

**IN THE MATTER**

of the Resource  
Management Act 1991

**AND**

**IN THE MATTER**

of a submission and  
further submissions  
lodged by **WINTER  
MILES AIRSTREAM  
LIMITED** in respect of the  
**TE PUTAHI LADIES  
MILE PROPOSED  
VARIATION** to the  
Queenstown Lakes District  
Plan

## **STATEMENT OF EVIDENCE OF GREG WENSLEY**

### **1. INTRODUCTION**

- 1.1 My name is Gregory Ross Keown Wensley. I am a director of Winter Miles Airstream Limited ("WMAL"), a company that I formed in 2022 with the only other director, Eion Miles.
- 1.2 WMAL owns a property at 499 Ladies Mile (State Highway 6) which is in Sub Area E of the land covered by the proposed 'Ladies Mile Variation' ("Variation" or "LMV"). WMAL's interests as landowner are therefore directly affected by the outcome of the LMV process to the extent that the LMV will ultimately determine the development potential of the Site.
- 1.3 The LMV reflects the outcome of a comprehensive masterplanning process for the area has resulted in what we consider to be a very good outcome of which we are highly supportive of on the basis that it will provide a range of facilities in the LMV area that families living in the area desperately need and which will reduce the traffic congestion.
- 1.4 On that basis WMAL:
  - (a) Lodged a submission that is strongly supportive of the Variation, but which also draws attention to a number of significant shortcomings that we consider need to be addressed if the full benefit of the Ladies Mile area is to be realised within a reasonable time frame.

- (b) Lodged a number of further submissions, mostly in support of other submitters who support the Variation but have similar concerns to ours in respect of aspects of it.

### **Purpose and scope of evidence**

- 1.5 Against that background, the purpose of my evidence is to set out WMAL's position on the Variation. Specifically, my evidence will address the following matters:
  - (a) WMAL and its involvement in the Queenstown Lakes District (Section 2).
  - (b) WMAL's property and our interest in the LMV process (Section 3).
  - (c) WMAL's key concerns arising from the changes to the PDP proposed by the LMV (Section 4).
- 1.6 I am authorised to present this evidence on behalf of WMAL.

## **2. WINTER MILES AIRSTREAM LIMITED**

- 2.1 WMAL is a Queenstown-based land development company, founded in 2022. The two directors have considerable experience in land development in the Queenstown Lakes area, and around New Zealand more broadly, having worked on a wide range of projects - from land development and subdivision for medium-sized housing projects, to large, high density apartment developments.
- 2.2 WMAL therefore has the ability to assist to address New Zealand's (in particular, Queenstown's) housing shortage. In that regard, our 'vision' or guiding principle is to undertake effective land development, utilising the sites we own or control in the best and most efficient and affordable way we can – in that way, we have helped to deliver hundreds of homes.
- 2.3 WMAL's purchase of this property reflects our belief in the obvious potential of the Ladies Mile area and our commitment to assisting to address Queenstown's chronic housing shortage and to the Queenstown Lakes District in general.

## **3. WMAL'S PROPERTY**

- 3.1 Earlier this year, WMAL purchased a 3.3267 ha parcel of land ("Site") (Lot 2 DP 359142) at 499 Ladies Mile<sup>1</sup> which is shown on the aerial **attached** as Appendix 1.
- 3.2 The Site is currently zoned Rural Lifestyle in Queenstown Lakes Proposed District Plan ("PDP") but is located within the 65ha block of land north of the Ladies Mile Highway

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<sup>1</sup> The legal address for the property is 495 Ladies Mile (State Highway 6), but the address on the mailbox and used by the QLDC is 499 Ladies Mile (State Highway 6).

that is the subject of to the PDP which proposes to rezone areas of Rural, Rural Lifestyle, and Large Lot Residential land located in Te Pūtahi/Ladies Mile Corridor between the Shotover River and Lake Hayes for residential and commercial development and community facilities.

