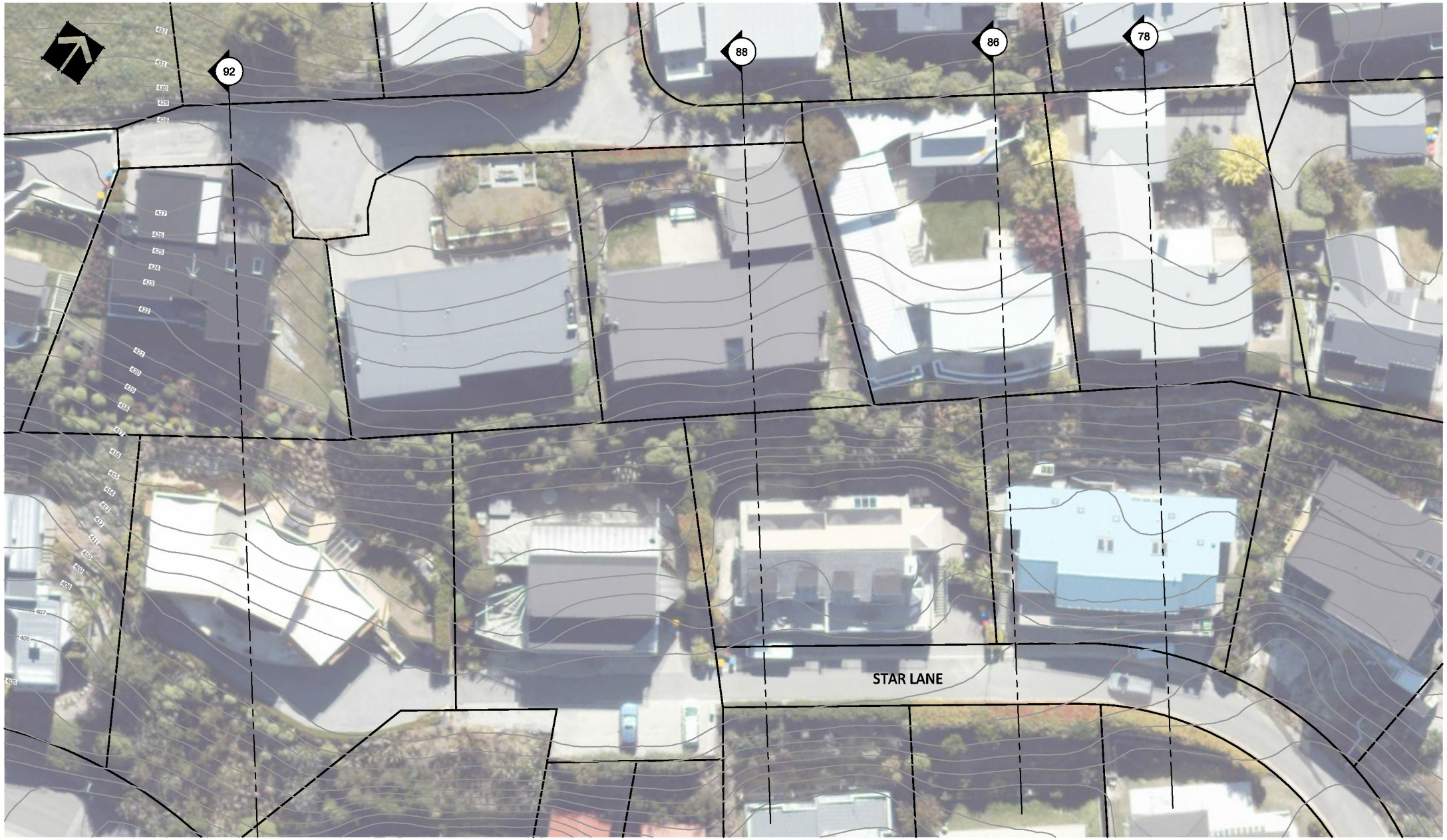
Jason Rhind

4 July 2025

APPENDIX 1 – HEIGHT ASSESSMENTS



Scale 1:200 @ A4

0 2 4 6 8 10 m

NOTES:

- Ground contours have been sourced from QLDC GIS derived from 2021 Lidar data
- Floor levels of existing dwellings have been estimated from available information and are expected to be within 300mm of actual levels

REV	DESCRIPTION	DATE
C	8m height reinstated	04.07.25
B	7m height plane added	28.05.25
A	draft for discussion	30.03.25

