

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL  
INDEPENDENT HEARINGS PANEL**

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of submissions to the Stage 1 Proposed  
Queenstown Lakes District Council Plan  
by Otago Foundation Trust Board

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**STATEMENT OF EVIDENCE OF GEOFFREY WYNDHAM MAUNSELL  
ON BEHALF OF OTAGO FOUNDATION TRUST BOARD**

**(SUBMITTER 408)**

**STREAM 13**

**9 JUNE 2017**

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## **1 Introduction**

1.1 My name is Geoffrey Wyndham Maunsell. I reside in Queenstown having re-located from Auckland.

1.2 My experience is in business management, residential and commercial property development. Past experience in Resource Consent Applications, project development and land subdivisions. Currently serving as a Trustee on three different Trust Boards that own property in excess of \$50M.

1.3 I started up a business in commercial lighting, importing and manufacturing and employed an average of staff of 20 -30 over 33 years. The business owned and occupied premises designed and constructed for our own purposes.  
Simultaneously, in a part time role, I acted as Development Manager for a church on the North Shore in Auckland between 1976 and 2010 that purchased 12 acres and progressively subdivided and developed the church property which now has 700 people attending.

1.4 I am currently acting as a Trustee member of the Wakatipu Community Presbyterian Church made up of three congregations.  
The Otago Foundation Trust Board holds in trust the land and building assets for the Wakatipu Community Presbyterian Church (WCPC).  
My role as a Trustee is to plan and co-ordinate property development in relation to the needs and vision the church has in the Wakatipu area.

1.5 My evidence can be summarized as follows:

- (a) A vision for the Wakatipu Community Presbyterian Church in a growing community
- (b) Planning a community focused church
- (c) The Strategic Plan for 5 MILE
- (d) The outcome

## 2 Overview of Submission and the Otago Foundation Trust Board / Wakatipu Community Presbyterian Church's Aspirations

The Vision Growing God's Kingdom One Life at a Time

Our Mission To Live in Christ and to grow as a community of Faith, Hope, Love and Joy

"Wakatipu" "Waka" derived from "Whaka" which is a prefix for "doing" and "Tipu" means "grow". Therefore Wakatipu is the place where things grow.  
(courtesy of Darren Rewi, Mirror newspaper)

Today this is evident in our growing community of people, some permanent residents, others on working visas, and with increasing numbers of tourists visiting this basin.

Whichever group it is the church is about reaching out and working alongside people in a spiritual and supportive role.

Just like any other enterprise the church needs to re-evaluate it's position in a changing and growing community. This requires a re-assessment of and best use of property assets, location, their capabilities and needs of today and into tomorrow.

This submission is all about that - in re-locating two churches (one in Frankton, the other in Stanley St downtown) to 5 Mile land where the vision for the next 50 years can be realized.

### 2.1 Planning a Community Focused Church

- ❖ The foremost requirement was to find land that could provide in one location sufficient space to develop and build one church building for all congregations i.e. 4 from Queenstown and 1 from Frankton
- ❖ A building for recreational purposes for all ages
- ❖ A playing field for sports activities for youth activities
- ❖ Carparking for up to 150 cars
- ❖ Create social support to various age groups

❖ Community office providing social support, counselling, budgeting and information for non nationals

- (i) Short term accommodation (40 beds)
- (ii) Affordable houses for young families (12 homes)
- (iii) Senior houses (ILU) independent living units (20 -30 units)

2.2 **The first stage** includes the 4 points as detailed above with the subdivision and Resource Consent Application before Council now.

2.2 **The second stage** for the accommodation is subject to the land zone change to medium density as initiated by QLDC.

The planning of this overall site has had challenges to work through. On completion of the Master Plan the plan was presented to the Urban Design Committee in a meeting to explain the design objectives and the vision for the two churches, the Panel's report is attached.

2.3 **Attachment A** gives The Urban Design Committee's comments.

