

Te Pūtahi Ladies Mile Engagement Summary Report

Public Consultation - Draft Masterplan Diagrams

18 December 2020

1. Purpose of consultation

The first community engagement session for the Te Pūtahi Ladies Mile Masterplan project ran from 12-16 November, with an online survey and two public open day “drop-in” sessions at Shotover Primary School.

The purpose of the consultation was to provide the community with a first look at potential draft diagrams of the Te Pūtahi Ladies Mile Masterplan and to gather feedback on what aspects of the diagrams were liked and disliked with a view to using this information to develop a preferred draft Masterplan for further consultation in 2021.

The opportunity was also taken to provide background information on the goals of the Masterplan and the proposed methods to achieve the goals.

This round of public consultation very specifically focused on what form urban development should take at Te Pūtahi Ladies Mile, rather than whether urban development *should* occur here. This is because the brief from Council for this project is to comprehensively masterplan the area to ensure an integrated approach to transport, land use, housing, and infrastructure that promotes community outcomes, rather than to investigate the appetite for urban development in this location.

In addition, the brief also required engagement to build upon existing consultation that had already been undertaken. Consultation has already been undertaken in relation to several developments within this area (through both the previous Special Housing Area applications and the Establishment Report for the masterplan process) therefore this issue was not intended to be revisited as part of this process.

2. Overview

Three Masterplan diagrams (Diagrams A, B, and C) were presented to the community for feedback. A copy of the three masterplan Diagrams can be found in **Attachment A**. The key moves of each diagram, including those moves common to all diagrams, are set out in **Table 1** below.

Table 1: Key moves of three diagrams presented to public

Key Moves	Diagram A	Diagram B	Diagram C
Community Facilities	<ul style="list-style-type: none"> Consolidated proposed education facilities close to local centre Community sports hub centralised and south of SH-6 		
	<ul style="list-style-type: none"> Square arrangement to town centre Proposed education facilities are located side by side north of SH-6 	<ul style="list-style-type: none"> Streetscape based local centre/ commercial hub Proposed education facilities are separate, one south and one north of SH-6 	<ul style="list-style-type: none"> Square arrangement to town centre Proposed education facilities are separate, both north of SH-6
Parks and Open Space	<ul style="list-style-type: none"> Stormwater strategy to follow base of Slope Hill and provide public amenity connected into Open Space network Neighbourhood parks in short walking distance from all housing 		
	<ul style="list-style-type: none"> Significant Community Parks within housing areas on green corridors Maintain area of rural zoning to Lake Hayes edge to preserve lake edge character Open space connections to Lake Hayes 	<ul style="list-style-type: none"> Significant Community Parks within housing areas Open space network connection through Central Green Spine with connections through to SH-6 Maintain rural zoning to Lake Hayes edge to preserve lake edge character. Open space connections to Lake Hayes 	<ul style="list-style-type: none"> Community Park within housing area adjacent to rural zoning and outlook to lake Significant green spine Open Space at base of Slope Hill with open space connections to Lake Hayes Maintain existing large area of rural zoning to Lake Hayes edge to protect views and rural corridor.
Housing	<ul style="list-style-type: none"> Medium Density with mix of typologies across site. 		
	<ul style="list-style-type: none"> Additional height central to site within easy walking distance of community facilities adjacent to SH-6 	<ul style="list-style-type: none"> Additional height in central spine connecting to parks, schools and local centre 	<ul style="list-style-type: none"> Additional height adjacent to SH-6 and along main entry road by community facilities.
Transport	<ul style="list-style-type: none"> Potential new road link (including buses) from Lake Hayes Estate 		
	<ul style="list-style-type: none"> Two new road links to SH-6, one new connection from Lower Shotover Road Public Transport and Walking/ Cycling focus with new Transport Hub off SH-6 	<ul style="list-style-type: none"> Three new road links to SH-6, one new connection from Lower Shotover Road Public Transport and Walking/ Cycling focus with Interim Transport Hub off Howards drive co-located with Sports Hub parking 	<ul style="list-style-type: none"> Two new road links to SH-6, with main spine road connecting to Lower Shotover Road Public Transport and Walking/ Cycling focus with new Transport Hub off SH-6
State Highway 6 Corridor	<ul style="list-style-type: none"> Landscaped SH-6 with trees, cycleways and pedestrian paths to either side 		
	<ul style="list-style-type: none"> 75m setback to southern side to maintain views to Remarkables 	<ul style="list-style-type: none"> Urban edge to northern side of SH-6 (no setback) Reduced existing setback to 25m to south to maintain views to Remarkables but allow development 	<ul style="list-style-type: none"> Urban edge to northern side of SH-6 with additional building height (no setback). 75m setback to southern side to maintain views to Remarkables



Along with explanatory diagrams to explain the high-level concept thinking behind the diagrams, the goals and aspirations of the project were provided, and information about housing typologies and the Streamlined Planning Process. The public open day sessions also included an interactive “Make your own Masterplan” diagram, which enabled users to place the different components in their preferred position to generate discussion.

A summary booklet including the three Masterplan diagrams was available in hard copy at the public open day sessions for people to take away. All information was available for viewing or downloading on the Council’s Let’s Talk consultation page.

An online survey hosted on Let’s Talk was the primary method for collecting feedback, however some notes were taken contemporaneously by project team members during discussions at the public open day sessions, and email feedback was also received.

3. Public Open Day Sessions

Two public open day sessions were held at Shotover Primary School. The first was an afternoon session held from 3pm to 6pm on Thursday 12 November. Six LMC team members and three Council staff were in attendance. Over fifty people signed in at the door, however the attendance numbers are estimated to be significantly higher than this given not all who attended signed in. Attendance was steady across the three hours of the session, although the greatest numbers were earlier in the session following school pick-up.

The second session ran from 11am to 5.30pm on Saturday 14 November. Six LMC team members were present, and five Council staff attended for all or part of the session. Over 80 people signed in at the door, although again the number actually in attendance is estimated to be significantly higher than this. Attendance was highest from 11am until approximately 1.30pm, with a quieter period between 2pm and 4pm, with an increase again in the closing 1.5 hours.

The role of team members during these sessions was primarily to answer questions and stimulate conversation and discussion about the display material with members of the public. Attendees were directed towards the online survey to submit their feedback, although some contemporaneous notes were also taken. Attendees could fill in the online survey at the session if they wished, by using the iPads available.

4. Online Survey

An online survey hosted on Let’s Talk ran from the morning of Thursday 12 November to the end of Monday 16 November (extended from the original Sunday 15 November end date as a result of requests from public open day session attendees).

A total of 231 responses were received and there was a total of 1790 page views, meaning 13% of visits to the page resulted in a response being submitted.

The survey requested basic demographic information and asked respondents:

- (a) Which of the Masterplan diagrams they most preferred;
- (b) What they liked about their preferred option;
- (c) What they disliked about their preferred option; and
- (d) If there was any aspect of the other diagrams that they would like to see incorporated into their preferred option.

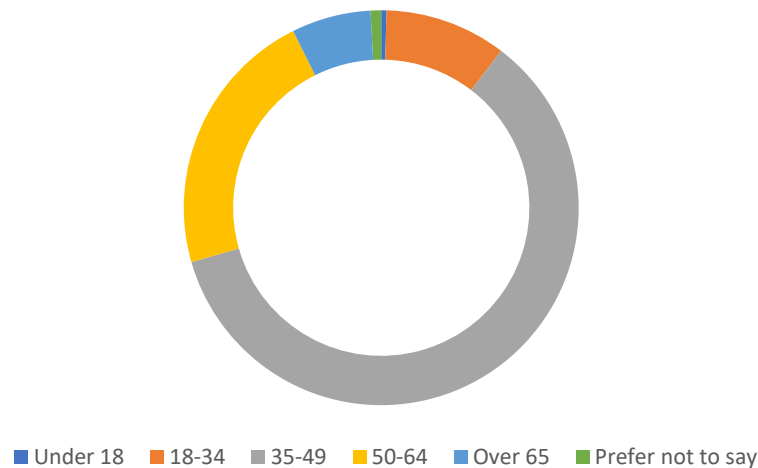


Feedback was also received directly from members of the public, landowners and stakeholders via email. A total of 14 emails were received, of which eight were from members of the public, three from landowners and three from other stakeholders.

5. Summary of feedback

5.1 Demographics

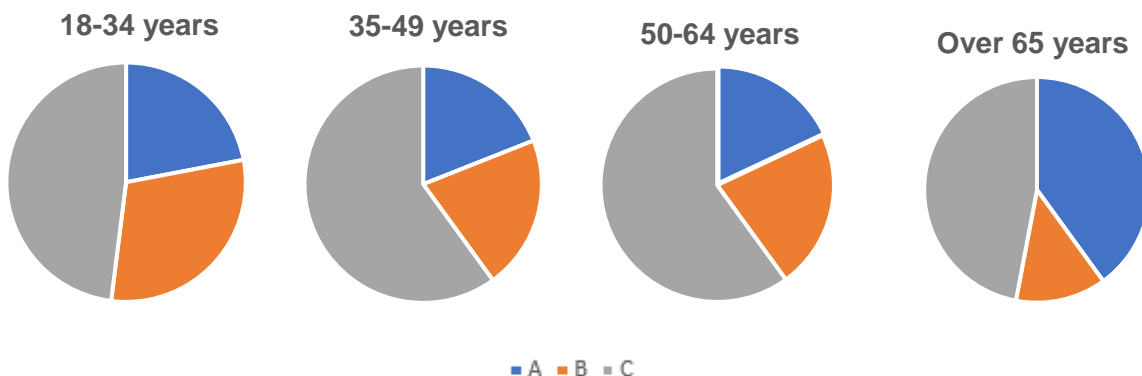
Age of respondents



The majority of respondents were aged between 35-49 (60%), with those aged 50-64 (22%) and 18-34 (10%) the next two largest groups. There was relatively low turnout from those aged over 65 (7%), and only one respondent who was aged under 18 years.

Due to the timing of the open days in mid-November, a session with school students from Wakatipu High School was not possible due to the proximity to exams. However, more feedback from young people is anticipated in the next round of community engagement due to take place in early 2021.

Preferred option by age group



The two age groups that make up over 80% of respondents (35-64 years) had nearly identical results on their preferred Masterplan diagram, with 60% of both groups preferring Diagram C, compared with Diagram A (19%) and Diagram B (21%).

The preference for Diagram C remained in the two other major age groups at 48% (18-34 years) and 47% (over 65 years), although the Over 65 years saw a significant increase in the proportion of people who preferred Diagram A (40%) when compared to the other age groups (which ranged from 18-22%)

The single Under 18 years response was in favour of Diagram B.

Nearly all respondents were property owners or residents of the District (98%), with this split between property owners (80%) and residents (20%). There was a similar response to the diagrams between the two groups, with Diagram C the preferred option (57-58%), with the remainder relatively evenly split between Diagrams A and B.

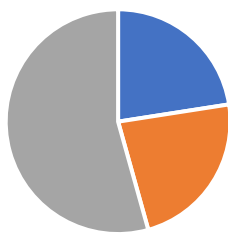
A total of 75% of the respondents identified themselves as living within the area of focus or the area of influence (being State Highway 6 – Ladies Mile Highway, Lake Hayes Estate, Shotover Country or Bridesdale). Of these, Diagram C was the preferred option (54%) with the remainder evenly split between Diagrams A and B (23% each).

Diagram C was also the preferred option for all other area groups, although the extent to which it was preferred did vary. Respondents from outside of the District favoured Diagram C equally with Diagram B (40%), while those in other parts of wider Queenstown area significantly preferred Diagram C (62-67%), although those in the Wakatipu Basin had a stronger preference for Diagram A (21%) compared to those in the other Queenstown suburbs who had preferred Option B (29%) more than Option A (10%).

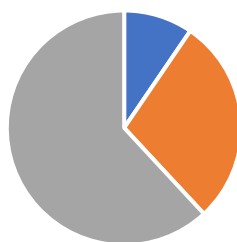
Of those areas not covered below, respondents from Arrowtown, who made up 3% of the total, preferred Diagram C (100%), as did the single respondent from outside of the District.

Preferred option by location

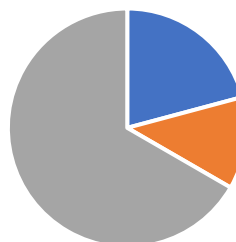
Ladies Mile / Lake Hayes Estate / Shotover Country / Bridesdale



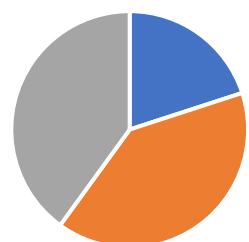
Other Queenstown Suburbs (area of interest)



Elsewhere in the Wakatipu Basin / Wakatipu Basin Rural



Outside of District



■ A ■ B ■ C



5.2 Development at Te Pūtahi Ladies Mile

The purpose of the online survey was to evaluate the preference of respondents in relation to the three diagrams provided, and as such, required a preferred option to be selected in order to proceed with the survey.

Of the online survey responses received, half of respondents included in their feedback an opposition to urban development in this location. Of these, 75% identified themselves as living within the area of focus or the area of influence (being State Highway 6 – Ladies Mile Highway, Lake Hayes Estate, Shotover Country or Bridesdale). The remaining respondents opposed to urban development identified themselves as living elsewhere within the wider Queenstown and Wakatipu area.

The key themes for opposition to development as identified by respondents included:

- Traffic congestion on State Highway 6 and at the Stalker Road roundabout;
- Capacity of Shotover Bridge;
- Retention of rural corridor as entry to Queenstown;
- Intensity of residential density proposed in all three diagrams, including height; and
- Alternative locations for urban development, including Arthurs Point and Frankton.

Existing issues with traffic congestion and the capacity of Shotover Bridge, and how these would be affected by additional urban development adjacent to State Highway 6, were the two biggest issues raised by those in opposition to the draft proposals, mentioned in 83% of the responses opposing urban development at this location.

Of those respondents who indicated they were opposed to urban development in this area, 63% selected Diagram C as their preferred option, however a significant number of responses indicated that this was selected due to the requirement of the survey to choose, and that they did not wish to select any of the three available diagrams as their preferred. Nearly a quarter of all respondents (23%) indicated in their response that they did not have a preferred diagram.

A common comment was that Diagram C, being the option with the least amount of development proposed, was essentially selected by default by those opposed to urban development at Te Pūtahi Ladies Mile.

Of those that did not mention opposing urban development in this location, 51% preferred Diagram C, with Diagram A and B gaining 17% and 32% respectively.

In addition to the online survey responses received, fourteen email responses were also received, eleven of these were in opposition to urban development in this area. Nine of the eleven in opposition cited traffic congestion / constraints on roading infrastructure as a key concern.