HEIGHT PLANE ASSESSMENT
Hensman Road
Queenstown

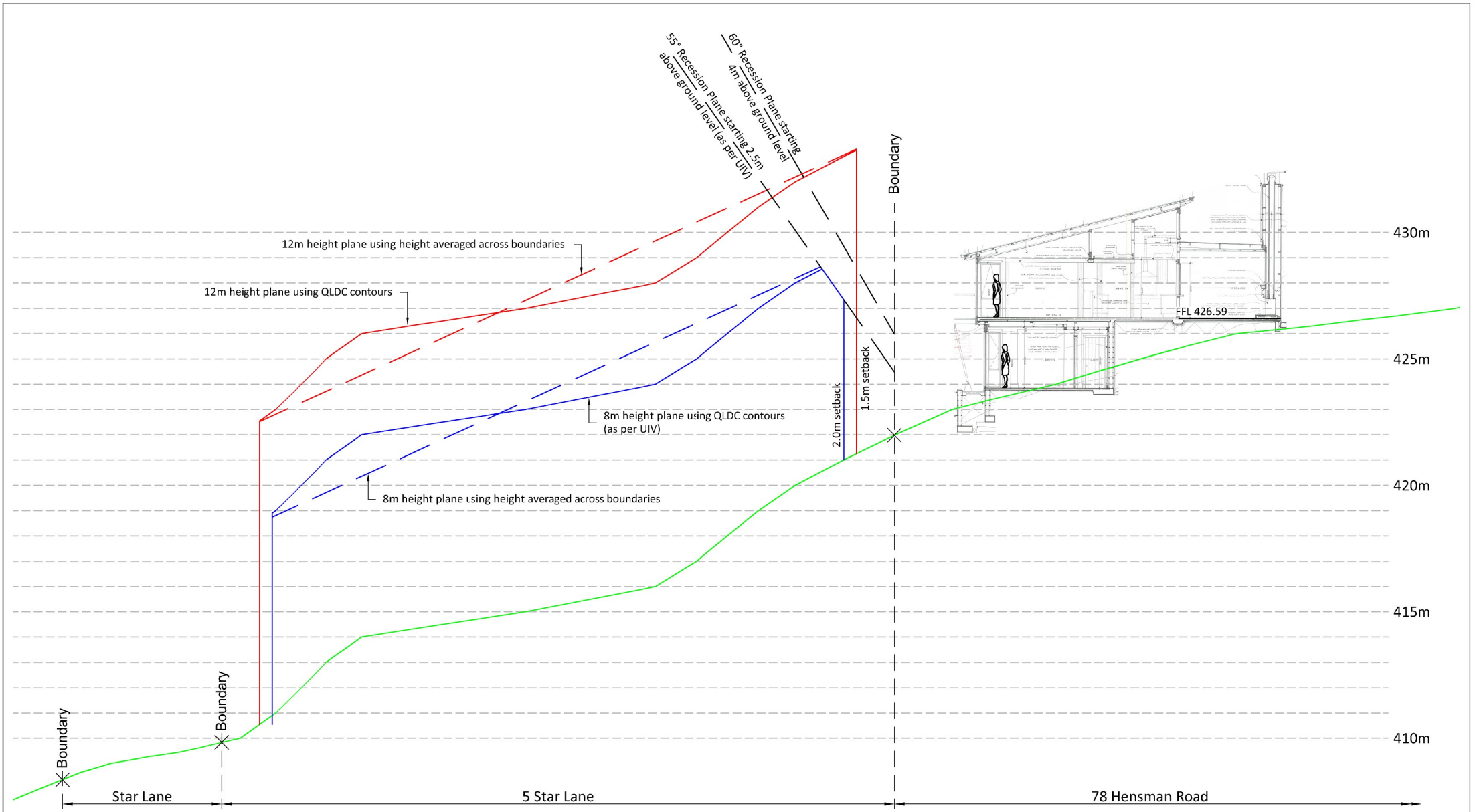
Section Layout

JASON RHIND
DRAUGHTSMAN
Architectural (LBP 2), Engineering, Resource Consent
Phone: 027 6080231

Date	30.03.25
Drawn by	JDR
Checked by	-

E100

Scale 1:200 @ A4



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HEIGHT PLANE ASSESSMENT
Hensman Road
Queenstown