**Attachment B** The Masterplan for the land

2.3 The OFTB has a contract on behalf of the Church to purchase the 2.9057 Ha. The Church has completed it's due diligence clause based on the MDLZ information released by QLDC.

This contract will be fully settled upon receiving the Resource Consent for Stage 1.

## **Stanley St downtown, St Andrews**

- St Andrew's has three congregations, plus the Queenstown Korean Church, meeting each Sunday.
- Other activities of the church are held during the week: including Mainly Music for pre-school children, study groups, community dinners.
- Community activities and groups use the building on a regular basis i.e. English teaching, Adult Literacy, Korean School, Pasta Café, weddings and funerals.
- This church building was built 50 years ago on this site
- The building is ageing and is need of a major renovation
- It was built over two legal titles
- With a boundary adjustment the church could be on one title and a vacant lot on the other.
- Parking for church services (4 each Sunday and other midweek activities) of this church is laborious with the downtown traffic congestion.
- This site could, with a new clever design, park 50 – 60 cars.
- The 5 Mile Development will take cars out of downtown.

## **Frankton, St Margarets**

- St Margarets has a congregation meeting each Sunday morning
- Other activities of the church are held during the week
- Community activities and groups use the building on a regular basis i.e. First Aid solutions, Garden Club, U3A, Indoor Bowls, AA, Patchworkers & Quilters, Spinners and Weavers, Embroiders Guild, Frankton Community Association, Girl Guides, Brownies, Pippins, Supportlink, Buddy Programme, Alzheimers Society, Inter-Church Youth Group, Weddings and Funerals, Polling Booth.
- St Margarets is a Civil Defence location for the area
- The building design and size has become inadequate
- The idea for a re-design and renovation of the building is not an option as most of the existing 45 carparks would be required for a larger building.

- Increased flight path noise has become a real issue
- The 5 Mile Development location will satisfy the constraints of building space and car parking.

## **2.4 Strategic Plan Lot 1 2.905 Ha 5 MILE**

As the Wakatipu community grows in the sense of population and geography the church needs to plan for this. The importance of accessibility, space to provide for a church with community facilities, and land for social services.

This land location sits comfortably with these objectives that can build bridges in our community. WCPC has recently celebrated 150 years of service in the Wakatipu Basin and this strategic plan is looking forward and into the future at 5 MILE.

### **The Land @ 5 MILE CONSIDERATIONS**

- (i) Appropriate location for proposed development of church facilities
- (ii) Constraints ONL and OCB have been accommodated in this proposal . Refer Appendix B
- (iii) Urban Design Panel (UDP) has reviewed and reported on the proposed Master Plan  
Refer Appendix A
- (iv) Infrastructure services are available with no additional cost or work to QLDC
- (v) This proposal fits comfortably with Medium Density and respects ONL and OCB .
- (vi) Provides green spaces for playing area and parks, integral of this proposal.
- (vii) The land zone needs to provide for a comprehensive use and development of the land as proposed by the Church and Board that connects with the Community . The Board will accept a decision providing it meets the needs and vision the Church has documented .

## **2.5 Outcomes**

### **Stanley St**

- (i) The re-location of the Stanley St congregations and mid week activities from downtown will reduce traffic flow into this area as 80% of the attendees pass through Frankton to attend.
- (ii) Reduction in downtown parking requirements on Sundays and throughout the week as other activity's estimated numbers visiting Stanley St each week is 260 -300 people.

- (iii) Any proposed re-development of this site could provide up to 60 off street new carparks.
- (iv) Large gatherings for funerals, special services and Christmas celebrations will ease traffic and parking in this downtown area on these occasions.