5.3 Preferred Masterplan features

Table 2 below sets out the key features that respondents identified in their responses to what they liked and disliked about the Masterplan options.

Table 2: Masterplan option feature preferences and dislikes

	Preferred Features	Least Preferred Features
Diagram A	<ul style="list-style-type: none">• High level of community facilities• Setback from State Highway 6	<ul style="list-style-type: none">• Lack of setback• Too much high density / building height



	Preferred Features	Least Preferred Features
	<ul style="list-style-type: none"> • Location of community heart • Grouping of density • Level of green space • Co-location of schools • Retention of trees on State Highway 6 	<ul style="list-style-type: none"> • Lack of underpasses • Size of Park & Ride • Not enough retail space
Diagram B	<ul style="list-style-type: none"> • Location of density away from State Highway 6 • Location of school facilities • Location of school and sports fields • Amount of land available for development • Location of community hub on the south side of State Highway 6 	<ul style="list-style-type: none"> • Sylvan Street bus link • Development of the eastern end • Commercial area too small • Not enough road setback • Park & Ride location
Diagram C	<ul style="list-style-type: none"> • Least amount of development • Development located away from Lake Hayes • Amount of green space • Location of central hub • Retention of Threepwood area for rural residential purposes • Location of education facilities • Tree-lined State Highway 6 	<ul style="list-style-type: none"> • Density / height on edge of State Highway 6 • Too much development • Inclusion of transport hub / Park & Ride • Too much high density • Sylvan Street bus link • Marshall Avenue track • Location of Park & Ride

Overall, the key themes arising from the feedback included:

- Less development and density is preferred;
- Keeping development back from State Highway 6, either through increased building setback or lowering height adjacent to the road;
- Keeping development away from the western shore of Lake Hayes;
- The retention of the Council-owned land on the south side of State Highway 6 for the benefit of the local community (e.g. community facilities and sports fields) rather than activities that would provide for District-wide benefits;
- Where there is increased building height and density, locating this to the base of Slope Hill rather than adjacent to State Highway 6;
- Support for creating a community focal point including increasing the size of the commercial / retail centre;
- Removal of the proposed roading link to Sylvan Street in Lake Hayes Estate due to effects on privacy and amenity of adjoining landowners;
- Removal of the Marshall Avenue link due to effects on the viability of Threepwood Farm; and
- Retention of existing mature trees.

From conversations held with members of the public during the public open day sessions, it was clear that while traffic congestion was a concern, there was general support for the masterplanning of any future development.



5.4 Conclusion

The feedback demonstrated that the preference was for less intensive development, particularly when viewed from key public places such as State Highway 6 and Lake Hayes. Diagram C was conclusively the preferred diagram of the three diagrams. One of the main drivers for this preference was the fact that it provided for the smallest amount of developable area.

The provision of more local services and activities such as the new commercial centre, local schools and community facilities was seen as a positive from feedback received. The use of the Council-owned land on the south side of State Highway 6 for community facilities and sports fields was viewed as positive for its community benefits and central location.

6. Next Steps

Following the close of the consultation period, the design team have been working on developing a preferred draft Masterplan. The responses received through the public consultation period along with additional transport modelling will be taken into account in preparation of this draft Masterplan.

A preferred draft Masterplan concept will be notified for further public feedback in 2021.

ATTACHMENTS:

- A. Masterplan Diagrams A, B and C
- B. Online Survey Responses



MASTERPLAN DIAGRAMS

ATTACHMENT A

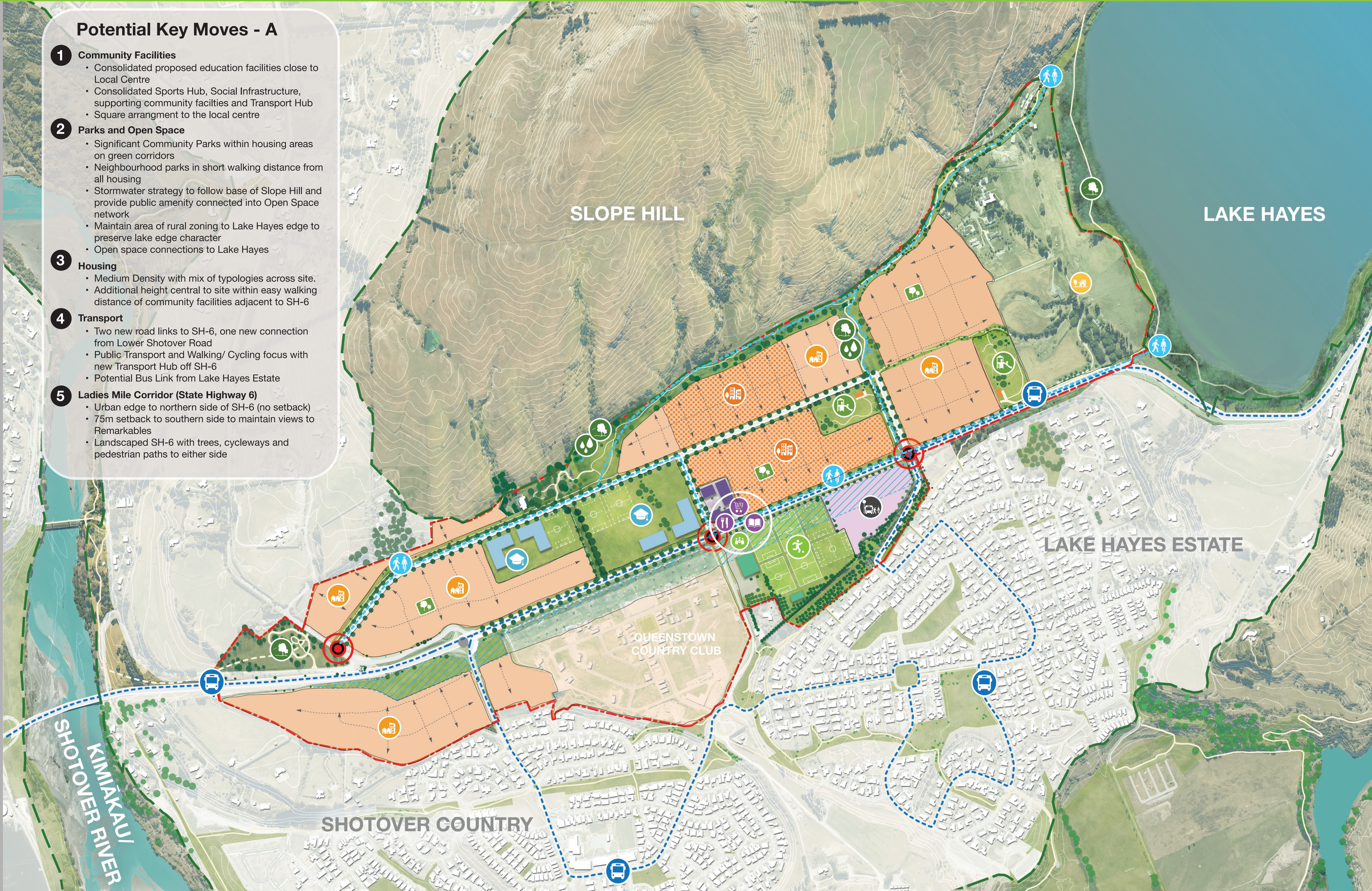


Masterplan Diagram A

Help shape the future of Te Pūtahi: Ladies Mile

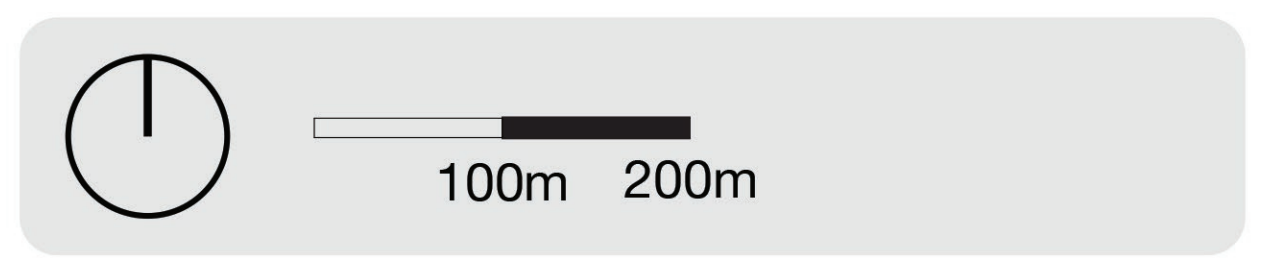
Potential Key Moves - A

- 1 Community Facilities**
 - Consolidated proposed education facilities close to Local Centre
 - Consolidated Sports Hub, Social Infrastructure, supporting community facilities and Transport Hub
 - Square arrangement to the local centre
- 2 Parks and Open Space**
 - Significant Community Parks within housing areas on green corridors
 - Neighbourhood parks in short walking distance from all housing
 - Stormwater strategy to follow base of Slope Hill and provide public amenity connected into Open Space network
 - Maintain area of rural zoning to Lake Hayes edge to preserve lake edge character
 - Open space connections to Lake Hayes
- 3 Housing**
 - Medium Density with mix of typologies across site.
 - Additional height central to site within easy walking distance of community facilities adjacent to SH-6
- 4 Transport**
 - Two new road links to SH-6, one new connection from Lower Shotover Road
 - Public Transport and Walking/ Cycling focus with new Transport Hub off SH-6
 - Potential Bus Link from Lake Hayes Estate
- 5 Ladies Mile Corridor (State Highway 6)**
 - Urban edge to northern side of SH-6 (no setback)
 - 75m setback to southern side to maintain views to Remarkables
 - Landscaped SH-6 with trees, cycleways and pedestrian paths to either side



Key:

- Connected Bus Network
- Transport Hub
- Rural Lifestyle
- Medium / High Density Residential
- Additional Height Medium / High Density Residential
- Walking/Cycling Trails connecting with existing neighbourhood trails
- Proposed Education Facilities (Not endorsed by M.O.E.)
- Community Park
- Local Park
- Reserve Open Space & Stormwater Management
- Sports Hub, Community Hall + Supporting Community Facilities
- Local Centre/ Commercial Hub
- Intersection (New)
- Existing / Modified Intersection
- Outstanding Natural Feature
- Build Restriction Setbacks



Read more details about the project at www.qldc.govt.nz/ladies-mile-masterplan

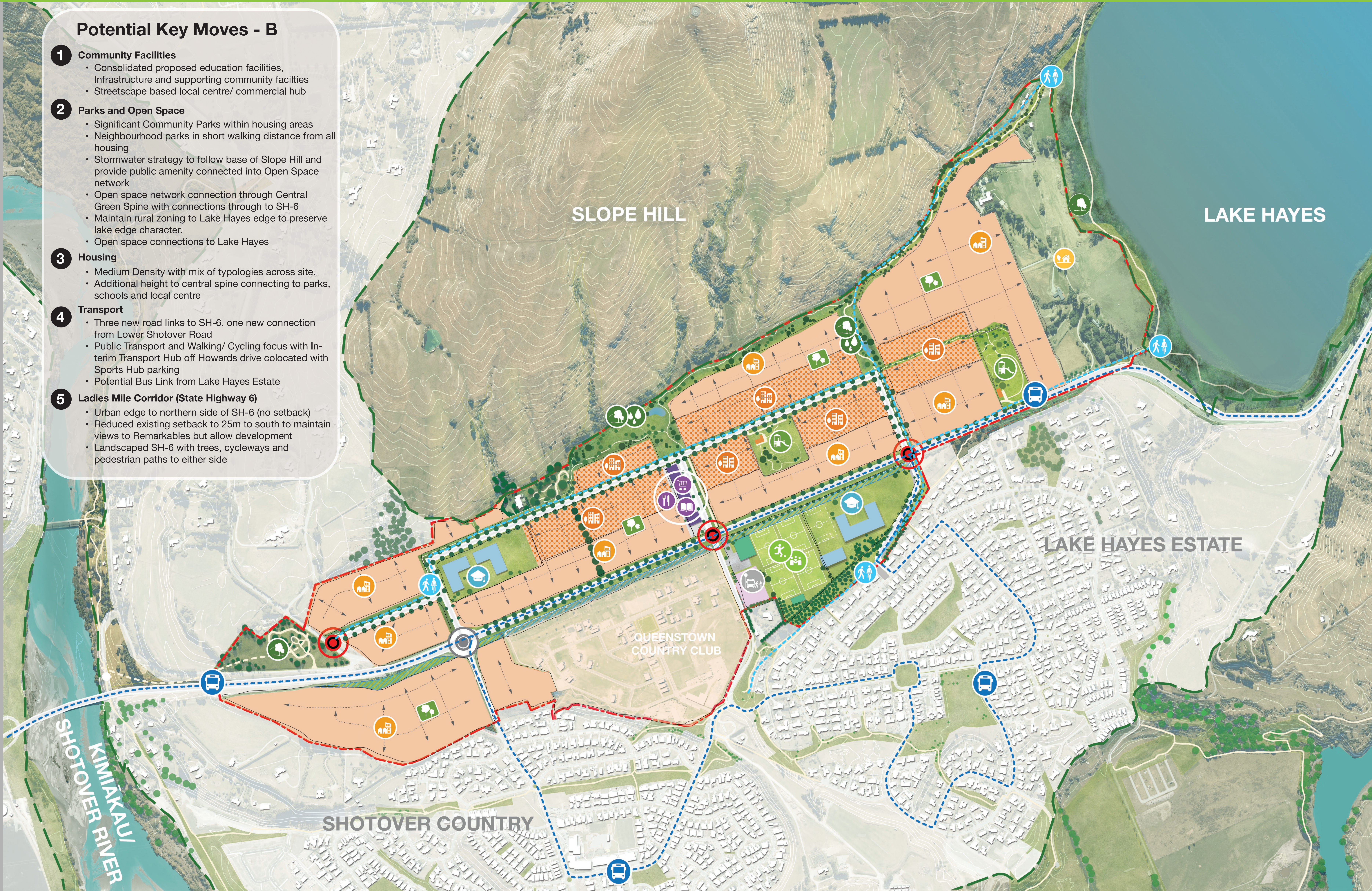


Masterplan Diagram B

Help shape the future of Te Pūtahi: Ladies Mile

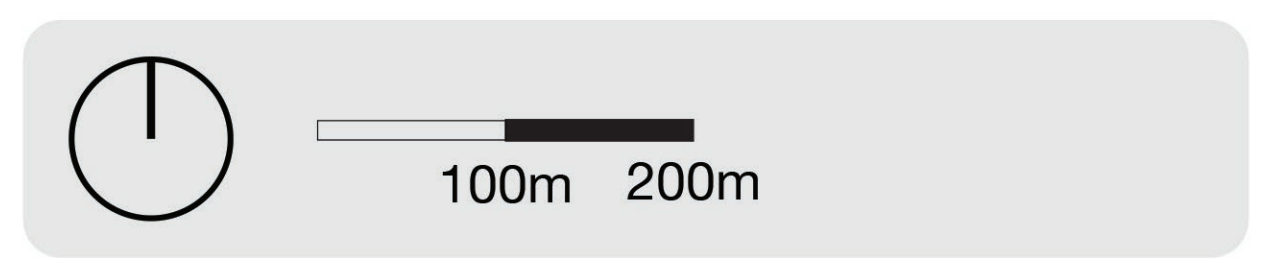
Potential Key Moves - B

- 1 Community Facilities**
 - Consolidated proposed education facilities, Infrastructure and supporting community facilities
 - Streetscape based local centre/ commercial hub
- 2 Parks and Open Space**
 - Significant Community Parks within housing areas
 - Neighbourhood parks in short walking distance from all housing
 - Stormwater strategy to follow base of Slope Hill and provide public amenity connected into Open Space network
 - Open space network connection through Central Green Spine with connections through to SH-6
 - Maintain rural zoning to Lake Hayes edge to preserve lake edge character.
 - Open space connections to Lake Hayes
- 3 Housing**
 - Medium Density with mix of typologies across site.
 - Additional height to central spine connecting to parks, schools and local centre
- 4 Transport**
 - Three new road links to SH-6, one new connection from Lower Shotover Road
 - Public Transport and Walking/ Cycling focus with Interim Transport Hub off Howards drive colocated with Sports Hub parking
 - Potential Bus Link from Lake Hayes Estate
- 5 Ladies Mile Corridor (State Highway 6)**
 - Urban edge to northern side of SH-6 (no setback)
 - Reduced existing setback to 25m to south to maintain views to Remarkables but allow development
 - Landscaped SH-6 with trees, cycleways and pedestrian paths to either side



