

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

### **SUMMARY OF EVIDENCE OF BRUCE CHARLES WEIR ON BEHALF OF THE ANNA HUTCHINSON FAMILY TRUST**

1. As directed by paragraph 12.2 of Hearing Minute 1, I set out below a summary of the key points of my evidence. I prepared a statement of evidence in chief dated 20 October 2023.
2. I have been involved in Expert Conferencing on urban design agreed (Joint Witness Statement issued 1 November 2023), urban design and transport (Joint Witness Statement issued 24 November 2023) and heritage (Joint Witness Statement issued 6 December 2023).

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

3. The proposed TPLM Variation will change the Variation Area from a (mostly) rural lifestyle area to an urban character area. This transition and subsequent urban form and densities are underpinned by the provision of high-frequency bus services along SH6 and an increased emphasis on modal shift and active travel networks.
4. Expert urban design and transport conferencing has now clearly articulated that:
  - a) There are only two proposed hubs/stops associated with this service – one on the western side of the Howards Drive intersection (supporting the town centre), and the other on the western side of the Lower Shotover Road intersection. Both of these intersections will feature safe crossings (signalised intersections) for pedestrians.
  - b) The northern side of State Highway corridor will feature a more-intensive urban frontage and treatment which will accommodate the Active Travel Network. This treatment will extend to the west up to and including Spence Road.
  - c) The western transit hub node will be supported by some mixed-use activity within a hierarchy of centres around existing and planned commercial development within and adjacent to the masterplan area.

- d) The Active Travel network extends west and, being the only pedestrian crossing of the Shotover River, incorporates the Old Shotover Bridge.
  - e) The concepts of walkable urban catchments and appropriate urban densities should also apply at the western node.
5. While the scale of walkable catchment in relation to the western node remains a point of contention between Council and AHFT expert witnesses, the appropriateness of urban development in the Extension Area sought by AHFT is no longer refuted.
6. Consequently, given the proximity of the site to a logical local hub/transport connection at the Stalker Road intersection, I cannot identify any impediment to the inclusion of the Extension Area from an urban design perspective.

### **Defensible Edges and Suitability for Development**

7. Much has been made of the location of a defensible boundary along Lower Shotover Road and how this has informed (a) the extent of the masterplan area and (b) the placement of the Urban Growth Boundary. Given that the adjacent land would otherwise be developed as low density residential, I remain confused as to the defensibility of this road as a boundary.
8. While I accept that there remains some disagreement over what 'capacity to absorb development' means within the LCU7 (Domain River Terrace) Landscape Character Assessment for the *Wakatipu Basin Lifestyle Precinct* subzone within the Proposed District Plan (PDP), the zone nevertheless provides for urbanisation (lifestyle subdivision) of the rural environment. There are no significant landscape features identified for the Extension Area or in close proximity to it – except for the Shotover River itself and the Slope Hill ONF. The only significant view sought in the masterplan is the elevated view from the highway on the western bank to the Slope Hill peaks.
9. The Extension Area is immediately adjacent existing services.
10. Heritage conferencing has confirmed that the assimilating and linking heritage assets within precincts provides the best approach to support placemaking and develop development identity. The omission of the Extension Area, and in particular the

heritage assets (including the Ferry Hotel) around the Old Shotover Bridge, undermines these outcomes.

11. I acknowledge however that planning a heritage precinct in support of wider placemaking, economic and cultural initiatives takes time and focus which was arguably outside the ability of the masterplan team. Consequently, excluding land on the Extension Area's lower plateau, adjacent these assets, preserves the ability for a precinct to be comprehensively planned and developed when desired.
12. Consequently, from an urban design perspective, there are no significant impediments for the Extension Area to be incorporated into the masterplan area – only considerations as to how this might occur.

### **Achieving Density**

13. Promoting higher density development to support good urban design outcomes across the masterplan area (most importantly achieving the critical mass to support frequent public transport service) is considered a long-term objective for the masterplan area.
14. Given constraints on delivering density identified by other experts (including, but not limited to, feasibility and quantum of higher density development in this location, and the impacts of accommodating schools and other community facilities) within the current masterplan area, expanding medium density development to the west into the Extension Area should be considered a logical and necessary inclusion.

**Dated:** 11th December 2023