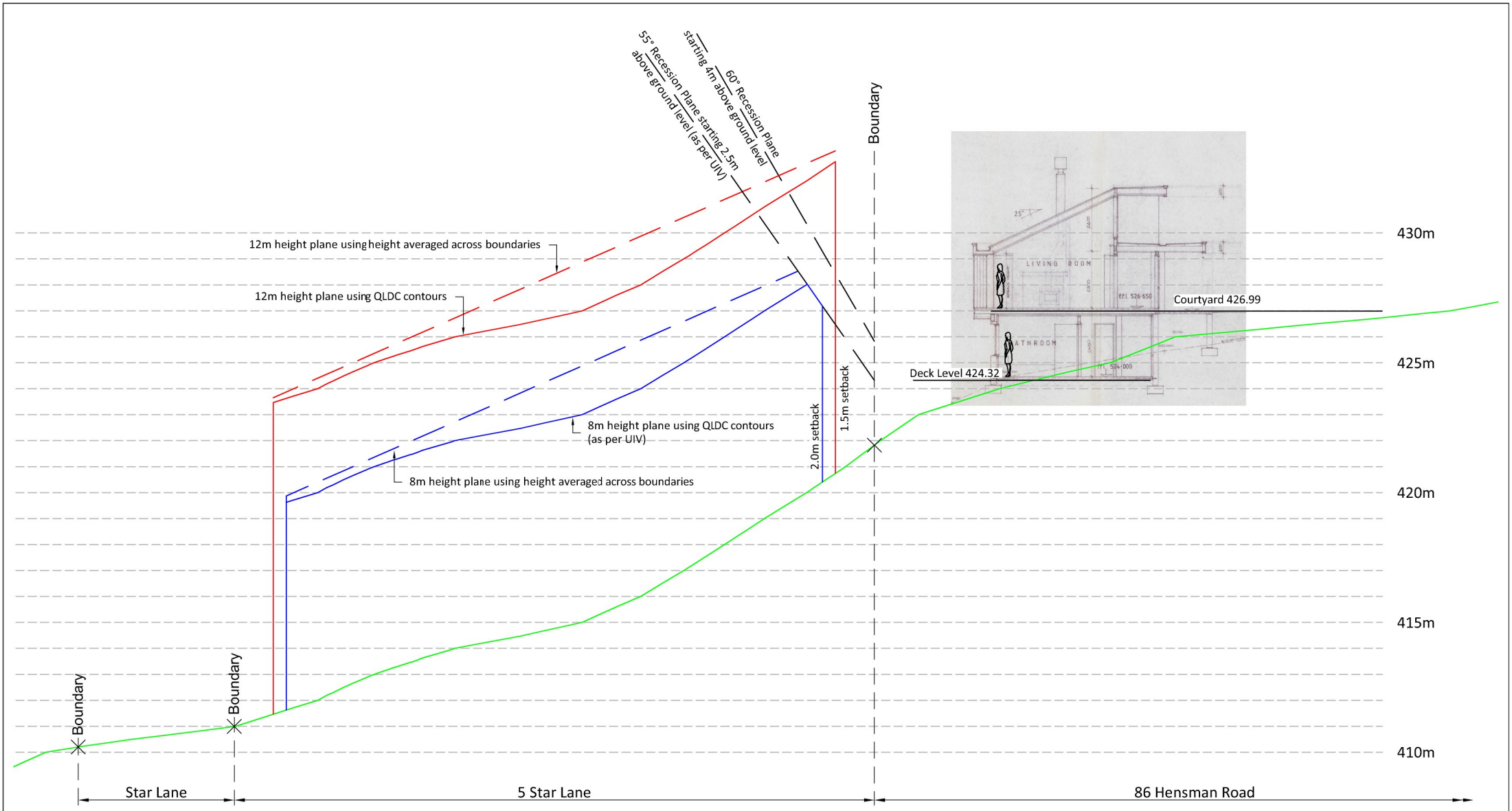
78 Hensman Rd

JASON RHIND
DRAUGHTSMAN
Architectural (LBP 2), Engineering, Resource Consent
Phone: 027 6080231