Key:

- Connected Bus Network
- Interim Transport Hub
- Rural Lifestyle
- Medium / High Density Residential
- Additional Height Medium / High Density Residential
- Walking/Cycling Trails connecting with existing neighbourhood trails
- Proposed Education Facilities (Not endorsed by M.O.E.)
- Community Park
- Local Park
- Reserve Open Space & Stormwater Management
- Sports Hub, Community Hall + Supporting Community Facilities
- Local Centre/ Commercial Hub
- Intersection (New)
- Existing / Modified Intersection
- Outstanding Natural Feature
- Build Restriction Setbacks



Read more details about the project at www.qldc.govt.nz/ladies-mile-masterplan



Masterplan Diagram C

Help shape the future of Te Pūtahi: Ladies Mile

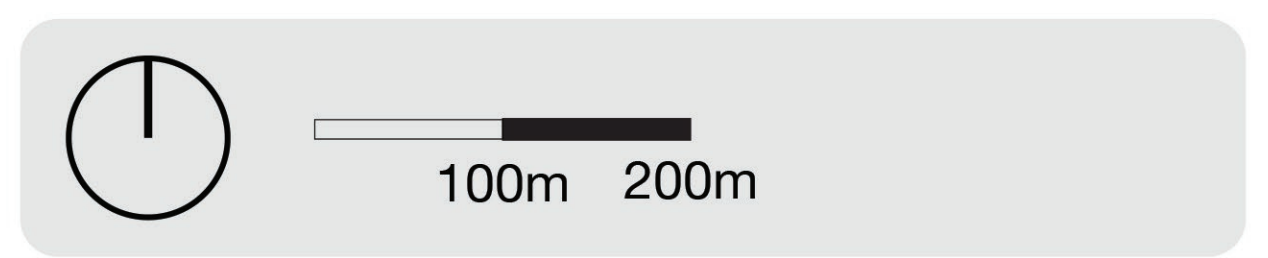
Potential Key Moves - C

- 1 Community Facilities**
 - Proposed education facilities are separate, with one across the main entry road from the Local Centre and the other embedded in residential area
 - Consolidated Sports Hub, Social Infrastructure, supporting community facilities and Transport Hub
- 2 Parks and Open Space**
 - Community Park within housing area adjacent to rural zoning and outlook to lake
 - Neighbourhood parks in short walking distance from all housing
 - Stormwater strategy to follow base of Slope Hill and provide public amenity connected into Open Space network
 - Significant green spine Open Space at base of Slope Hill with pen space connections to Lake Hayes
 - Maintain existing large area of rural zoning to Lake Hayes edge to protect views and rural corridor.
- 3 Housing**
 - Medium Density with mix of typologies across site
 - Additional height adjacent to SH-6 and along main entry road by community facilities.
- 4 Transport**
 - Two new road links to SH-6, with main spine road connecting to Lower Shotover Road
 - Public Transport and Walking/ Cycling focus with new Transport Hub off SH-6
 - Potential Bus Link from Lake Hayes Estate
- 5 Ladies Mile Corridor (State Highway 6)**
 - Urban edge to northern side of SH-6 with additional building height (no setback).
 - 75m setback to southern side to maintain views to Remarkables
 - Landscaped SH-6 with trees, cycleways and pedestrian paths to either side



Key:

- Connected Bus Network
- Transport Hub
- Rural Lifestyle
- Medium / High Density Residential
- Additional Height Medium / High Density Residential
- Walking/Cycling Trails connecting with existing neighbourhood trails
- Proposed Education Facilities (Not endorsed by M.O.E.)
- Community Park
- Local Park
- Reserve Open Space & Stormwater Management
- Sports Hub, Community Hall + Supporting Community Facilities
- Local Centre/ Commercial Hub
- Intersection (New)
- Existing / Modified Intersection
- Outstanding Natural Feature
- Build Restriction Setbacks



ONLINE SURVEY RESPONSES

ATTACHMENT B



What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
Over 65	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram A	Lowest impact on where I live now	Too much high density residential	Placement of high density residential	More park area on north side of the State highway 6
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	primary school location and med/high density housing	should extend into threewood a bit more, and high school should be on council land.		high school and playing fields should be on council land at 516.
35-49	I'm a property owner / resident	Shotover Country	Diagram C	More green space	This whole concept is terrible. Has anyone actually opened their eyes and seen that current roading and infrastructure already can't cope. Getting out of LH and SC in the morning is like living in Auckland. The access onto the SC roundabout from the lower shotover side is heavily congested in the late afternoon.	I'm fundamentally opposed to any further development in this area until at the least there is a bridge that can manage to traffic flows.	
18-34	I'm a resident	Arthurs Point	Diagram B	Amount of land available for housing, facilities, schools, parks & open spaces. Seems appropriate for future growth in this area.	Will the new intersections be stoplights or roundabouts? With schools and sports fields bordering SH6 I would recommend roundabouts with 50k zone or stoplights.	I think C isn't future planning enough and we will need to go through this again to expand. I think A & B are planning to the full growth capacity of this area.	
18-34	I'm a resident	Lake Hayes Estate	Diagram C	Large landscape space at the back against Slope Hill Views from SH6 through school fields to Slope Hill Maintained setback on south side of SH6 No houses or building close to Lake Hayes	The Transport Hub is a ridiculous idea! It won't work! This land is far too valuable to stick a park and ride and transport hub here! Needs more green landscape spaces than just the parks. Needs lots of mini parks that come of a road for places to take children, sit under trees, ride small bikes and for houses to look over	The small set back option on the south side of SH6. Its needs to be 100mtrs. With no buildings in it to keep the views to the remarkables. Houses and buildings get too close to Lake Hayes	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	Seems to offer the most amount of community services, sports facilities, commercial hubs, transport links.	The biggest worry is that SH6 is already congested for half the day (AM and PM). The bridge and roads must become a 4 lane option. Also - I would like to see a series of underpasses connecting LH Estate - Shotover Country - The new developments, Commercial, transportation, leisure. So residents walking and cycling can connect these areas without sharing the road with cars and trucks.	less community facilities and commercial areas	4 Lane bridge and road Underpasses cutting the walking / riding time between points in the area and keeping us all safe off the SH6 and other major roads A better connectivity between this area and Queenstown for cycling: I ride to work trying to ease the congestion on the streets BUT the trails are not the most direct connections (old shotover bridge / Shotover delta) - or they force me to go on the road which is dangerous.
I'd prefer not to say	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	Less development.	Too much development.	Even more development.	No.
35-49	I'm a property owner / resident	Jacks Point / Hanleys Farm	Diagram C	It has the lowest amount of housing development and highest amount of education/sports facilities	I don't believe Master Plan C is still TOO MUCH and TOO HIGH DENSITY development for the area	Correction: I don't like that Master Plan C is still TOO MUCH and TOO HIGH DENSITY development for the area	I do like the education facility to be on the site of the new 6ha lot purchased by the council last year
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	LESS New houses- all the plans are shocking considering the conjection issues on Ladies Mile. I can't even believe they've made it this far!	TOO MANY new houses! We need to focus on community facilities, walkways, cycle ways and solving our traffic issues - not making them worse by adding more houses. We need to have a way to Cross to Lake Hayes that isn't risking your life every time you cross the street too.	I tried to pick the one with the lowest level of new housing - they are all pretty bad though.	We need: Green space, facilities for communities, new intersections to assist with traffic, and a safe way for kids/adults to cross the road!
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	Stop packing people into these areas with medium and high density housing. Look at the streets of shotover country. It's a joke.	Stop packing people into these areas with medium and high density housing. Look at the streets of shotover country. It's a joke.	Stop packing people into these areas with medium and high density housing. Look at the streets of shotover country. It's a joke.	Stop packing people into these areas with medium and high density housing. Look at the streets of shotover country. It's a joke.
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram B	Schools & community feilds	The new road coming from ladies mile to sylvan st	The new road coming from ladies mile to sylvan st	No
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Less houses/ more green spaces	The high destiy housing to transportation / housing / not enough green space	School and shops	'.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Less housing. No houses close to Lake Hayes.	I would like to see much less housing density until the roads are able to sustain the current traffic. The development off stalker road is going to add to the traffic issues that already exist. Not everyone can bike or bus even if they want to. I don't think a transport hub is going to help get people out of their cars unless the buses are much more frequent. The bike track should be upgraded first.... Biking through Glenda drive is not good.	Housing density close to Lake Hayes. I would like to be able to still swim in the lake with my children. Housing density is more likely to attract higher crime rates and is going to cripple the roads.	I like the use of the ladies mile house (with the chestnut trees) for school and sports fields on plan B. Much nicer than a transport hub. In corporate into plan C and I would support it.
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Less development View corridors protected at lake Hayes threewood end	Don't agree with the 3 point roundabout at Shotover country- this will further congest SC traffic getting out without thru traffic from lower Shotover rd Dislike high density on the road edge	Too much development	High density and height kept to back of slope hill
35-49	I'm a resident	Shotover Country	Diagram C	Would prefer an option D non of the above. Less housing. All people need to work somewhere they will keep going over the bridge. This is not solving the issue. Eyesore.	High density housing. Not adequate road infratructure. Need more green spaces.	Housing = more cars The high buildings. Move the road to the back.	No
50-64	I'm a property owner / resident	Shotover Country	Diagram C	Prefer the placement of the sports, education and shopping centrally. Keeping more green space near Lake Hayes is good.	Don't like the additional height residential beside the highway. It should be back against Slope Hill. Why do we need this anyway? Each property will bring with it at least two cars. There won't be enough parking space for residents. No one uses their garage for parking. They use it for living. Where is the parking allocation for the sports grounds? How do all of the residents get to where they work. Everything, even buses and bikes end up in a jam to get across the Shotover bridge. We need a bus and emergency services only lane just like they have on north shore in Akld. This should be supported by a new two lane bridge over the Shotover which runs parallel and beside the existing bridge. Could also have a cycle lane on it. Would enter into/off the roundabout at Hawthorne drive	Same as above but also there's too much of the area in housing. What's the purpose of a transport hub in A if there's nowhere to park your vehicle before getting on the bus	
35-49	I'm a property owner / resident	Shotover Country	Diagram A	Seems to be a lower volume of housing that will be utilising an already congested roundabout. Like the larger transport hub. Like the trail going around the back of the housing	Seems all options do nothing to address chokepoint roundabout for residents of shotover country. New areas will be fine as they will be able to enter traffic flow easier given direction of traffic, this will further impede SC residents getting out of the subdivision. The schools being together may add to traffic problems in the morning though.	As above.	N/A

