

BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL

IN THE MATTER

of the Resource Management Act 1991

AND IN THE MATTER OF

Queenstown Lakes Proposed Local Shopping Centre Zone

STATEMENT OF EVIDENCE OF LOUISE WRIGHT OF ASSEMBLY ARCHITECTS

ON BEHALF OF

SUBMITTER

622 – Stuart and Melanie Pinfold and Satomi Enterprises Limited

31 March 2017

Introduction

1. My name is Louise Jayne Hikihihi Wright. I am a Registered Architect. I hold a Bachelor of Architecture (First Class Honours) from Victoria University of Wellington, 2001. I am a member of the New Zealand Registered Architects Board and the Jack's Point Design Review Board. I am the 2017 Convenor of the New Zealand Institute of Architects national awards programme.
2. I am a design director of Assembly Architects Limited, an Arrowtown based architecture practice that I established with Justin Wright, Registered Architect in 2005. The practice designs residential, commercial and public architecture. The practice has been awarded New Zealand Architecture awards for residential, commercial and public architecture including in Wanaka.
3. Prior to establishing Assembly Architects I was an Associate at Athfield Architects Limited in Wellington, an architecture practice renowned for design in the public and urban realm. During that time I was involved in the design of the several urban projects and precincts.
4. Although this is a council hearing, I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

Scope of Evidence

5. Assembly Architects Limited have been engaged by submitter 622 – Stuart and Melanie Pinfold and Satomi Enterprises Limited (**Submitters**) to provide expert architectural design evidence on the impact of planning proposals on land adjoining their properties legally described as Lot 1 DP 301095 and Lot 2 DP 301085, in Cardrona Valley Road (**Submitters' Land**).
6. I defer to the planning evidence of Dan Curley for planning matters and the background relating to this evidence for the Submitters.
7. The key matters to be addressed in this evidence is character of a Local Shopping Centre Zone (**LSCZ**) and character of a Low Density Residential Zone (**LDRZ**), and the effects of these

zones when adjacent to the Submitters' Land, and the effects of a LSCZ when adjacent to a LDRZ.

8. The evidence of Dan Curley for the Submitters outlines the background to zone proposals, and also addresses "amenity" issues.

Character – Local Shopping Centre Zone

9. The built environment and its activities together contribute to the character and amenity of a zone.

10. Chapter 15 – Local Shopping Centre sets out the objectives and policies of the LSCZ.

11. Built form in the LSCZ is controlled with setbacks of 3m from a boundary, with a 35 degree recession plane, with a height limit of 7m. There are no restrictions on Continuous Building Length, therefore shopping centres in large landholdings can have long building lengths without gaps or breaks in the building form.

12. Shopping centres are typically characterized by a public "frontage" and a rear service lane and access. Shops are typically arranged around the edge of a site, with carparking in the middle of the development.

13. The public "frontage" includes facades in various materials including glazed shopfronts, with verandahs to provide shelter for pedestrians. On the public side, shopping centres also typically include landscape elements such as seating, pathways and vegetation set out around car parking. Lighting is provided for general access, security, way finding, and is often included in signage. Lighting is used both day and night.

14. The rear side of shops are typically characterized by the back-of-house servicing which may include vehicle access, car parking, mechanical plant (such as fan-units), delivery doors and rubbish and recycling management. Lighting is provided for general access and for security.

15. Shopping centre roofs can also support mechanical plant units such as fan units.

16. Figure A below shows a typical shopping centre layout at "The Landing" in Frankton. This shows car parking bordered by the public frontage with shops and canopies. Some service areas are at the rear of the shops. Building 1 is 36m in length and Building 2 is 65m in

length. Building 3 is faceted and includes a rear service land. The three buildings comprise multiple adjacent tenancies. Figure B below shows typical heights at “The Landing” in Frankton. Building heights at the public frontage are up to 6.3m with canopies at 3.3m.



Figure A – Site Plan at “The Landing” demonstrating building blocks, tenancies, carparking and service areas.



Figure B – Elevation at “The Landing” demonstrating building heights and canopies

17. Another example is “5 Mile” at Frankton. Buildings at 5 Mile are arranged around a central car parking space. Buildings are up to approx. 7.65m tall (roof shape varies therefore so do the building heights). Figure C shows an indicative site plan and Figure D elevations of Building 6 (Noel Leeming) as seen from the carpark side and the street side.