## **5 Mile**

- (v) A carpark for 148 cars
- (vi) Civil Defence location and Community Hall for 500 or more people
- (vii) Large Hall for community activities such as Girl Guides, U3A meetings, patchwork group, and other current users of both the Frankton and Queenstown sites with increase in space to accommodate more numbers
- (viii) Short term accommodation hostel of up to 40 beds
- (ix) Affordable houses and apartments (12)
- (x) Community Base Office for social and spiritual needs of the community
- (xi) Space for large gatherings such as funerals, weddings, special church or community services with an auditorium to seat 300+ and off street parking
- (xii) Visually attractive development and buildings that contrast the commercial landscape to the east of SH 6
- (xiii) Landscaped grounds with a backdrop of native trees and shrubs planted up the slope.
- (xiv) **This Strategic Plan is about People not profits.**

## URBAN DESIGN PANEL

### REPORT

#### Wakatipu Community Presbyterian Church

Tuesday, 30 August 2016

**Members present:** Preston Stevens (Chair), Hamish Learmonth, Pete Ritchie, Mark Grey

**In attendance:** Gillian McLeod (Architects), Juliet Pope (Architects), Roz Devlin (Consent Planner), Alyson Hutton (District Plan - Planner), Geoff Maunsell (Church Representative),

**QLDC staffer present:** Alana Standish (Council Planner)

#### Overview

There are three main parishes in separate buildings across Wakatipu; St Johns, St Andrews and St Margaret's. Some of these are getting too small for purpose, difficult to manage (e.g. parking constraints), and the church is looking to create a new community facility and church in Frankton to future proof the ability for the parish to grow.

#### Facility to include:

- Church / community building
- Indoor courts
- Bring the three separate parish ministers to the site – 3x manses to accommodate ministers
- 13 houses to sell – church not wanting to be the developer but to maintain the design control (prescribed house typology; smaller, cheaper houses in the back corner)
- 20 LTO units for retirement housing
- Onsite hostel
- Soccer field to link to wider church community
- Community gardens

#### Site constraints:

- Airport Outer Control Boundary (OCB) – restricts where buildings and types can be constructed
- Transmission lines, and
- The Ferry Hill Outstanding Natural Landscape (ONL)

#### The applicant provided the following additional points for clarification:

- Church wants to be community linked; 7 days a week almost for various community centres linked to the church.

- Possibility to stage the consent process/development: Stage 1 to create the initial shape for the land and church, and Stage 2 being the rest of the development; complete the Church and three manses first.
- The sale of the houses and apartments (excluding manse buildings), and St Margaret's church in Frankton will help to fund the church development. In addition, a parish member is offering land to be used for the church redevelopment, hence the proposed location.
- Looking to comply with Operative District Plan (ODP); includes buildings and traffic/car parking and traffic. No simultaneous use of sports fields and church to reduce car parking demand; only 1x park per house – remaining within the on-road/site parking.
- NZTA – STAGE 1 entry has been moved along SH6 to meet NZTA guidelines (as per entry on plans); access could be left in/out only to stage 1 using roundabouts to turn. Connection to a 4<sup>th</sup> leg of the Hawthorn roundabout a very long time off yet – stage 2 access to account for that possibility. Would like to see SH6 entrance/exit closed when roundabout 4<sup>th</sup> leg opens.
- Bus parking is wanted within the site to enable visiting groups etc., to park within the site.

### **Issues and Considerations**

Applicant wants feedback on:

- The access and retaining or in time closing the SH6 entrance/exit
- Staging the subdivision or applying in full for both stages at the outset
- Landscaping adjacent to SH6 and on the hill behind extending into the ONL (where the ONL line is).

### **Panel Discussion**

The Panel wishes to thank the applicant for attending the meeting and explaining the proposal. Overall the Panel is impressed with the concept, noting it is clever thinking to address the Church wants and needs against restricted site constraints.

The Panel also wishes to complement the applicant in including a diverse range of accommodation types in the residential component, noting the inclusion of terrace and semi-detached dwellings plus the inclusion of senior housing and hostel accommodation. The Panel encourages this type of approach to residential development, proposing that it has the potential to achieve more successful community residential outcomes.