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
50-64	I'm a property owner / resident	Elsewhere in the Wakatipu area (not listed)	Diagram C	The high density (5 storey buildings) are on the south side of the project. This means they will not shade the rest. The transport hub could be used not only for buses to/from Arrowtown and Arthurs Point but also Cromwell, Alexandra. There could be underground parking like was supposed to be at 5 mile. The commercial area could have a supermarket to encourage people to shop local not cross the Shotover Bridge.	Insufficient high density housing. The more housing the better chance of public transport being used, a supermarket being viable to keep things local. There should be a community garden space so those who desire can grow vegetables but live in a high density apartment. The commercial area could be bigger but offset by having more high density. There should be a caveat on all titles that the location is for long term living only. There is a part of Takapuna that is owner occupier only that means the prices have stayed down. There is no provision for a swimming pool. There needs to be a all year round pool Arrowtown side of the Shotover bridge.	Insufficient high density housing. High density housing on north side of development.	
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	The least development option - maintains some rural feel to Ladies Mile at the Lake Hayes end. Keeps development further from Lake Hayes than the other options.	Parking for the sports grounds? Nice to think everyone will walk or cycle, but many will drive, especially in colder weather. 4 or more sports grounds can accommodate a large number of children plus parents on a Saturday sports day. Parking options need to be plentiful and safe. The Transport Hub looks very large - maybe that includes park and ride or parking for sports grounds? Perhaps the Transport Hub would be better closer to the Country Club - easier for older residents to walk to transport.	B&C completely destroy any feeling of the rural heritage of the area. Full development along almost the entire length of Ladies Mile would be a great pity. Stormwater concerns - how can water quality be kept to a good standard?	
35-49	I'm a property owner / resident	Arthurs Point	Diagram A	I don't like any of them but your survey is leading so that we have to choose one option even if we hate all of them.			Leave it the hell alone. Your attitude to this seems to be that it will happen. Why don't you listen to the community for once and see IF we want it. Traffic is already awful at peak times, that's WITHOUT TOURISTS. Let alone adding thousands more residents to the mix.
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Least amount of development	All of it	Too much development	No
35-49	I'm a resident	Shotover Country	Diagram A	More green land.	Lack of widening of bridge over the shotover by atleast 2 lanes	Need a new bridge or 2 extra lanes added to shotover Bridge	
50-64	I'm a property owner / resident	Shotover Country	Diagram C	Overall plan blends medium and high density along with commercial mix	MUST have a water river taxi option with FREE Park and ride... as traffic WILL be an absolute nightmare and unworkable if not!. Encourage a few hundred to commute via water taxi... and dedicated public transport..... personal cars.especially children being taken to school Block down Lake Hayes and Shotover country in 2020... alone	All looks fine overall	
18-34	I'm a resident	Shotover Country	Diagram C				
35-49	I'm a resident	Shotover Country	Diagram C	I like the open area across from the resteraunt shopping area. Would be great to sit out there and have a meal.	No	They are all ok.	
35-49	I'm a property owner / resident	Shotover Country	Diagram B	Prefer the high density away and set back from the road.	To be honest, its Stone cold short sighted to not make plans for the development of the bridge. You can't expect to have this many people in an area where the main business hub is going to increase traffic, QT central, Five Mile and QT CBD is a drawcord for work and how many councilors actually live out here. Don't say it's not an issue, you don't queue in it every day!	See above.	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	The frontage along SH6 will be lower as they are houses rather than apartment blocks. The high school is in a more logical place alongside the sport and rec grounds.	The high density area on the eastern end will block the views or current residents and also be very visible to tourists entering from the Lake Hayes end of the ladies mile.	A and C have high density/apartments on the road side that will be very visible from both the road and housing behind. The high school is not beside the sports grounds and is on the other side of the road.	A does not block the views of Threepwood residents. C has a better, more open view for tourist arriving from the east.
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	The change of the plan does not turn my home into a green space or medium/high residential area. It is also the only option that allows for the Threepwood Custodian Land which can not be subdivided with out 100% of residents agreeing. This aside there are some nice elements of Option A & B	The farm will also be put at risk from unauthorized entry, dogs and theft to name a few. This farm needs to remain operational to ensure the upkeep of the Outstanding Natural Feature of Slope Hill. Also the reserve and storm water management seems to be on Threepwood Land, which will lead to the loss of productive land. I also do not like the additional height zone along the side of the Ladies Mile. Option B does this better it is more central and visually less dominating as you enter Queenstown.	Option B - the waterways created by reserve area and storm water, this would have a nice look and feel. Option A - I like the location of the park and ride, plus the sport fields. this seems a good use of the space in a central location.	Option B - the waterways created by reserve area and storm water, this would have a nice look and feel. Option A - I like the location of the park and ride, plus the sport fields. this seems a good use of the space in a central location (however this is included in Option C)
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	there is more green space - there is a bigger rural lifestyle area especially the Threepwood area stays as such, I understand there will be no subdivision of land.	I don't like the transport hub, park & ride being where it is at the entry of "Queenstown". What about putting that hub at the Lakes Hayes Pavilion where there is already carpark. In all cases, lots of trees need to be planted on the carpark to avoid looking like an industrial place! The road connection on the east edge of Ladies Mile 516 is a good idea that is not on Diagram C.	High density residential areas are too big - the cycling/walking lane is in the middle of the residential area - high school on the south side (LHE) of SH-6, decreasing the sports and community hub space that we need.	The road connection on the east edge of Ladies Mile 516 from LHE to the transport hub is a good idea that is not on Diagram C.
50-64	I'm a resident	Frankton	Diagram C	More Green spaces & less high density housing. A small commercial area for grocery stores, cafe etc's & sports grounds plus the green spaces. Dedicated cycle paths & foot paths	Prefer not to see any high density housing - prefer to see medium low density as Lake Hayes & Shotover feel too dense	Too much housing & not enough green space	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	Sports fields, park and ride, bus route (it is slightly wrong on all the plans though - going down wrong street) green spaces, room for development when/if needed for shopping etc	No set back off the road, looks like there will still be congestion, bus route was slightly wrong, seems to be no though my about other commercial land being used at the Country Club/Arvida area for shops/supermarket/cafe. Too much housing on other side of the road		
35-49	I'm a property owner / resident	Shotover Country	Diagram C	I like the setup of diagram C and the location of the community hub.	The fact there is no mention of the bridge being upgraded to cope with the additional traffic. The bridge is long overdue for an upgrade as things currently stand, never mind adding another 3000 cars.	No roading upgrades.	

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
Over 65	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	The density of housing is less than the other 2 and does not extend to Threepwood	It doesn't solve the traffic gridlock-it makes it worse.If a major disaster occurred the residents in the two housing areas are stuck with no way out as there is only one road on to which all traffic must use .A large volume of workers and commuters use Lower Shotover Rd and access is restricted.There is not set back on the north side of SH6-the traffic noise will be huge.Where are the green spaces for high density living-the plan was to make neighborhoods for communities there is nothing in all the plans.Until the bridge and a single lane to it along SH6 is replicated out of Shotover Country this will not solve anything. Don't forget 300-400 cars and trucks come to Qtn/Frankton every day. Push for a second river crossing before the extra 2000 homes and 10000 people turn up.We are following the same folly Auckland had and now it is too late for them. Build the roading infrastructure to cope with the planned increase in population first -not the other way round.Not everyone can use buses or cycle -for 6 months of the year it is too cold for cycling.	As above but a transport hub on a very expensive piece of land-you have got to be joking!	Small community green spaces in A and B
18-34	I'm a resident	Kelvin Heights	Diagram C	Smallest development	Location-Ladies mile	Location-ladies mile	Change location- traffic cannot be managed with existing development in Lake Hayes Estate and Shotover Country. Why would more development be done if congestion is already out of control?? I will not move to Ladies Mile side of Shotover Bridge because of congestion already, let alone more development.
35-49	I'm a property owner / resident	Arrowtown	Diagram C	Don't like any of them, but survey doesn't allow that option. C is The least build up, away from the lake.	Yes, don't like it's visible from the road, taking away from the rural & lake view & feel, which makes leaving Frankton and heading to arrowtown n and Gibbston so attractive.	Too build up, it's turning it into a completely build up zone. Spreading the city and taking away the rural feel and lake views. It's already congested, the lake is polluted and struggling and (waste)water systems can't handle it... this will only add to the trouble and take away all the pretty rural feel.	No
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	Less density	Too much density	Too much density for the highway regardless of lane increase.	no
35-49	I'm a property owner / resident	Shotover Country	Diagram C	More green areas to break up the density		Not enough green areas	
Over 65	I'm a property owner / resident	Shotover Country	Diagram B	Have no issues with developing a hub for the Lake Hayes & Shotover Country residents to enjoy without having to cross the Shotover Bridge	Until such time as the current infrastructure is address to cope with current volumes of people & vehicles adding to this via any further development of Ladies Mile (in my opinion) is not viable. We currently have traffic jams along Stalker Road from 7.45am to 9.15am every work day morning and the same can be said for getting from the Qtown CBD to Shotover Country later in the day as residents return home for work commitments. Creating "Dedicated Bus Lanes" might speed up the process of picking up commuters but it will all grind to a halt at the shotover bridge. Vehicle queues are backed up to Lake Hayes now. Original planning for Shortover country was two adults & 2 children per property plus 2 vehicles per household. With encouragement from Council, residents were encouraged to add additional capacity (self contained rooms) for additional persons to able to live in the area. Air B & B - I understand the original developers had a covenant banning Air B & B - that didnt work. We have a property (pre Covid) near our residence that had 7 yes 7 vehicles parked at the one property. Parking congestion in the area, especially in the "high density" areas evident - come have a look for yourselves. So in summary, I believe ideas for the development of Ladies Mile be shelved until such time as Council & NZTA can get the necessary roading infrastructure updated is some way to cope with current volumes - second crossing over te shotover?? and ensuring sufficient storm water and sewerage capacity to allow future development down the track. Growth for growths sake is not the answer.	As above	Schooling, sports grounds & community hub.
35-49	I'm a property owner / resident	Shotover Country	Diagram A	I like the six sports fields on 516, the transport hub is ok as long as it is multi-functional and used for sports field parking, bus interchange, (and not just a park n ride), the commercial area hub, the green space at the bottom of Slope hill. I also like the 2ha parks in and around the higher density housing, that will be essential to service any apartments, terrace style housing etc. I really like the community hall space on 516 (central and will service both north and south of Ladies Mile)	I don't like the two education facilities together, I think the larger school area should be moved to the east of the commercial hub. I would also like to see the residential zoning moved closer to the lake as per diagram B.	I don't like the school placement in diagram C it cuts east off from the west (would be better if the length of the school site ran more lengthwise/adjacent to the highway (or closer to Slope Hill. Diagram C also doesn't make the most of the opportunities to masterplan the Ladies Mile area and the boundary area should be moved closer towards the lake (similar to Diagram B). I do not like the idea of a huge park n ride on any option and I don't like the school on 516. 516 should be kept for community facilities and assets so it can be used by the entire community (not just pockets of users i.e. schools children or park n ride users from the out of the area)	I like the high density housing as a strip through the middle of the residential zoning on option B
35-49	I'm a property owner / resident	Bridesdale	Diagram C	More green area and schools on the approach to Queenstown and the Transport hub on main road not on Howards drive.	I do not like the Apartment blocks. I would prefer the medium density style housing closer to the highway and the apartments further back against the hill	Medium to high density taking over the full space.	
18-34	I'm a property owner / resident	Elsewhere in the Wakatipu area (not listed)	Diagram A	Makes sense to have school side by side to reduce traffic impact	don't like seeing as much high-density residential areas right on the main road driving into Queenstown as want to keep the image of spacious, people come to Queenstown to get away from cities - preferred low - medium residential if possible	Master Plan B had more park / reserve spaces, be nice to see more of that as per above mentioned reasons	prefer schools and parks beside the main road with residential sections further away from the main road, also concerned having residential properties so close to communal amenities / restaurants etc and in front of the schools can cause parking issues
50-64	I work here but commute from outside of the district	Outside of the district	Diagram B	there is lifestyle blocks immediately against the SH, with med/high density housing set back		I didn't like the high density housing up against the SH. And I felt B extended the area for development to its fullest extent	
50-64	I'm a property owner / resident	Bridesdale	Diagram C	I like the rural area kept by Lake Hayes- keeps the lovely open feel by the lake. The Local center and commercial hub are nice and central - easy access for everyone.	I don't like the higher height and density next the Ladies mile State highway- needs to be like B nearer the hill so it doesn't make the drive in toward Queenstown feel hemmed in. The transport hub is better placed in A next Howard Drive where it is easy access central to all. And the school is better over where you had the hub as it gives a nice open green entrance to Queenstown. It also gives the school its own access in and would be safer for the school community.	I didn't like the rural land near Lake Hayes taken up with higher density housing. or the shut in feel that higher height houses would give when stretched alongside the main SH access.	probably if you take option B- make the area near Lake Hayes like option C- rural . Then take out the medium and high height in the next block along and leave the end nearest Queenstown as it is with higher height nearer to slope hill. The school and the transport hub are then perfect in option B, and the commercial area is near the transport Hub and is nice and central for everyone to access.

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram B	The inclusion of a school	I see no need to allow further densification of land on the south side of the Ladies Mile which adjoins Maxs Way. This will only put increased traffic onto Stalker Road and the roundabout and cause massive delays. Further it will have a huge detrimental affect on the residents of Maxs Way and Oxfordshire Avenue. Lastly, Councilors unanimously rejected the previous SHA application for Laurel Hills so why is it even being offered as a possibility now?		
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	That less land is being developed - Threepwood is being kept rural. That the school grounds are across the road from 516 Ladies' Mile (Walker property) allowing for the feel of more open green space.	<p>There should **DEFINELY NOT** be a park and ride located on Ladies Mile - it will only encourage residents of LHE & Shotover Country to drive there- causing even worse traffic delays plus the addition of 12,000+ extra residents.</p> <p>I think it's reckless to develop Ladies Mile! Why is there such a hurry to turn Queenstown in to a city? Ladies Mile will become larger than Arrowtown – but much higher population density. Visitors come here to escape cities and traffic and won't want to come back!</p> <p>The town should not continue sprawling - already enough apartments and housing options at BP roundabout, Remarkables Park, old high school and the lower Quail Rise area by the NPD roundabout - all better and walkable to amenities.</p> <p>Development should definitely not go ahead on Ladies Mile - especially as the Shotover Bridge is not planned to be widened. Arrowtowners coming to Frankton will have a lot of trouble getting on to SH6. Quail Rise residents will be backed up trying to merge from the underpass. Frankton Residents will have unprecedented traffic levels. How can emergency services get to/from the area and not get stuck in the traffic, which is 10x higher?</p> <p>We have serious traffic jams now due to it being an overpopulated area and that's whileout the thousands of international tourists on the roads at the moment. It can currently take residents in LHE/Shotover Country 30 minutes just to reach the Shotover Roundabout from their home!</p> <p>Events - how will we accommodate 12,000+ extra residents at Luma, Winter Fest, Autumn Fest, Marathon, NYE etc? Can everyone be accommodated safely without people missing out or having a negative experience?</p> <p>An independent study of the impact on fragile Lake Hayes also needs to be made – how will 12,000+ extra residents impact on the Lake and its wildlife? Pollution from this many extra people and physical impacts on the areas surrounding the Lake?</p>	The other diagrams have too much sprawl and land use - we need to keep this area rural and minimize the impact on Lake Hayes - the most beautiful and peaceful lake in NZ!	Only that a park and ride wasn't included in one of them - that was good!
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	None of them, due to the roading being unable to sustain the growth and the constant traffic congestion.	Traffic congestion and amount of housing	As above	Reduction in amount of housing.
50-64	I'm a property owner / resident	Jacks Point / Hanleys Farm	Diagram C	Nothing. This survey's manipulative design requires me to select one of the three options, all of which are totally unacceptable.	It involves residential development of Ladies Mile, which 1) is not wanted by the community, 2) will make the already woefully inadequate infrastructure even worse, and 3) will not bring down house prices except perhaps in the very short term. Nationally, NZ needs more affordable housing. The last place to try to achieve this is in Queenstown, where there is a big gap to bridge from the median house price to affordable prices, and where history has shown that building more houses doesn't reduce prices - it simply increases congestion and reduces standards of living.	See my previous answer.	See previous answers.
35-49	I'm a property owner / resident	Elsewhere within the district (not listed)	Diagram C	A little more consideration is given to a landscape corridor as entrance to the intensification of development in the district in this area...	<p>The proximity of northern housing to state highway some set back would be beneficial to all residents well as the landscape value of an entrance corridor to a tremendously beautiful district. It's a busy road and with increased population being accommodated it will become busier. Quality of lifestyle is important for all residents. Design influences movement, noise reduction, use of space, nourishing communities, and encouraging respectful functioning communities with quality of life appreciation.</p> <p>The impact of the transportation hub visually in this design, prefer a design set back of the transportation hub and or landscaping details to soften.</p> <p>The district and scenic value is more than the mountains and the lake...it should include a connection to the landscape and greenspace throughout the district. A sense of pride in development, homes, lifestyle of the district for all residents and visitors is important for quality of life.</p>	Immediate proximity of housing to northern edge of state highway, though trees planned a set back of some degree would softened and accentuate the landscape value, it's a busy highway and some landscaping /setback improves the impact on residents in those homes as well as preserving/developing a good landscape corridor for residents..adding quality.	<p>My preference is if this district is going to spread housing density into the ladies mile area in future that diagram B re housing development type density strip of density set back on northern side is preferable...with set back considerations of C on southern development ...</p> <p>All and any development should be in consideration to residents enjoyable quality of life at home and in the district, with respectful beautiful functional connections of landscape and landscape corridors.</p> <p>(including bearing in mind we are in an alpine environment, winter conditions on the state highway)</p>
35-49	I'm a property owner / resident	Shotover Country	Diagram C	If there are no plans to widen the roads and bridge, less housing would be preferred. If roads upgraded first, then development is great.	Roads should be the master plan with development discussions to follow		
18-34	I'm a property owner / resident	Shotover Country	Diagram B	I like the sports grounds and green Space available. The walkway connecting lake Hayes to the shotover river track	The amount of high density housing	I don't think the transport hub would be well used. It would be better to have a good bus service	
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	This is not a vote for option C but it has less over all development so appears to be somewhat less extreme.	I believe high density housing right up to the road edge is a mistake. The green zone set back areas should be mirrored on both sides of the highway to maintain the clean green "rural" entry to Queenstown, if high rise apartments have to be a feature at all. This would also help maintain a green corridor if the highway had to be further widened in the future. No one is coming to Queenstown to see a "city" vista.	Too much medium to high density development. Why do we need so many more houses when we don't have enough road capacity for those in the area already? The argument that we need the higher density community numbers to support the new services seems rather back to front to me.	