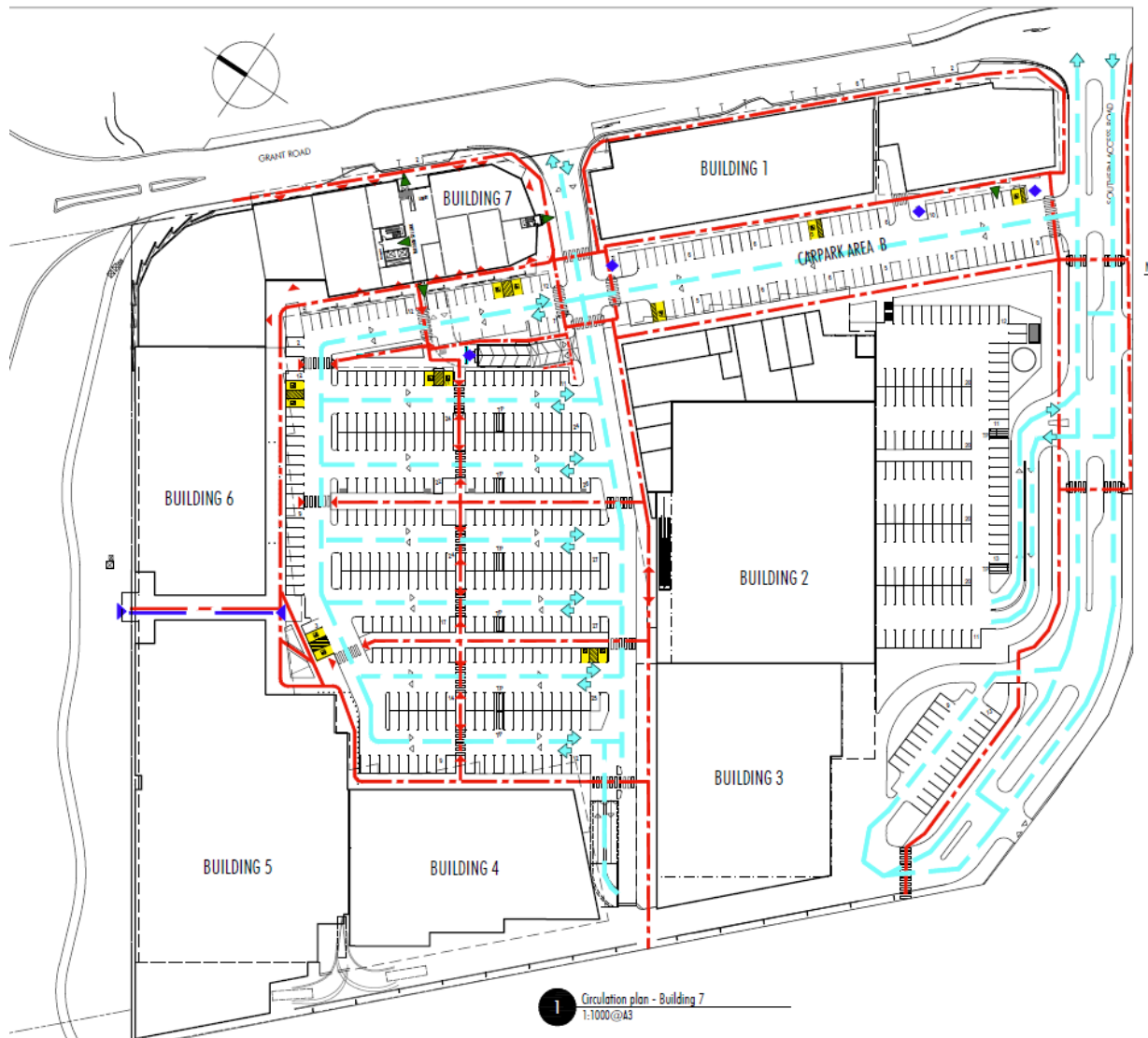


Figure C – Site Plan at “5 Mile” in Frankton showing perimeter building blocks and carparking