Date	30.03.25
Drawn by	JDR
Checked by	-

E101

Scale 1:200 @ A4



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HEIGHT PLANE ASSESSMENT

Hensman Road
Queenstown

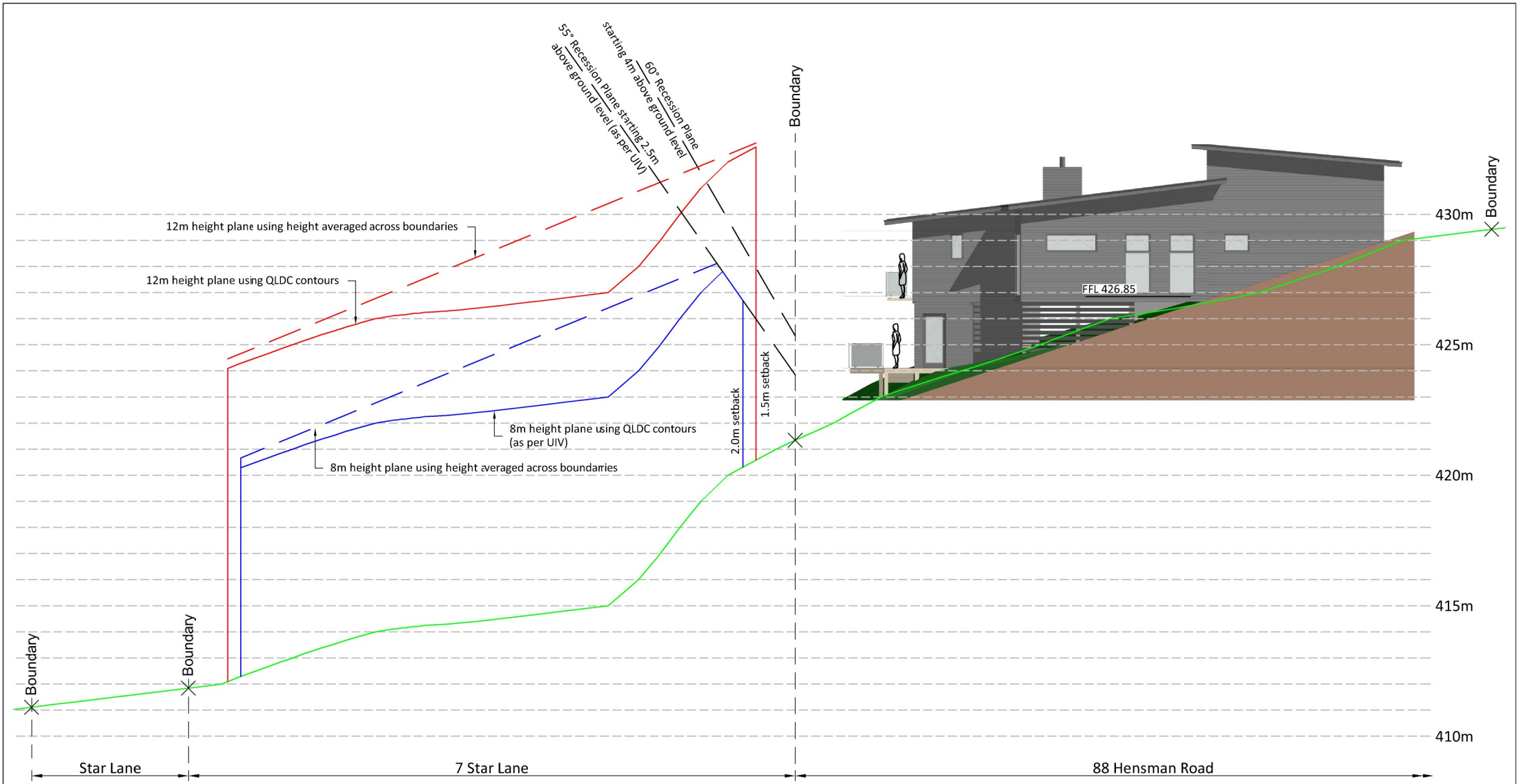
86 Hensman Rd

JASON RHIND
DRAUGHTSMAN
Architectural (LBP 2), Engineering, Resource Consent
Phone: 027 6080231

