

**BEFORE THE HEARING PANEL  
AT QUEENSTOWN**

**UNDER** the Resource Management Act 1991 ("**RMA**")

**IN THE MATTER** of the Proposed Te Pūtahi Ladies Mile Plan Variation  
to the Queenstown Lakes Proposed District Plan

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**HEARING STATEMENT OF JANE MAREE RENNIE ON BEHALF OF  
QUEENSTOWN COUNTRY CLUB VILLAGE LIMITED**

**URBAN DESIGN**

**12 DECEMBER 2023**

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## 1. EXECUTIVE SUMMARY

- 1.1 My name is Jane Maree Rennie. I am an Associate Partner and Urban Designer at Boffa Miskell Limited.
- 1.2 I have prepared Urban Design Evidence on behalf of Queenstown Country Club Village Limited in relation to the Te Pūtahi Ladies Mile Variation ("**TPLM Variation**") to the Queenstown Lakes District Council Proposed District Plan. Queenstown Country Club Village Limited's submission sought the reduction of the proposed Building Restriction Area ("**setback**") on the Queenstown Country Club ("**QCC**") site from 75m to 25m.
- 1.3 Following my evidence, I have participated in two expert conferencing sessions: firstly for Urban Design on the 1 November 2023, and secondly for Urban Design and Transport on 24 November 2023. I attended both sessions via a Teams link online. I have co-signed both of the Joint Witness Statements ("**JWS**").
- 1.4 The following outlines a summary of my evidence and the key changes and updates since I prepared my evidence.

### **Evidence**

- 1.5 My evidence sets out the background to the QCC development including the creation of the existing 75m setback, the vision set out in the TPLM Variation in relation to this setback and considers the urban design justification for the 75m setback under the TPLM Variation.
- 1.6 In my evidence, I set out that there is insufficient urban design justification for the retention of the 75m setback on the QCC site. The context of the QCC site has changed and the proposed future urban environment for Te Pūtahi Ladies Mile does not warrant relying on the past QCC consent.
- 1.7 In my evidence I outline that a reduced setback of 25 metres will enable the development of a high amenity character along the QCC frontage that will support a softer filtered view of the built form anticipated and contribute to this important gateway experience. It will also support greater visual connectivity across the corridor, reduce barriers to achieving community cohesion and better achieve land use integration around the town centre node (Commercial Precinct). A reduced setback will also support a change in the look and feel of the road corridor by enabling buildings in closer proximity to the street which is

more conducive to a reduction in speed limits envisaged by the TPLM Variation. **Figure 7** in my evidence sets out the setback approach at a high level.

### **Expert Conferencing and Urban Design Joint Witness Statements**

1.8 During the urban design expert conferencing held on 1 November 2023 broad agreement was reached for a 25m setback on the south side of Te Pūtahi Ladies Mile with relevant built form controls in place. In addition, the experts also agreed that:

... there is potential to support the urban form outcomes of the town centre and community facilities with appropriate civic or urban development around the Howards Drive intersection.<sup>1</sup>

1.9 The length and depth of setbacks were not agreed by the experts. However, the Council indicated they were "...open to some changes with regards to the setbacks in relation to the Howards Drive intersection and that it warrants a more nuanced treatment."<sup>2</sup>

1.10 During the expert conferencing held on 24 November a number of design assumptions were discussed, along with a series of alternative cross sections in the context of a reduced speed limit of 60km/hr. However, no exact agreement on the cross section was reached.

1.11 In relation to the south side of Ladies Mile, all parties agreed that:

(a) 25m is an appropriate maximum setback, but that:

(b) "We are not looking for symmetry between the north and south sides."<sup>3</sup>

1.12 All experts agreed that:

...a built form and / or landscape response that helps safely manage the 60km/hr design speed is appropriate. Generally, agreed that urban design /landscape features can create the side friction as an important part of this.

It was also agreed that:

...tightening up the cross section as much as possible was advantageous to utilise land efficiently, reduce walking distance across the corridor and to achieve a positive built interface with the corridor, while still maintaining the unique sense of place,

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<sup>1</sup> TPLM JWS Urban Design 1 November, Attachment A, page 3.