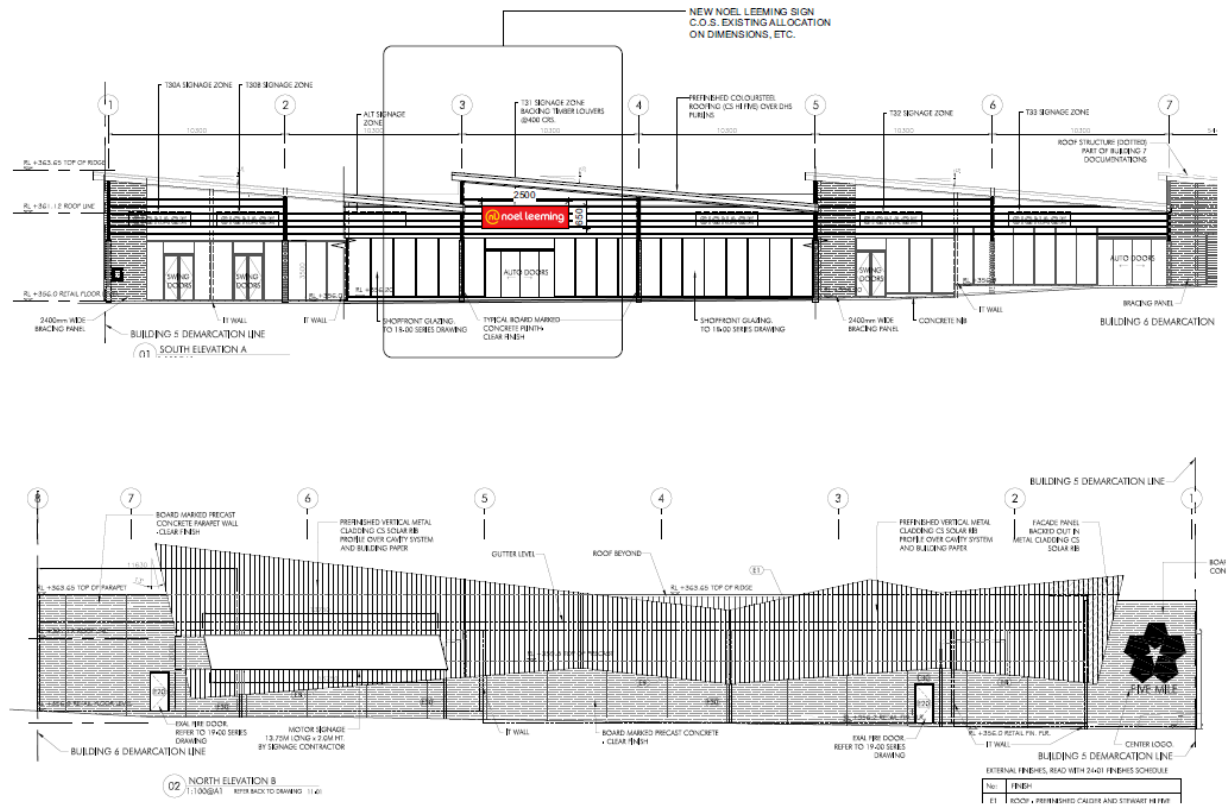


Figure D – Elevations of Building 6 at “5 Mile” in Frankton

18. The above examples demonstrate examples of the building form that could be built in a LSCZ.

19. Activities in the shopping centre are controlled with limits on noise generated and hours of operation. Shopping centres are typically open during the day, and are closed at night. Shopping centres are busy environments with many users from the wider urban area accessing retail outlets, goods and services providers, supermarkets and food and beverage outlets. Shoppers typically access these centres by car or other transport. Users of the shopping centre typically engage in trips of short duration, while staffing of the shops involves longer duration.

Character – Low Density Residential Zone

20. The built environment of the LDRZ is also a product of the rules. Dwellings can be located 2m away from boundaries, and constructed to a height of 7m also with a 35 degree sunlight recession plane. Depending on the lot size, 7m height limit is not always achievable in a

LDRZ and homes are often single storey, with shaped roof forms that may reflect the sunlight recession plane.