Date	30.03.25
Drawn by	JDR
Checked by	-

E102

Scale 1:200 @ A4



Scale 1:200 @ A4

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HEIGHT PLANE ASSESSMENT

Hensman Road
Queenstown

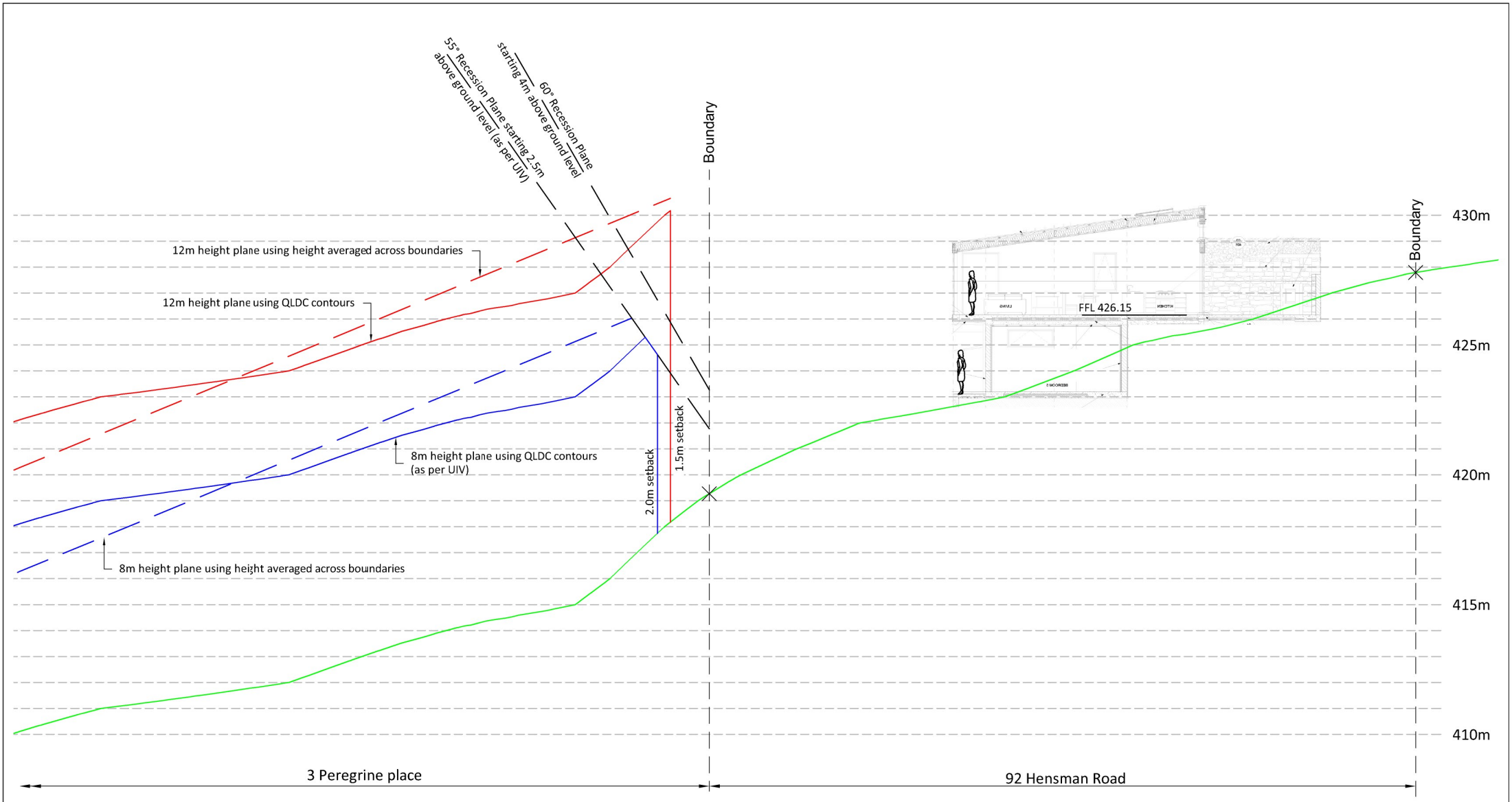
88 Hensman Rd

JASON RHIND
DRAUGHTSMAN
Architectural (LBP 2), Engineering, Resource Consent
Phone: 027 6080231

Date	30.03.25
Drawn by	JDR
Checked by	-

E103

Scale 1:200 @ A4



Scale 1:200 @ A4

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HEIGHT PLANE ASSESSMENT

Hensman Road

Queenstown

92 Hensman Rd

JASON RHIND
DRAUGHTSMAN
Architectural (LBP 2), Engineering, Resource Consent
Phone: 027 6080231

Date	30.03.25
Drawn by	JDR
Checked by	-

E104

Scale 1:200 @ A4