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
18-34	I'm a resident	Shotover Country	Diagram B	The right amenities in the right places	It doesn't address current traffic and parking issues. Please address biking in every street, the current setup is enough for recreational biking, but people won't commute by bike if they have to go the long way.	The others won't promote alternative forms of transport as much as its all spread out	Strips of greenery
35-49	I'm a property owner / resident	Kelvin Heights	Diagram C	I actually prefer NONE of them but there is no option to tick nothing. High density. Are you serious??? Man that is going to be UGLY. To service all those homes, there seems to be very little community stores, cafe, restaurants especially as there is only one cafe and one shop in the entirety of Lake Hayes Estate and Shotover country.	Increased traffic to an already overwhelmed arterial road. Displacement soils into lake Hayes. Yet more money spent on sports facilities and ANOTHER SCHOOL????????? how's that ARTS CENTRE coming?	Increased traffic to an already overwhelmed arterial road. Displacement soils into lake Hayes. THERE IS NO ARTS CENTRE	Green space ARTS CENTRE
18-34	I'm a resident	Shotover Country	Diagram C	It appears to be less housing, less condensed. Sorry I couldn't see if there was a key to say how many bedrooms or houses there would be.	The only thing I see that eases congestion, is a the bus station. There needs to be far more work done on the road before any development would make sense	It appeared to have more housings	A, the bike track
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram A	More greenspace	A second or dual lane bridge and a roundabout at LHE junction are priorities in order to support these plans.	Less green space	In any of these plans, NZTA/QLDC collaboration through policy shift. Roundabout at LHE as a starter, & NZTA plan for bridge lane extension or second (bike friendly) bridge to south of current bridge.
18-34	I'm a resident	Lake Hayes Estate	Diagram C	Less impact on the surrounding area	The traffic issues are going to have to be resolved the already choked bridge isn't going to handle this growth		
50-64	I'm a property owner / resident	Arrowtown	Diagram C	i do not like any of the proposals ,	The fact there is insufficient infrastructure	i do not like any of your proposals	please stop this , i do not like any of your preferred options
35-49	I'm a resident	Shotover Country	Diagram C	School on north side of ladies mile and extending back to slope hill. No development close to lake Hayes Walking track at back through the farmland to lake Hayes at the back of the properties. Primary school next to the old homestead is a nice place for children and parents. Homestead could be used for retail and cafe? Keep big set back on south side of lake Hayes road is VERY important	Don't like height against lake Hayes road in the new development areas	Don't like the school on the council purchased property. This would be a waste of space. This should be all used for the community. And definitely NOT for a transport area or a park and ride. This will never work!	
35-49	I'm a property owner / resident	Arrowtown	Diagram C	None of your "choices" The choice I had to make is only there so I could give you my actual feed back and allow this "fake" consultation to be submitted	Where is the roading solution for traffic congestion, how are you going to fix this? Where is all the extra sewage and waste water going, into our pristine lakes and rivers? Where is all the extra water coming from to services the houses? depleting our natural resources? Where is all the residential rubbish and construction waste going to go? landfill that leaches into our water table, lakes and rivers?	You are destroying the natural beauty, open spaces and the quaintness of our town. The reason people want to visit and stay. Once these are destroyed and the place is so congested and over populated with people, we will be bypassed for places that havn't destroyed what they had. Most visitors were already saying this before covid, they were disappointed with their experience of Queenstown and wouldn't come back.	
Over 65	I'm a property owner / resident	Lake Hayes Estate	Diagram B	The school next to the playing fields	Clearly the Shotover bridge is a major impediment to any more development in Ladies Ml. A major upgrade is essential to avoid more of the current congestion at the bridge crossing.	I don't like the idea of a transport hub on land that could be far better utilised,	My preferred option would be to make provision for single level , low maintenance sections for retirees downsizing from family homes. These homes NOT being owned by corporates who retain capital on sale, and who build age ghettos without social balance. These properties would ideally be grouped around essential transport , community and commercial services.
Over 65	I'm a property owner / resident	Fernhill / Sunshine Bay	Diagram A	Firstly, I am against this large development, and this option of wanting / not wanting this development with discussion should have been offered here in this survey, and not just asking which of the three do you prefer. However, I also do believe that the proposed developments from the Sanderson Group should also be part of this discussion of the Ladies Mile future. I one did have to choose, then it would be Diagram A as it only has two new road links, as the additional; traffic along this major road into Queenstown will only make greater the already congestion issues we currently have	The high rise, apartment type housing , and the additional height being suggested on the housing is a major blot on the landscape	The number of lots / houses	No
50-64	I'm a resident	Arrowtown	Diagram C	Use and position of sports hub and school	1. We need lower speed limit on ladies mile NOW. 80km/hr now down to 60 km/ph within 12 months to aid traffic flow. 2. We need to have signs at SC roundabout to merge like a zip . 3. QCC needs to talk to ORC to tell Richies to use minibuses outside rush hour times. More people will use them and they'll get in and out of traffic better and they can have more routes.	We need to sort infrastructure before further development. QCC needs to talk to NZTA to build another bridge either right beside current one or nearby. We need to ease peak hour traffic congestion to improve locals quality of life BEFORE further development	
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Secondary school close to community, commercial and sports facilities so people incentivised to walk between them. Primary school separate for safety of younger kids and also traffic. Road along slope Hill not straight to slow down traffic. Bus hub location. Bus route to LHE. Walking access against slope Hill.	Crossing Ladies Mile for kids and pedestrians. Will there be underpasses? Parking around "hub" of activity in school, retails and sports facilities especially around school drop off and pick up. Walking access along slope Hill along road instead of separate. High density along ladies mile (access?)	A. Was my next preferred one. I prefer the schools separate. Streetscape of seems more community focused. Did not like bus hub by current LHE entry. Schools too far away from commercial activity. B. Was my least favourite. To fragmented.	A. I liked the more community focused streetscape. Preferred greenspace along slope Hill. Part of Threepwood included in zoning.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	Combination of housing, green space and schools. Not over much high density housing.	Not enough retail space. More restaurants and community spaces.	No retail in some. I don't understand the point of a big transport hub. Seems like a waste of space.	More bike and walking paths. Connections with existing network.
35-49	I'm a resident	Shotover Country	Diagram C	Less houses	Road into Queenstown isn't double lane	Road into queenstown isn't double lane	.
35-49	I'm a property owner / resident	Shotover Country	Diagram C	It has less new houses planned and more green space.	The road into Queenstown isn't double lane over the bridge into frankton. There are too many new houses planned without adequate roading infrastructure Please fix this issue first then look at new housing options. I see the declined laurel hill is noted as a planned residential development site. I object to this development as the local district already opposed it previously.	It looked like more new houses. I prefer to keep ladies mile as green space with community facilities only.	No

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
Over 65	I'm a resident	Shotover Country	Diagram A	I don't like any of the options. I only ticked plan A because I couldn't comment otherwise. No land is left to border the road as it is on the other side of Ladies Mile. The High density housing at the road side is such an ugly look. The road into Queenstown shouldn't be lined with 'Coronation Street' housing. Obviously the 'planning experts' don't live in this area or they would know that traffic flow is the biggest problem here! No bus service etc... is going to fix this problem. There needs to be another bridge(2 lanes either way and a cycle way) built before any discussion on more housing is mooted.	The land here is Productive land and the council is moving to rezone? I can't understand the need to do this? I think it should be kept as a beautiful entrance way to Queenstown. Slope Hill is an outstanding Natural Feature and as such should be able to be admired without a jumble of housing marring the view. How could anyone think of destroying this beautiful area? Put the housing somewhere else. Lake Hayes Estate and Shotover Country are situated off the road way. Find another area that is away from the main road.	The high density housing/ no underpass under Ladies Mile for people and bikes to cross. I also don't like the Laurel Banks subdivision. Until the traffic problem is sorted it will just push more cars onto an already busy Stalker Road. I thought this had already been decided, that the traffic congestion wouldn't support this move?	I think a Community Hall idea would be great. I thought the council owned property on Ladies Mile was going to be a community asset but after taking possession, nothing has happened. Some action on this idea would be welcomed.
35-49	I'm a property owner / resident	Shotover Country	Diagram C	None of them we need more infrastructure before more homes get built. Traffic is chaotic	All of it at the moment	There is no infrastructure in place just yet to resolve all the traffic around the hood, hold growth till council get it sorted.	Nope
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram B	High school on this side of the road, and that the high density is set back from the road	YES lots to comment on for all options - no thought or solution given to shotover bridge. We can't cope with existing traffic. Infrastructure is key. Monorail or discuss joint venture with A. Porter to supply a gondola to transport everyone Traffic hub should be in Cromwell or Arrowtown if intended for commuters, not literally just down the road from 5 mile where everyone works	See comments about bridge and infrastructure above	none
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	It maintains the Threepwood subdivision largely as it is, and therefore the green views from across the lake from Lake Hayes Pavilion etc	- The walking / cycling track through the Threepwood farm which may threaten the viability of the farm and as a consequence the maintenance of Slopehill as an ONF - Lack of walking / cycling track under the State Highway linking Shotover Country, Lake Hayes Estate and the new development and the existing walking / cycling track - Additional height development would blend in better to the landscape if it was up against Slopehill	Parts of it were on Threepwood land which can never be sold or further developed so it was largely meaningless	Additional height development was up against Slopehill
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	It's the only option that I can in all good conscience subscribe to, when there is no "none of these options" option available.	I object to a new road being constructed behind my current property at 43 Sylvan Street without thorough consultation with property owners that it may effect.	I object to a new road being constructed behind my current property at 43 Sylvan Street without thorough consultation with property owners that it may effect. I object to a park and ride or playing fields being constructed in this area, on prime real estate.	No, they are all objectionable.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	I don't, but you have offered an option that is suitable. I'm at 41 sylvan st and we have already allowed the use of our own land for the public walkway, that cycles use against the set up rules. We have paid to fence off part of our section because of this walkway for some privacy. We purchased the section, so we could have some privacy behind us and now you want buses to circle us and have a full view of our home. I do not consent!	The bus route! I'm at 41 sylvan st and we have already allowed the use of our own land for the public walkway, that cycles use against the set up rules. We have paid to fence off part of our section because of this walkway for some privacy. We purchased the section, so we could have some privacy behind us and now you want buses to circle us and have a full view of our home. I do not consent!	I don't like any, because, I'm at 41 sylvan st and we have already allowed the use of our own land for the public walkway, that cycles use against the set up rules. We have paid to fence off part of our section because of this walkway for some privacy. We purchased the section, so we could have some privacy behind us and now you want buses to circle us and have a full view of our home. I do not consent!	I don't, but you have offered an option that is suitable. I'm at 41 sylvan st and we have already allowed the use of our own land for the public walkway, that cycles use against the set up rules. We have paid to fence off part of our section because of this walkway for some privacy. We purchased the section, so we could have some privacy behind us and now you want buses to circle us and have a full view of our home. I do not consent!
18-34	I'm a property owner / resident	Shotover Country	Diagram C	Green space Transport hub It links all areas together Shops etc School separate	Too much housing Roads already busy Where are the jobs for these people? Parking issues	Too much housing	
50-64	I'm a property owner / resident	Frankton	Diagram C	Less land used. More public/educational land put aside than other diagrams	Still believe it's way too much development, too much medium/high density housing and too much traffic feeding onto one road.	Too busy, too much development in a relatively small area. Too much medium high density housing close to the Highway - what about parking? The council never seems to allow enough room for that.	
50-64	I'm a property owner / resident	Arrowtown	Diagram C	maximizes the land use for community uses.	We don't need high density housing in the area. You offer no scheme that excludes it WHY !! The area does need commercial activities. Its can sustain high density. Authentically it ruins the area	High density housing Comercial activity	Diagram B uses the educational facility which enhances the greater area
35-49	I'm a property owner / resident	Shotover Country	Diagram A	Wider green space by Shotover Country roundabout Additional height higher density housing is grouped together and not spread along the longest section of road. Two playgrounds	The park and ride, should be an extended sport and rec area for the community and include a pool for public and schools use Extension into Threepwood	Additional height housing opposite Queenstown Country Club/ along the majority of ladies mile Big extension into Threepwood Spread of higher density/additional height buildings	Foot path (Cycle) access from Shotover country to Ladies Mile on Stalker road for school kids etc Larger Sport and Rec area and pool for local school and community use
35-49	I'm a property owner / resident	Shotover Country	Diagram A	I like the location of the education facilities (in the centre of the area), the location of the local centre/commercial hub abutting SH6 and adjacent to the education facility, that there is more green space adjacent to Ladies Mile than the other options (I think this makes connection to the Shotover and Lake Hayes communities easier), the concentration of the high density in the middle and surrounded by school, sports fields and park, the road layout.	I don't like the large transport hub. It takes up a lot of space and I don't think it will be well utilised. I think the local centre/commercial hub could be bigger. I think the high density area could be larger - the whole 'block' at the base of the hill. It would be good if the residential area on the south side of Ladies Mile, above Shotover Country, had a separate exit/entry point to SH6, at the western end, but the topography might not allow for that.	Diagram B: The education facility on the southern side of SH6 looks to be quite small. Diagram C: I don't think there is enough residential development on this diagram. For both B and C, I'd like more green space along Ladies Mile.	I like the smaller transport hub in Diagrams B and C and think it's in a good location.
50-64	I'm a property owner / resident	Shotover Country	Diagram C	None of them are covering the main issues of traffic, safety, a waste of money spending.	Yes, this is a waste of money spent, as the traffic issue have been left out of this project. We need a more holistic approach that includes current and future traffic issues.	Roading and bus line, no under road pass	Yes I liked the school ground, the centre Hub
35-49	I'm a property owner / resident	Bridesdale	Diagram C	Transport hub better on the eastern end to catch out of town traffic. Sports fields and community hub central to Shotover & LHE	Do not like the idea of 'additional height high density' in this whole area - this is not right in this area and should be saved for Frankton. Need to connect old school road to Hicks road to enable a way for cars to escape shotover country in the morning to travel via Lower Shotover road/Arthurs point to town. Do not want further development in Shotover Country to the west of Stalker road - It is impossible to get out of Shotover country when doing day care/school drops and they would have an unfair access in front of everyone merging into the roundabout at the bottom of the hill. Nothing is showing better active travel connections across the Shotover River, as making people cross the old historic bridge is a huge detour and will not encourage active travel mode shift. Aside from the fact that we need to double lane the Shotover bridge - Very nervous about what all this traffic would mean without the bridge being upgraded as there does not appear to be many jobs in this area and people with kids need to use cars for day/care school drops then with all of the afterschool activities that are scattered around the basin.	Terrible idea to have another school on south side of SH6 (do not want more car congestion from dropping kids off) per option b. Do not like development getting near lake per a and b.	