21. Dwellings are also subject to Continuous Building Length rules, so that buildings over 16m in length are subject to greater setbacks from boundaries.
22. In addition, LDRZ allows for accessory buildings to be constructed in setbacks, up to adjoining boundaries.
23. Where lot sizes are larger, or sites are designed comprehensively, larger residential forms can occur such as two storey dwellings, conjoined dwellings or row houses.
24. The built environment of a residential zone typically includes vegetation in the form of trees, shrubbery, lawns and gardens, and landscape elements including pergolas, patios, clotheslines and fences.
25. Activities in LDRZ are residential in nature and are usually associated with residents living permanently or as short term visitors. Residential areas can also have a pattern of activity that changes from night to day, with dwellings often vacant during the day during school or working hours. Activities in yards and streets include social activities such as playing, socializing, gardening, exercising and transportation to and from dwellings by private car, service vehicles, public transport, cyclists and pedestrians. Domestic animals also feature in residential zones.

Adjacent zones

26. The setback from LSCZ is 3m and setback from LDRZ is 2m. A LSCZ adjacent to a LDRZ could therefore result in a 7m height retail unit 5m away from a residential dwelling.
27. Retail buildings more typically comprise adjoining tenancies in a single long building, or a collection of large buildings with either single or multiple tenancies. Continuous Building Length rules do not apply. Dwellings are typically smaller than commercial buildings, and dwellings are separated by setbacks. When a LSCZ is adjacent to a LDR, the built environment could include multiple dwellings adjacent to a single retail building.

28. An adjacent LSCZ could also have serviceways, or carparking adjacent to the LDRZ, with associated lighting and noise effects.
29. The activities of a LSCZ are likely to include greater vehicular and pedestrian movements, more noise, and more lighting associated with the commercial activities and security compared to a residential zone.
30. An increased setback between residential and commercial areas would enable sufficient space to introduce a landscape buffer to visually soften the effects of a commercial zone against a residential zone.

Zone adjacent to Submitters' Land

31. The Submitters' Land is currently zoned Rural General. The dwelling was approved on a Building Platform, with neighbouring sites also zoned Rural General. The PDP rezones the Submitters' Land to LDRZ.
32. As outlined in the evidence of Dan Curley, a LSCZ adjacent to the Submitters' Land could allow a retail unit building 3m away from the boundary, to the combined length of the boundaries (excluding road setback) while a LDRZ could allow separate or joined dwellings 2m away from the boundary, and accessory buildings on the boundary. Visually this LSCZ outcome is a large and bulky form as viewed from the Submitters' Land as shown in Figure E, below.

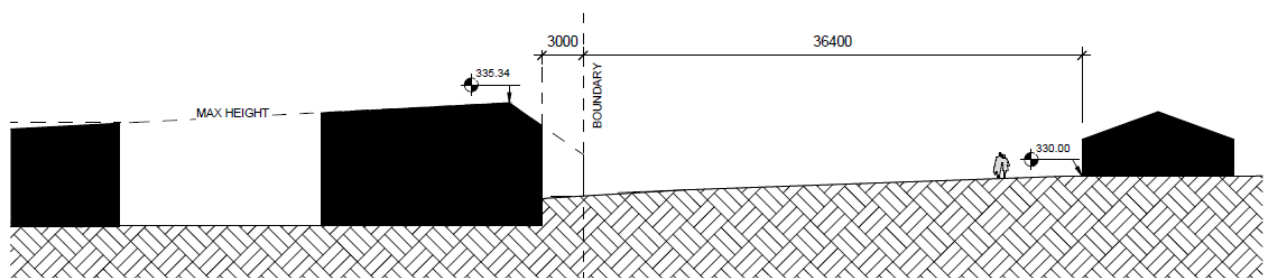


Figure E – Potential LSCZ adjacent to Lot 1.

33. An adjacent LSCZ could also have serviceways, or carparking adjacent to the LDRZ, with associated lighting and noise effects.

34. An increased setback between residential and commercial areas would enable sufficient space to introduce a landscape buffer to visually soften the effects of a commercial zone against a residential zone.

35. Due to the typical pattern of residential land subdivision, residential dwellings are anticipated to be of a smaller scale than a commercial development, and in my opinion, residential activities are more appropriate and complementary to the above Submitter's Land.

Summary

36. In my experience, a LSCZ is generally expected to be of a larger built scale with increased activity of people, vehicles, lighting and noise than a residential zone.

37. The minimum setbacks in the PDP allow for close proximity of a LSCZ built environment and a LDRZ built environment.

38. Increased setbacks to a LSCZ could allow for introduction of a landscape buffer to visually soften the effects of distinct built environments and activity types, when adjacent to a residential zone.

Louise Wright. B.Arch(hons1)

Registered Architect

31 March 2017