- 3.3 As noted, WMAL owns 3.3ha parcel of land at 499 Ladies Mile. The Site contains the property 270 square metre house containing five-bedrooms, two-bathrooms, two-car garage with a studio/office above and a tennis court, all set within landscaped grounds. The property also contains horse paddocks, three stables, a tack room, three-bay implement shed for hay or vehicle storage and a chopper hangar and helicopter pad.
- 3.4 MWAL therefore has an interest in ensuring that the provisions of the LMV reflect sound resource management principles and practice and facilitate the development of a well-functioning urban environment.

#### **4. WMAL'S POSITION ON THE VARIATION**

- 4.1 WMAL has engaged architects to carry out bulk and location exercises and preliminary designs to determine the suitability of the proposed rules in the LMV. The exercise was made more challenging by the lack of consistency with the Tier 1 council rules most designers are familiar with and density requirements that are not seen anywhere else in New Zealand. In my view, greater consistency with the Tier 1 council rules and more flexibility to achieve a greater range of density would result in faster delivery and more affordable dwellings for the community.

##### **WMAL's support for the LMV**

- 4.2 As noted, WMAL is generally supportive of the upzoning proposed by the High Density Residential Precinct ("HDR Precinct") insofar as the urban rezoning of land along the northern side of Ladies Mile will enable a higher density of residential yield on the Site and surrounding properties.

##### **WMAL's concerns in relation to the LMV**

- 4.3 Based on advice from our architects, town planning consultant and traffic engineer, WMAL considers that there are a number of significant shortcomings that, unless addressed, would have an adverse impact on the implementation of the zoning (and the potential benefits that would arise from implementation), as well as create issues around the mechanics of the Plan framework that run the risk of hindering rather than enabling appropriate development.
- 4.4 These shortcomings are identified in WMAL's submission filed in relation to the LMV and relate, in broad terms, to:

- (a) Information requirements for resource consents;
- (b) Trigger points to be achieved prior to development occurring or zoning being implemented;
- (c) The implications of bulk, location, and density provisions that are financially infeasible or unattractive;
- (d) Lack of direction around housing affordability;
- (e) Lack of flexibility in relation to compliance with the Structure Plan;
- (f) The inappropriate activity status for residential visitor accommodation;
- (g) Concerns that traffic and parking provisions are unduly onerous;
- (h) Appropriate recognition of residential flats as an ancillary residential use;
- (i) The appropriate provision for commercial activity; and
- (j) Notification and affected persons approval in the HDR Precinct.

4.5 The technical details relevant to these concerns are addressed in the evidence of Mr Giddens on planning and Mr Hills on traffic / transportation and I do not propose to address them any further, but I do provide some comments below from a developer's perspective.

4.6 From a commercial perspective, a developer will invest to deliver homes where there is optimal certainty of a successful, profitable project. We consider that the proposed LMV in its current form creates so much uncertainty that it is likely to deter a developer from proceeding with a development or an investor to fund one. In our view, the likely consequence of the LMV being approved in its current form will be land that is correctly zoned but will remain empty and undeveloped due to the existence of development triggers that are outside the control of the property owners.

4.7 The greatest uncertainty arises from the Transport Infrastructural Works in 49.5.33 of the provisions. There are three items listed as triggers for Sub-Area E:

- (a) One is the Howards Dr intersection - this is underway with Waka Kotahi planning this work.
- (b) The other two items, being bus stops and a pedestrian crossing, are relatively minor items that do not appear to be properly addressed in Waka Kotahi's plans.

4.8 These oversights could delay the delivery of the hundreds of homes.

- 4.9 The delivery of much needed homes to the local community will be further delayed by the lack of consistency with the Tier 1 council rules. This is not inconsequential. The extra time and costs associated with designers and builders having to reinvent the wheel should not be underestimated. Queenstown suffers from an acute lack of affordable housing and lower cost housing. Making the landowners on Ladies Mile conform to a different set of rules, particularly around bulk, location, and density will delay delivery as established, experienced developers and builders from around the country will not be able to “roll out” their tried and tested formula.
- 4.10 WMAL therefore requests the Panel to take close consideration of the issues raised by WMAL and other major players who are supportive of the LMV but who wish to see its obvious shortcomings addressed.

**Gregory Ross Keown Wensley**

**20 October 2023**

**WMAL SITE ON LADIES MILE**