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	Less development near the lake Fewer houses, therefore less pressure on infrastructure/traffic	Road infrastructure will not cope with more housing. Traffic is already a problem.	Development next to the lake	No
50-64	I'm a property owner / resident	Bridesdale	Diagram B	I don't really like much at all about any of these plans. Congestion is going to be terrible. However plan B seems to have the higher density housing away from the road.	Ladies Mile should be protected, it's the gateway to Queenstown. Congestion is going to be backed up even further past Lake Hayes. This is a terrible idea.	I don't like anything about them. I don't like the high density buildings. I don't like the extra traffic this is going to cause.	No
50-64	I'm a resident	Wakatipu Basin (rural)	Diagram A	the set back from the road - should be both sides	rural entranceway to Qtown should be maintained-	nothing will help with the traffic congestion- just adding more traffic and no improvements to bridge or road	no
35-49	I'm a resident	Quail Rise	Diagram C	A smaller development but I'm sure it is the same actual numbers for residences	Everything. These are no real choices, the local community DOES NOT WANT MORE DEVELOPMENT HERE.	As above, the local community do not want this level of development, the impact on everyday life will be huge.	No
35-49	I'm a resident	Shotover Country	Diagram A	I like the increase of density starting from the Lake Hayes end and leading to the commercial center. This will give the development a heart. I also like the roading connections, particularly providing another entry to Lake Hayes Estate. The entry to the Ladies Mile Development of Lower Shotover Road is also well located. The lower density of the schools will mirror the opens space setback of the Country club as well. I link the pedestrian links through the development and linking with existing. A pedestrian underpass will be necessary though to link to the schools and commercial center from the south. The schools have two options to exit back to Ladies Mile which will help congestion at school times.	I would consider a building setback from Ladies Mile on the north side to reduce the dominance of the buildings from the road and attempt to mirror the feeling on the south side.	I do not like how Diagram C has high density along the highway for the whole length. This does not mirror the south side of ladies mile and could ruin the entry into Queenstown. Obviously, all of the options anticipate no upgrade to the Lower Shotover Bridge, this upgrade needs to be pushed as an essential aspect of this development succeeding. As a resident of Shotover Country, I already endure ~30min waits to get out onto Ladies Mile at peak times. While I can see people utilising buses more they are currently, and still will be, subject to the same congestion. I am aware that NZTA is comfortable with the bridge being the pinch point to hold traffic back, but this is an unacceptable stance as immediately on the other side of the bridge there is more roading permeability (via the EAR) which can take people to their places of work or school or south.	I prefer how diagram B included much more of Threepwood into the whole development. I believe this would create a more cohesive feeling to the development and area as a whole over time. I also prefer diagram B's reduced setback on the south side of ladies mile. I think the feeling from the north and the south sides need to mirror each other as much as possible to make the whole area feel consistent..
35-49	I'm a resident	Shotover Country	Diagram B	I really like the placement of the schools and also the medium and high density housing and placement of commercial even though it needs to be bigger. Would be good to get a supermarket etc down this end as that would stop so many people heading into town and 5 mile. Be good to get some affordable house, I have a house deposit but just nothing available.	Commercial area would be better if bigger.	They are all good but I do like the placement of the high school on the council land.	
35-49	I'm a resident	Shotover Country	Diagram B	High school on council land, be good to see that old building pulled down and put to good use. Good placement of primary school, be good to have a section up there, we need affordable housing	nothing	I liked them all but I liked were the schools are.	bring it on, will create lots of jobs and will stop all the traffic heading into town. Great move QLDC
35-49	I'm a property owner / resident	Shotover Country	Diagram A	I OPPOSE THE DEVELOPEMENT OF LADIES MILE UNTIL THE BOTTLENECK BRIDGE IS DOUBLE-LANED!!!! The fact that you are presenting us with masterplans saying "We're GOING to develop the ladies mile area, which shitty option would you like, A, B or C?" is both arrogant and dismissive of our community. WE are the ones who suffer every morning and every evening sitting in gridlock. Guess what - a few extra busses wont fix it. Show us your traffic modelling for the new developments. Show us how your 'transport hub' will solve the bridge issue. When Laurel hills was unanimously rejected by the community, traffic modelling analysis at the time suggested that the bridge can handle something like 1600 vehicular movements per hour which we are already exceeding. They warned that a step-change of significant travel habits would be required. The big picture included options far further outside of the ladies mile area (frankton hub redevelopment, mono-rail options, bus priority lanes, etc) and you need to fix the problem on a far wider scale than just adding some more busses and a glorified bus stop. It needs to be a fully integrated, big-picture idea considering the whole transport network. Adding hundreds more houses and hundreds of more cars to that won't be fixed by a few busses in a LHE transport hub. GET TOGETHER WITH NZTA AND GIVE US A LONG-TERM SOLUTION TO THE BOTTLENECK BRIDGE. Then we can talk development. Let the developers who are in line to make tens, if not hundreds of million dollars from this project be the ones who contribute towards double-laneing the bridge, along with funding from NZTA and a contribution by QLDC. Let the people who are pushing this development agenda come and spend a week in our shoes (or in our cars - hope you like my playlist cos you're gonna hear it quite a bit!) The bridge cannot take more vehicles. The community cannot take more gridlock. I OPPOSE THE DEVELOPEMENT OF LADIES MILE UNTIL THE BOTTLENECK BRIDGE IS DOUBLE LANED!!!!	I OPPOSE THE DEVELOPEMENT OF LADIES MILE UNTIL THE BOTTLENECK BRIDGE IS DOUBLE-LANED!!!!	I OPPOSE THE DEVELOPEMENT OF LADIES MILE UNTIL THE BOTTLENECK BRIDGE IS DOUBLE-LANED!!!!	I OPPOSE THE DEVELOPEMENT OF LADIES MILE UNTIL THE BOTTLENECK BRIDGE IS DOUBLE-LANED!!!!

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Wide green space is retained on the south side of the road. Green space is retained on Walkers land. Current zoning is maintained st the eastern (Lake Hayes) end.	Firstly, I don't believe there should be any development in this area until traffic/roading issues are addressed. The current roading can't cope with the current demand at peak times so it seems foolish to add so many more cars into the mix without improving this infrastructure. As regards the concepts put forward, for all of the options put forward, there must be an equal amount of green space along the road side on the northern road edge as on the southern side. Retain existing chestnut trees on the south side, similar tree planting to be on the northern side so the green avenue of Ladies Mile is maintained. THE TREE GROVES ON THE WALKER LAND MUST BE RETAINED!!! This area is very special, these trees are so mature, its not something that can be recreated if they were removed. Walking/biking tracks and picnic areas could be set up under the trees for all to enjoy. They also provide a reasonable green space reserve buffer between LHE and the development. In plan C, higher density (taller height) zones are marked up to the road edge on the northern side. I think this is back to front, the taller housing must be on the north side of the development, so under the hill, lower height housing must be on the southern side so it is not view blocking from the south. Walking access across the highway is dangerous, I think underpasses would help walkers and bikers to move safely and freely without impeding traffic flow. An underpass would be beneficial right now at the end of Ada Place to get people safely across to the Lake Hayes walking track. Note this section of trail is part of the Te Araroa national walking track as well as being a highly utilised part of the Wakatipu trail network. Increased traffic in the region plus the speed limit of the highway, and the fact it is a highway, to me makes this a no brainer!	Not enough green space is allowed for. See above.	
35-49	I'm a property owner / resident	Quail Rise	Diagram B	None. I have only selected an option because the survey required it. There should be an option to tick none of the above.	Any new residences -but especially the numbers envisaged in any of these plans - will have a disproportionate effect on quality of life for current residents - visual amenity, infrastructure and most obviously traffic. High residency number even with increased bus routes/lanes will only exacerbate the current traffic woes. With young kids at SPS we have no option bus to drive them to and from school (from Quail Rise); we would love there to be a school bus. Finally, any commercial activity on that side of the bridge should be where the current residents are. There is plenty of room for more commercial activity on the 5Mile side of the bridge. But I question whether it is even needed/wanted.	As above.	None.
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram A	Large setback from SH6. Green space maintained to Lake Hayes. Additional road access to Lake Hayes Estate	Probable removal of mature trees along SH6. High density - high rise housing right next to the SH6 would be unattractive. The removal of the patch of mature chestnut trees on the area marked by sports fields. This "forest" is not easily recreated as it would take considerable time. Instead it could be enhanced and utilised as a family friendly park. Not sure park and ride needs to cover as big an area. Spreading the high density housing would be better than having it in one solid block.	Reduced green setbacks, residential housing right next to the highway, removal of chestnut tree forest. We cannot ignore the fact that any development this side of the Shotover River bridge is only going to worsen an already significant traffic problem especially at peak times. Will they be digging up the road down to the bridge again soon to accommodate further infrastructure upgrades?	I believe visitors and the community could benefit right now from having an underpass under the highway at the end of Ada Place. This is part of the Wakatipu Trail system and also the Te Araroa trail. Underpasses are great for safe pedestrian/cycle crossing and do not interrupt traffic flow as signalised crossings do - particularly bad on a high-speed section of highway. The rest of the development will be taking place over a long period of time so putting an underpass somewhere else anytime soon would be a pass to nowhere.
35-49	I'm a resident	Wakatipu Basin (rural)	Diagram B	High Density to the centre so as not to be visible, Central community hub and school to the wider existing community (Shotover and Lake Hayes Estate), good public transport routes	Commercial Hub appears to be to small?	High density visible from main arterial, transport hub seem to big, options A & C appear to provide less housing...were do we go to when this is built out?	
Under 18	I'm a resident	Shotover Country	Diagram B	the apartments are closer to the back.	a school is behind the chestnut trees	the apartments are closer to the front. I think they would look better at the back.	the schools are closer to the back.
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	I live in Threepwood Farm so don't see A and B as realistic options	I understand development and growth happens, but personally I think the amount of housing your suggesting we squeeze in there makes me feel sick. Quality of life and the reason people choose to live here does not match your plans to stack high rise apartments on top of each other. More information on roads and infrastructure would also be appreciated as this is obviously a major concern for all in this area who suffer daily traffic jams.	Like I said they are not really very accurate. I have major concerns about how this will effect the workings of the Threepwood Farm and the impact on the environment we currently enjoy.	
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	That it doesnt include Threepwood Farm	It's encroachment/closeness to Threepwood Farm. The paper road/track that passes through the farm which will restrict our operating farm activities and allow people access intentionally or unintentionally, onto the farm again disrupting or making impossible normal farming activities	That they encompass part of Threepwood Farm	No
35-49	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram B	Higher density housing is back off the Main Road, would have a tiered effect and draw your eye back to the natural landscape which this format would work better with rather than high density on the roadside and have a feeling of a walled community. The transport links should make the traffic flow better and with two more education hubs would reduce the amount of traffic needing to cross the Shotover Bridge, especially if one was a High School. The Walking, cycling trails will be a huge benefit to our community connecting parks and the lake.	I believe the commercial area is too small to service the surrounding area and could be made bigger.	Walled feeling with the high density by the main road closing off the area and not having the appeal everyone is asking for the "entrance" in Queenstown although I believe Gibbston is the entrance and has been for some time. Having all the built up area as a block in the middle with design A, looks piece meal as if it was an afterthought and just thrown in to get more numbers. Too smaller commercial areas to service the needs of the community.	Larger commercial area.