<sup>2</sup> TPLM JWS Urban Design 1 November, Attachment A, page 7.

<sup>3</sup> TPLM JWS Urban Design Transport 24 November, Attachment A, page 9.

landscape amenity and recognising the importance of this gateway into Queenstown.

- 1.13 As outlined in the second JWS, I consider that there remains an opportunity to further refine the setback approach along the QCC site frontage and I set out a recommended strategy below.

**Howards Drive/Ladies Mile Junction aligning with Commercial Precinct**

- 1.14 I recommend a "Build-to-Line" as close as possible to the transport corridor boundary surrounding this intersection. I consider that this should be consistent across all four frontages of the proposed signalised intersection in order to achieve an integrated and legible built outcome at the node. This will support the proposed Commercial Precinct, including optimising the width of Ladies Mile, maximising development opportunities within the walkable catchment, further reducing severance, encouraging lower speed limits and increasing the convenience for pedestrians and cyclists moving from north to south.
- 1.15 The alternative cross sections tabled at the expert conferencing outline a 12 metre Build-to-Line for the proposed Commercial Precinct (North side of Ladies Mile) and a 14 metre Build-to-Line to the South (see Attachment C of the UD and Transport JWS). These provide useful guidance on a possible setback framework that could be adopted for the QCC site at the junction of Ladies Mile and Howards Drive. I have attached a 'marked up' version of the alternative cross section at the end of my summary which demonstrates that a 12 metre Build-to-Line would also be possible on the South side of the signalised intersection.
- 1.16 In my view the extent of the QCC site frontage that could align with the Commercial Precinct is approximately 100 metres from the intersection westbound and approximately 50m southbound along Howards Drive ("**QCC Node**"). This extent of developable land would enable a future development footprint of a sufficient scale to anchor the southwest corner of the Commercial Precinct.
- 1.17 I recommend the permitted activity standard for height of buildings within the QCC Node is two storeys and approximately 8-10 metres. This would result in a built form that will support the overall legibility of the Commercial Precinct, although not as tall as the frontages on the northern side of Ladies Mile at 13m.
- 1.18 Given the above, some refinements will be required to the TPLM Variation provisions to support development at the QCC Node under the Lower Density

Suburban Residential ("LDSR") Zone. I recommend a bespoke policy and assessment matters are developed in support / alignment with relevant Ladies Mile provisions relating to the QCC Node and Commercial Precinct in order to ensure a well-designed and integrated node. These refinements should ensure that a range of land uses are possible to support activation of the node.

### **Remainder of the QCC frontage**

- 1.19 Beyond the QCC Node, I support an amenity landscape and active mode approach for the remainder of the QCC frontage. I consider a maximum Build-to-Line could be in the order of 18-20 metres along the QCC frontage. I consider that this will provide sufficient space for an 'urban amenity zone' comprising two rows of trees and an active pathway of 4m. I have marked up the cross section tabled in the Urban Design and Transport expert conference at the end of my Summary.
- 1.20 Given the above, I recommend some minor changes to the revised provisions, with any development proposed within the 0-18/20 metre Build-to-Line as a Discretionary Activity, with development beyond this through to 120m as a Restricted Discretionary activity. The matters of discretion within the LDSR Zone set out in Rule 7.4.24 of the TPLM Variation provisions (tabled with Mr Brown's Hearing Statement on 27 November 2023) is relevant to both scenarios.
- 1.21 I recommend that given a change in context since approval of QCC, the reference to "is commensurate with existing buildings within the Queenstown Country Club and the approved development plan of SH160140" in Rule 7.4.24 Information Requirements, clause (a) be deleted. This Information Requirement is no longer applicable and the assessment matters outlined are sufficiently robust to achieve a good urban design outcome.
- 1.22 Proposed Standard 7.5.1.4 includes a height limit of 6 metres for Queenstown Country Club within 120m of the boundary with SH6. I support a height limit of 8 metres instead of the 6 metres, although I acknowledge that the landscape experts have considered a 6 metre height limit appropriate. I consider that an 8 metre height limit is appropriate in the context of the assessment matters and will enable greater flexibility for future built development.

**Jane Rennie**  
**12 December 2023**

# SH6 Ladies Mile Cross Sections