#### *Access, Transport and Community Links*

- The Panel discussed the feasibility and timeframes for the 4<sup>th</sup> leg extension to the Hawthorn Drive roundabout, the reality of additional linkages including to Quail Rise and others, what it would mean if only the Stage 1 entrance were installed, particularly if this became the only entrance/exit point.
- The Panel discussed the proposed bus parking and whether buses would need to come into the site noting it may be a preferable use of space if a community stop on

SH6 is feasible. The Panel does acknowledge that an internal bus park is a preference of the applicant

- The Panel acknowledges the consideration that has been given to the required car parking provision, however notes that the solution still appears to dominate the site. The Panel question what alternatives there may be, and suggests the car parks could be hidden to reduce the dominance of cars on site; is underground car parking an option, even in part. Use of swales and landscaping.
- The Panel raised linkages to the Five Mile development across SH6 as an important matter to consider in growing the town. In particular, can a pedestrian / cycle underpass be factored into the design. This would help to provide greater connection to this developing area and beyond, which includes residential and commercial areas.

#### *Staging the subdivision or applying in full for both stages at the outset*

- In terms of the staging for the development and consenting, the Panel commented that it can be better to show the movement within the site to achieve a better outcome / response. This could include platforms and guidelines, full elevations and so on akin to a comprehensive residential development upfront. A development can be considered in its entirety and the completion staged – particularly relevant when dealing with notification.

#### *Outstanding Natural Landscape*

- The Panel would like to see the toe area at the base of the hillside at the rear of the site developed more to gain a bit of height across the site;
- The community garden aspect is recognised as a positive community link and environmental outcome to offset the development.
- It is noted that the existing ONL line is indicative only and traverses the centre of the site in a more-or-less east-west direction. The ONL is similarly set in the PDP; greater development of this area will require specialist landscape architecture input.
- The Panel discussed the State Highway road frontage, and suggested a mixture of visual softening, not full screening of the site, plus practical fencing to avoid interference from the sports field with the highway, and shelter from the southerly wind. E.g. provide view shafts through the site and some privacy using hedging rather than mounding.

#### *Design*

- The Panel felt the scale through the site was good, with the hostel and courts building with the church at opposing ends providing a positive book end approach to the composition. The Panel considers that the church will be a defining feature in a prominent location. It was suggested that, if it were possible, placing the Church closer still to the roundabout could help to create a landmark feature and further

characterize the site, though does acknowledge there are airport considerations that may restrict this.

- In terms of the scale of the buildings, could the church and hostel each be bigger, particularly if moving the church closer to the roundabout is problematic? Suggestions of a 3-level hostel (9-9.5m) and larger church building to match (e.g. 12m Church building).

The Queenstown Urban Design Panel encourages the applicant to consider the matters included in the above discussion and to review the application accordingly.

Checked and approved by:

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Preston Stevens

Chair: Queenstown Urban Design Panel

*\* The findings of the Panel sit outside both the statutory processes of the Resource Management Act and other regulatory functions of Council. The report will however be taken into account during those statutory and regulatory processes in regard to matters relating to urban design.*

LEGEND

church  
 main building 1120 sqm  
 indoor court 480 sqm  
 total 1600 sqm

car parking  
 total required floor area x 0.1=160 spaces

car park 1 49  
 car park 2 54  
 car park 3 24  
 car park 4 29  
 on street parks 07  
 total 163

overflow car parking  
 provided on grass areas

16 sections including 3  
 Manses

20 retirement units

40 bed hostel



ONL line approx

OCB line from QLD

15m setback

stage 1 entry from highway used off

state highway 6

90m soccer field

45m

50m setback

car park

indoor court

car park 4

40 bed hostel

car park 1

retirement apartments

community garden

retirement quarters

coach

playground

cafe

admin

youth

main entrance

foyer

auditorium

chapel

15m setback

stage 2 entry from new road

Transpower setback

16 sections incl 3 manses

community garden / native plantings