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
18-34	I'm a property owner / resident	Frankton	Diagram B	An effective use of land, with a good amount of housing density to deal with growth. C's eastern rural zone is too large. I think it's good to provide medium density housing - it's good we want people to live here in the future and want to provide for that effectively. It will save money in the long run if utilities are planned around that properly.	Sport fields, while beneficial, don't have to go there either. They might be better placed between the developments to the south. While this area is out of scope of the Ladies Mile plan, it would free up that space for something like park and ride, which not only supports the commercial area in the plan, but Frankton and Arrowtown also. It might also be better if the commercially zoned area has some flexible zoning to allow growth over time - so some competition and variety can form. If it's too constrained, it'll end up expensive, high rent and provide a basic selection, which will further encourage things like travel out to Frankton or supermarket deliveries.	I don't like the centreing of plan A's commercial zone on the main road. I don't like C's overlarge rural area to the east. I dislike the downplaying of higher density housing options in plans A and C. I feel people have to be more realistic about land use, especially in land restricted areas like this - collective good outweighs property value fears or small inconveniences.	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	The only point I agree to is that if this area is to be developed then yes a masterplan is useful. But please don't patronise the public into thinking that a key part of this proposed plan (the bridge) not being addressed isn't going to be an issue. Where is the option for none of the above.....? This feedback and consultation appears to be a flawed process and I have grave concerns that this whole process is a fait accompli.	Where are the options to state what does not work about any of the plans? Let's refer to the stated aims of the council on your own website with respect to this project - "The state highway and shotover bridge is congested and there is little genuine alternative to private vehicles for daily tasks" > These plans don't solve that, they exacerbate those issues with a ridiculous increase in vehicles. "Lack of housing choice and demand pushing up prices" > Yes this is an issue but to consider putting high density in a rural zone is frankly outrageous "Lack of community facilities for the many families living in the area" > Queenstown as a great range of facilities - the quality of life is very high and everything is close at hand. This statement is simply not true. "Little connections between the two existing communities..." > I haven't heard or seen anyone complaining about this, ever. "The is a need to cross the Shotover Bridge to access nearly all the key services" > Yes. And there still will be. Schools, after school activities, Events Centre, Airport, Shops, Work (for most) etc etc. This plan is not going to change the requirement to cross the river - but simply put more people in this area needing to do the same thing. This Masterplan in no way meets those challenges.	'Based on attending the open day day discussing the project and reading the plan these are the things council needs to consider: - Why is the summary brochure so leading? What does it not contain the useful visual that was at the open day with respect to this project requiring a zone change? The brochure gives the strong indication of a when, not if. A zone change does not have to happen, an SPP does not have to be sought. Has the council considered a Prohibited Activity Status for this area instead? - NO future traffic projections have been delivered for any of the plans. Is that not a critical part of this? How can we vote on plans where this key piece of information is missing? - Listening to a councillor say we need to force the issue with NZTA by pushing ahead with this plan is such back to front thinking and borderline reckless. The approach needs to be co-ordinated with all stakeholders. - A consultant referring to my concern about traffic gridlock as "doom and gloom" was not a response I was looking for, nor a fact based response. I found it mildly insulting - the point being, when questioned about the traffic impact the question could not be answered. -The same consultant was actively talking the current bus service down based on hearsay and anecdotal information. Sure, frequency could be improved but there is nothing wrong with the existing bus service and this plan does not address the issue that New Zealanders are wedded to their cars. Please don't create issues that don't exist as a reason to build in a rural zone. - The proposed density for this development is far too large for this space and whilst people point to the Country Club in setting a precedent, the Country Club is very low density. Blocks of flats, thousands of residents, exponential traffic trying to flow across the bridge at peak times is a recipe for disaster. This is aside from the fact it is more concrete on a rural area. - The suggestion by the plan that by providing all the services in Diagram B does not have a permanent transport hub solution None of these diagrams show an underpass as a way to cross Frankton-Ladies Mile Highway. This is a busy road with children crossing regularly. A level crossing for pedestrians is not a safe solution..	'Paved paradise and put up a parking lot'
35-49	I'm a property owner / resident	Shotover Country	Diagram A	The transport hub is accessed via the Frankton-Ladies Mile Highway	The high density housing area is too visible from the Frankton-Ladies Mile Highway The local centre / commercial hub is too small and enclosed (Diagram B has a better layout for this area)	Diagram B does not have a permanent transport hub solution None of these diagrams show an underpass as a way to cross Frankton-Ladies Mile Highway. This is a busy road with children crossing regularly. A level crossing for pedestrians is not a safe solution..	Diagram B has the high density area set further back from Frankton-Ladies Mile Highway. It is essential that the infrastructure is built before the housing areas are developed.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	high density res. set away from the main road, helping to maintain a more open feel during transit no major bus interchange	'the fact that this process is happening in spite of - current congestion levels - no upgrading of roads identified - lack of true consultation with residents	no identification of HOW further residential development will impact traffic congestion high density res. right up to the road no underpass to connect the two areas considering there is a highway that runs between them	
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram A	We like that the Village community hub is centrally located to the greater Ladies Mile - residential master plan. ie Lake Hayes Estate, Shotover Country and the proposed Ladies Mile residential. We like that the hub is centrally located to the high density area where the older people in particular can easily walk to essential retail, ie cafe, mini grocery, hair dresser etc. This creates a self supporting community where the need to travel further is greatly reduced. Like that the High density is cluster grouped together as one large block so that the impact driving along Ladies Mile is minimized to a short distance only. As well as to mitigate the high density feeling you have located the council park/playing field, park and ride opposite. (green fields effect) ie as you arrive onto Ladies Mile from Lake Hayes your sense of residential is well broken by the green fields, retirement village, school, all placed strategically on either one side or the other of Ladies Mile as you travel though to the Shotover River. We like the building restriction set back as in exitance and shown on your plan. We see Ladies Mile being the transition point from the rural aspect of Lake Hayes to the commercial/retail of Five Mile. It is the gate way to Queenstown.	Retail Hub - I think it could be a little bit small and may need to be increased in length along the Howard Road Boulevard. I do think it is important to keep it on the one side, under one land owner so a master plan for the retail hub can be agreed on and quality can be maintained. I like the sense of the green fields opposite (school) to get a sense of openness. As with the south side of Ladies Mile being a 70 meter set back I would like to maintain a minimum of 30 meter set back on the northern side.	Diagram B Don't like the reduction of the landscape set back from 70 meters to the proposed 30 Don't like the continuous residential along south side with out a significant green space break. Diagram C We don't like that the green spaces are opposite each other rather than spaced strategically on opposite sides as you travel along Ladies Mile We don't like that there is no minimum 30 m set back along the northern side of Ladies mile	no - we really like your thought process in Diagram A and think the locations of everything is well considered.

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
Over 65	I'm a property owner / resident	Queenstown Hill	Diagram C	I have only marked Diagram C as I was unable to submit my feedback without marking one Diagram I DO NOT have a preferred choice, there are some good points about all options as well as negative points. I know it is probably a case of trade offs and there will never be a perfect solution but let us try and make the best possible option while maintaining some sense of an appropriate gateway to our beautiful little town... My preferred choice WAS Diagram C until I saw the location of the transport hub taking up half of the sports hub area (this also is my issue with Diagram A) Keeping a tree-lined SH 6 in all Diagrams is great and essential!		Diagram B reduced setback to 25m Diagrams A and B half of green sportshub taken up by transport hub Diagram C high rise apartments to road edge on northern side	SH 6 is the gateway to Queenstown, let us try as much as possible to keep it a gateway to paradise not just a tunnel through suburbia before you reach what should be the final gateway but unfortunately has now just become industrial (how could our council have ever approved the Bunnings monstrous building with absolutely no architectural merit built right to the edge of the road) and commercialism. It seems that Queenstown has moved far beyond a charming alpine village to become an enormous retail opportunity. We know it needs to grow but please let us not lose the essence of what Queenstown really is and should always be...an alpine village. Keeping a tree lined SH 6 avenue effect as in all Diagrams is great and essential...think of boulevards in Paris and other European cities. Please keep the trees already standing on the southern side originally planted many years ago by the family who owned the house and land now designated for a sports hub, community facilities. The architecturally pleasing house on the site would make a wonderful venue for an artist in residence or other artistic or cultural community activity. Keeping a maximum of green spaces to give an overall general look of country rather than suburbia (Diagram C is probably closest to this) plus keeping a large area rural zoning to Lake Hayes edge is essential. Maintaining a 75m setback as in Diagrams A and C is essential. Re housing, can the council please ensure whatever type of housing is approved (particularly medium or high density) not just simply "follows the rules" but be aesthetically pleasing, "delightful" as an architect from an architectural advisory group to the council spoke of at a council meeting several years ago. Keeping the additional height section of housing to the central spine as in Diagram B is preferable but please, no more than 4 stories maximum! And finally why do we have to use the land along highway SH 6, the gateway to Queenstown, for additional housing? I know developers are ready and wanting to build there but the council has the power to make the ultimate decision. We voted our council members in to council to ensure they would keep Queenstown and the surrounding environment a place of special charm, maintain its unique qualities and the special magic that has brought residents and visitors here for decades. Why not Arthurs Point, Malaghans Road area, land beyond Jacks Point and Homestead Bay, the land near the approach to the Remarkables ski field? There are several flat sunny locations in these areas and they would not need to impose on the main entrance into Queenstown.
18-34	I'm a property owner / resident	Frankton	Diagram B	Good use of the space overall. The amount of medium and high density residential is reasonable, not too much space is devoted to sports fields (unlike Plan A), and the large park near Lake Hayes enables the public to enjoy the land near the Lake. The proposed school on the Lake Hayes/Shotover Country side of the State Highway enables kids living in the Lake Hayes/Shotover Country suburbs to walk and bike to school relatively easily and safely, without crossing the highway. I heartily support the aims of promoting more walking, cycling and use of public transport and discouraging driving where it is not necessary.	I would add the Park N Ride from Plan A, though I would put it on the other side of the Queenstown Country Club (near the Shotover River), where there is currently Medium/High Density Residential marked on the diagram, so that the space by Lake Hayes can be kept for the school and sports ground. There may be scope for another small Park N Ride area closer to Lake Hayes if demand for Park N Ride services proves strong. I would suggest that some of the areas on the Slope Hill side of the highway currently marked "Residential" should be flexibly zoned, so as to allow for commercial activity to expand if there is enough demand.	The reserved rural area in Plan C is too large. The space is better off being used as a park as suggested in both Plans A and B, so the public can enjoy it. The commercial hub straddling the highway in Plan A is badly placed, and is likely to cause a lot of congestion in that area.	I would like to see the Park N Ride from Plan A brought into the preferred option, but on the other side of the country club (see my comment above). I also like the walking/cycling tracks going all along Slope Hill in Plans A and C.
Over 65	I'm a resident	SH6 - Ladies Mile Highway	Diagram A		SH6 needs enlarged to 4 lanes to cater for traffic		
35-49	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	Allows Threepwood on the ladies' mile side to be least affected.	Would prefer the Trail to link with lake hayes track next to state highway 6 rather than the base of slope hill.	The impact on Threepwood residents - the Trail at the base of slope hill. I also have a massive concern about the transport route along state highway 6 with all the proposed housing - it can barely cope now let alone with many more residents.	
Over 65	I own property here but live outside of the district	Outside of the district	Diagram C	Provision for schools, community facilities, commercial hub and good mix of high and medium density residential housing.	Would have liked to see: a) a bus route shown through the area on the Slope Hill side of SH6. b) Pedestrian/cycleway underpasses shown near the intersections for safe transit to the areas of Lake Hayes Estate, Shotover Country, etc.	I strongly dislike the solid blocking together of higher density housing in both diagrams A and B, particularly in A; B is not so bad as the housing blocks are broken by a collector road, parks and a lane.	A second transport hub close to the local centre/commercial hub. Please expedite these plans for development on Te Putahi Ladies Mile so more affordable housing can be provided within what looks to be a well-designed masterplan for this area - just do it!
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram B	That it includes my land for future proofing	Yes the fact that we bought our rural dream section and now it is have an estate built less than 50 meters away!	As above	No
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	It will preserve the out standing natural landscape of Lake Hayes			
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	There is very little I like about option C, but it is bn he other two options.	It would need to use significant land on the Threepwood farm site which would compromise the working farm.		
I'd prefer not to say	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	We live at Threepwood and do not like ANY of the options but Option C is the only one we could choose. Having approximately 6000 people living next door is not something we go along with willingly.	Having to possibly give up some of our land	Everything. I am being honest!	No

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram A	It is simply NOT POSSIBLE to choose an "option". Until NZTA is included in the proposed plans for this area, none of the three "diagrams" are workable. Having personally had discussions with NZTA, the Shotover Bridge will be at capacity by 2021 and there are currently no proposals to address this. Even if community facilities such as schools and limited retail is provided in this area, most people will still need to travel across the Shotover bridge for work, for shopping or to get to Wakatipu High School. The traffic congestion is already intolerable. Until this traffic congestion issue is resolved, NO rezoning or development plans should be entertained by QLDC. It is truly hard to believe that in spite of the reprieve which COVID gave the local community from unrelenting development and unsustainable growth, these lessons still have not been learnt. When will those who have leadership roles in our community ever be brave enough to speak up for the local residents? Furthermore, IF this rural land is rezoned, it will set a precedent for other greedy developers, until we have no rural or outstanding natural landscapes or features left.		It is simply NOT POSSIBLE to choose an "option". Until NZTA is included in the proposed plans for this area, none of the three "diagrams" are workable. Having personally had discussions with NZTA, the Shotover Bridge will be at capacity by 2021 and there are currently no proposals to address this. Even if community facilities such as schools and limited retail is provided in this area, most people will still need to travel across the Shotover bridge for work, for shopping or to get to Wakatipu High School. The traffic congestion is already intolerable. Until this traffic congestion issue is resolved, NO rezoning or development plans should be entertained by QLDC. It is truly hard to believe that in spite of the reprieve which COVID gave the local community from unrelenting development and unsustainable growth, these lessons still have not been learnt. When will those who have leadership roles in our community ever be brave enough to speak up for well being of the local residents? Furthermore, IF this rural land is rezoned, it will set a precedent for other developers, until we have no rural or outstanding natural landscapes or features left. When will the reasonable concerns of the local residents ever be taken into account?	
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram A	It is the option where the most of the community facilities are concentrated	The green space situated on the edges and also the high school away from the park 'n ride / sports grounds	On diagram B the linear distribution of the commercial area as well as the straight arterial route inside the development On diagram C the distinct cut in two part between the lake side and the shotover bridge side with the high school as well as the main arterial route on the northern edge	It make sense to have the park 'n ride close the sports's field the incorporation of the Threpwood land lot into the plan to future proof any further developments A multiplication of green space (of different size and shape) through the entire development
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	I don't really like any of them and definitely don't think you should be doing such huge eating up of bare land. I suggest you leave extra housing well off the menu until there actually is good public transport. Under no circumstances should you be considering housing with carparking. Smart new developments around the world are intensive, and no cars are permitted. There are carshare schemes."With the OECD estimating that the number of privately-owned cars will reduce by 80 to 90 percent over the coming decades, it seems logical that car-free residential developments, and indeed whole cities, will start to increase over time," Whitten concludes. It could have a profound impact on the way we live, work and play in the future." There are plenty of cheap looking hotels and apartment blocks being built down by the Kawarau River and Five Mile - I guarantee they won't be full any time soon so there won't be the pressure on housing. And if QLDC hadn't allowed that stupid Country Club development on Ladies Mile, there would have been a lot more space for community green space. The Ayrburn development should be banned completely as that is another place where old people's homes are planned and McENTyre Hill is not at all suitable for traffic increases. We do NOT need more old people's homes - we do not have the medical facilities to cope for them and it is very important to ensure that our young families can afford housing here, not just loads of oldies. I am in the older bracket and I know how much maintenance old people require.	I think the transport hub should not be by the Walker house which was meant to be used a community centre. It should be in one of the shopping areas - I notice there is a new one going up in Shotover Country already.	Far too much focus on putting up cheap housing. This is a beautiful entrance way to Queenstown and don't ruin it as you have with the hideous five mile development.	Not really - it was a good idea to have a public space where ratepayers could come and see what is proposed but all the people I spoke to on the day and a half after I heard about it had not been informed. There was a great crowd attending so there is real interest in this, but it should have been the whole community being informed, and there needs to be much more effort to get the message out. I think you should also hold similar events for the Rec Ground, Memorial Hall, Library and rugby club rooms site, and also for the QT Camp ground site. And they should go for at least a week so that as many ratepayers as possihle are able to attend.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	I do not actually prefer any of those options but had to pick one	Tes i dislike the xtra problems this will creat without the infrasrtructure being upgraded ie The Bridge	Too many more houses which relates to more people on the roads	No
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Fewer houses	There are still far too many houses for the current infrastructure like the Shotover Bridge etc. Congestion is already terrible and there is no option for a new bridge etc	Too many houses	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	I actually don't like anything about any of them! But you have to choose one - so I've chosen C as it looks like there's not quite as much residential housing!	I dislike that it is even being considered to put another 2500 thousand homes on SH6. That road is an absolute joke at the moment already, and cannot cope with more traffic! I know you say that you will make transport links better, but you can't avoid the fact that it is going to put a lot more vehicles on a road which is already beyond breaking point. It also ruins the gateway to Queenstown. At the moment it is a nice green, scenic entrance along Ladies Mile before you hit town. All of the plans A, B & C are going to ruin this. Why do we need to expand? Especially on a road that cannot cope as is. PLEASE RECONSIDER. Keep Queenstown beautiful!!!! I would be happy for the sports fields and community hub areas to go ahead, as that is helping the community and already needed, but not more residential housing. Surely there is a better area for more housing than here??	I don't like the idea that there will be high density housing and that some buildings can be up to six stories high!!! We don't need high buildings built here!! There should definitely be building set-backs back from the road.	Building set backs from the main road and NO high buildings over 2 stories.
35-49	I'm a resident	Frankton	Diagram B				

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	<p>Please note I have forward by email a copy of my submission to the lettalk team as this website does not allow the images I refer in my comments to be uploaded directly.</p> <p>General Comments First and for most I have only chosen Option B as it is the best of a bad bunch and there is no option or choice to pick none of the above. Secondly having less than a week between supplying the information to the general public (and in some cases I know of less than 24hours for people that are directly affected) to be made aware of the proposed plans absorb what is being proposed and to provide initial feedback is frankly un professional. In this regard I am specifically re furthering to the proposed second access road into Lakes Hayes Estate that directly affects myself and dozen or more of my immediate neighbours with the proposal. Which will straddle the Terrence bank directly to the north of our property at 43 Sylvan St and the houses from 39 Sylvan Street to 7 Ada Place. This will destroy the privacy of our backyards, our rural aspect and introduce both visually and noise pollution day and night. With people at the eastern end of Lake Hayes using it as a rat run to access their properties more quickly. Which has already proven to be the case in Sylvan Street with the majority of residences in the Bridesdales development choosing to speed down Sylvan and Erskine Road rather than use the main road of Howards Drive and Hope Ave. The only thing I liked about the option I have chosen is that the area to the north of my property is shown as being a school and playing fields.</p>	<p>Yes, as mentioned above a new access road into Lake Hayes Estate directly in front of my property at 43 Sylvan Street, clearly something myself and my neighbours do not want and will not support.</p> <p>In this regard if another access is required to Lake Hayes Estate then as it has been discussed for years it should be provided thru Alexs Ribbons Road. I have sketched on Figure 1 where this could quite easily be constructed. Council already owns the majority of the road corridor and the missing section which is still owned by Bridesdale Development could be purchased thru negotiation in relation to their current challenge to the district plan change or using the Public Works Act. Once constructed a bus route from Lake Hayes Pavilion thru to the Shotover River Bridge council be established for local residences that would avoid completely what forever will be a continually congesting state highway corridor. The funds currently ear marked towards a buslane on the State Highway to be diverted to establishing the new entries and exists from Laye Hayes and Shotover Country. I have sketched in Figure 2 what I am imagining could be achieved.</p> <p>Figure 1 Alex Robins Road access to Widgeon Place</p> <p>Figure 2 Proposed bus route thru lake Hayes and Shotover Country Ultimate Development Density.</p> <p>No information has been given in writing as to the proposed number of residences or new development units to allows conclusions to be drawn as to the number of people and traffic movements that may generated.</p>	<p>Transport Hub (aka Park and Ride) On both options A and C a large purple area of approximately 3.5 to 4 hectares is highlighted as a transport hub this is clearly far more land area needed for the local residences of Lake Hayes Estate and Shotover Country area and by my calculations assuming the area is roughly 250m long and 120m wide would accommodate up to 1200 cars in a traditional on grade surface car park. This the case it is clearly being designed to try and capture commuter traffic for those outside of the direct area which numerous overseas and even NZTA studies that show this just does not work as most capacity in a park and run is taken up by residences in immediate 1.5 to 2.5km area.</p> <p>Connectivity The two communities will forever be bisected by a state highway which could ultimately become a motorway with not underpasses to connect them. At the brief feedabck meeting a number of times it was suggested that other options were not looked at due to their cost and hence discarded from the discussion. This should not be a limiting factor at this time and governing the planning outcomes.</p> <p>Case in point the length of highway to move is approximately 2.6km (Figure 3) the same length of the Eastern Access Road how Hawthorne (Figure 4) which I was involved in the designed and construction of in 2016 and which costed 22 million of which NZTA contributed half the funds. With the remaining half debt funded by council and being clawed back thru development contributions from adjoining land owners. A similar model to be used to move the highway if the community sore it fit to produce a more connected community. If there were 2000 units to be developed on the north side of the state highway then this is only \$10,000 per unit that could be added to development contributions. Lack of State Highway Set backs Reducing the setbacks from the state highway will generate traffic friction and generally more congestion until it gets so bad that it and directs people to find to use the alternative ways to get to down town Queenstown People to however the growth in Frankton and in the south corridor to Jack Point will outpace that of central Queenstown</p>	<p>The re should be a set back on the north side of the state highway for stormwater drainage services corridor and landscape strip. The taller building should be close to the toe of the hill to marry in with the hill and no shadowing the state highway or lower buildings to the south.</p>
18-34	I'm a resident	Lake Hayes Estate	Diagram A	Schools Beside each other, Sports hub etc, location of local centre,	Not enough transport solutions,	Education facility next to sports hub, Small rural areas next to Lake Hayes	Split up / smaller areas of medium / High density housing, large rural area next to Lake Hayes,
18-34	I'm a property owner / resident	Shotover Country	Diagram A	Primary and High school together and closer to the main road will allow parents to drop off their kids without the need to drive into the new subdivision. Less housing compare to the other plans.	Laurel Hill development shouldn't be medium density as the Shotover Country is already a choker during peak hours. The commercial area should be bigger, more cafes, restaurant and a supermarket. The bridge to Frankton needs to be double lane both direction to ease off the growing number of cars if any new development takes place.	Too much housing, The roads need to be widen.	Laurel Hill needs a park and reduce the number of housing in that part of the master plan.
Over 65	I own property here but live outside of the district	Outside of the district	Diagram C	Like the denser housing closer to Ladies Mile, like the balanced school placement with separation between the two.	Would probably go for more housing toward Lake Hayes as in B or A	Don't like the two proposed school sites being adjoining in A but too much separation in B	As in 8
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	further set back from Lake Hayes			
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram B	I Believe that this option would work best for the homes below. We need to maintain as much of their existing privacy and and living conditions. I also feel that having the school and community hub is on this side has much better sun hours.	I do not understand why on this plan the walk way has been left in but on A & C it has been removed. I think it should be removed of this pan as well.	answered in 7	Combine the schools closer together with ample drop off and pick up areas.
18-34	I'm a property owner / resident	Shotover Country	Diagram A	Location of the High Destiny Living, Isolated area of sports Hub (not being on School Grounds)	make both school sections the same size	the spread of high Destiny areas	The (local Park area) in Diagram B near shotover Country.
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	It keeps where I live rural.	It will no matter what the QLDC try increase traffic on the Ladies Mile connection to Frankton that already can't cope. I also have very serious concerns on the walking cycling tracks connecting through into Threepwood Farm which is a working farm with farm machinery and stock being moved on a daily basis. Also the issue of unleaded dogs on the farm has been a issue in the past with a significant loss of stock being lost to dog attacks.	Changes my zoning from rural to mid/high density housing.	Nothing. Before any of these plans be considered the infrastructure needs to be addressed first. Ladies Mile needs to be two lanes, the bridge the same and the state highway through the BP roundabout and then down to the airport roundabout the same.
50-64	I'm a resident	Shotover Country	Diagram B	Better option to have educational facilities on this side of road	Strongly appose the proposed bus route from the new roundabout on Ladies Mile directly ending at 37 & 39 Sylvan street	Strongly appose the proposed bus route from the new roundabout on Ladies Mile directly ending at 37 & 39 Sylvan street	

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a resident	Lake Hayes Estate	Diagram C	Council land will be used as sports fields and schooling. Transport hub takes into consideration the retirement village	The access route for buses and transport hub cutting into the landscape and interfering with noise and pollution to surrounding houses. Rooding on three sides of our house. Already problems with Sylvan street traffic and parking for houses. The setback from the road only being 25 meters instead of 75 meters. The transport hub doesn't connect with bus route. To many roundabouts. Will not solve the already congested road system into and out of Frankton / Queenstown. Infrastructure needs to be in place before any development is considered. Property developers who own the land up for development will still be able to do what they like at the end of the day. The design is not family orientated and does not take into account parking for all those who live there. Why are we paying \$1.4m and having our hands tied without consultation. Are you even listening to us. Bus lanes and traffic lights onto the already over stretched Shotover Bridge is a joke. This is not going to stop congestion as majority of people driving are tradies who need their vehicles for work. The whole process is a joke when only last year council stopped the development on ladies mile due to infrastructure requirements and are now pushing it through without solving the already existing problems.	High density high rise apartment along the entrance to Ladies Mile. Lack of parking. Huge transport/ bus hub. Bus route on three sides of our house. Congestion. Infrastructure. Environment. Pollution. The list goes on. The 4 roundabouts in such a small stretch of roading. The design of high density and apartments is not for families so why build schools. We are not Auckland and have a picturesque landscaping which is going to be destroyed. This is a concept and will not be held to account when it comes to the actual development. Consultation has only been with the involved developers who have everything to gain by pushing this through so quickly. Time frames have not given the public time to review, council should have sent an email or letters to everyone in the surrounding areas to ensure everyone knew about it. You are trying to fast track and sneak in the back door. This will affect everyone from Arrowtown, Cromwell, Wanaka, Alexandra and surrounding areas. This will affect supply and transportation into and out of this area. There is no provision for St John Hub, police hub or fire hub. You want to look after the community however you are not factoring in the things which are actually needed.	No. Simply put none of the options are viable or an option. How about consult with the actual communities involved.
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram A	Makes the best use of the available land for landowners to decide whether to subdivide.	There is no need for a walking and cycling track along Marshall Avenue. Access to Lake Hayes should be along Ladies Mile and this avoids the need for the public to come through the most productive part of Threepwood Farm. There are multiple health and safety hazards to mitigate if people are allowed to walk directly through a farm with dogs etc. The transport connections to Queenstown need to be clearer. It's essential that the Shotover bridge is four laned, otherwise none of this development should proceed.	The transport connections to Queenstown need to be clearer. It's essential that the Shotover bridge is four laned, otherwise none of this development should proceed.	
35-49	I'm a resident	Lake Hayes Estate	Diagram B	Council land will be used as sports fields and schooling. Transport hub takes into consideration the retirement village	The access route for buses and transport hub cutting into the landscape and interfering with noise and pollution to surrounding houses. Rooding on three sides of our house. Already problems with Sylvan street traffic and parking for houses. The setback from the road only being 25 meters instead of 75 meters. The transport hub doesn't connect with bus route. To many roundabouts. Will not solve the already congested road system into and out of Frankton / Queenstown. Infrastructure needs to be in place before any development is considered. Property developers who own the land up for development will still be able to do what they like at the end of the day. The design is not family orientated and does not take into account parking for all those who live there. Why are we paying \$1.4m and having our hands tied without consultation. Are you even listening to us. Bus lanes and traffic lights onto the already over stretched Shotover Bridge is a joke. This is not going to stop congestion as majority of people driving are tradies who need their vehicles for work. The whole process is a joke when only last year council stopped the development on ladies mile due to infrastructure requirements and are now pushing it through without solving the already existing problems.	igh density high rise apartment along the entrance to Ladies Mile. Lack of parking. Huge transport/ bus hub. Bus route on three sides of our house. Congestion. Infrastructure. Environment. Pollution. The list goes on. The 4 roundabouts in such a small stretch of roading. The design of high density and apartments is not for families so why build schools. We are not Auckland and have a picturesque landscaping which is going to be destroyed. This is a concept and will not be held to account when it comes to the actual development. Consultation has only been with the involved developers who have everything to gain by pushing this through so quickly. Time frames have not given the public time to review, council should have sent an email or letters to everyone in the surrounding areas to ensure everyone knew about it. You are trying to fast track and sneak in the back door. This will affect everyone from Arrowtown, Cromwell, Wanaka, Alexandra and surrounding areas. This will affect supply and transportation into and out of this area. There is no provision for St John Hub, police hub or fire hub. You want to look after the community however you are not factoring in the things which are actually needed.	No. Simply put none of the options are viable or an option. How about consult with the actual communities involved
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram B	Nothing	The proposed bus route is a major problem which is proving not to be work already and over congested Rooding and a blight on the landscape I have not ever be consulted regarding putting a 2 lane bus route on 3 sides of my property. Which will create a inversion layer and fumes from the buses. This is appalling, mismanagement of rate payers money and going to add to the grid locking of the roads on the ladies mile and destroy the green entrance to the Wakatipu. This seems to only benefit the developers and not the community if you wanted to promote a family environment in this area. The rapid pushing through of these plans without enough time to let the community have there say is shocking. Why only 12months ago was this deemed unviable do to the Rooding and Infrastructure Problems and now higher density building seems the way your structuring it?	Environmental disregard, noise pollution, air pollution, privacy invasion, land loss, high density apartments being built right next to the main highway and entrance along Ladies Mile, lack of already in demand house and apartment parking, no consultation with the district involved, proposed bus lanes and traffic lights which will not solve the infrastructure problems, design is not about affordable housing or families which could benefit the schools. These designs have not been thought out by anyone local or knows the Lakes District, we are not Auckland, Wellington, Christchurch or England. The is no provision for emergency services, police or fire. The already over stretched infrastructure is already being held together by a bandaid. The property development along Ladies mile was turned down only a year ago because infrastructure was not in place, what has changed that we do not know about. Why not use already exiting roads ie Howard's drive and create bus route along this.	No we would like actual community consultation rather than just the developers who will line their own pockets from this development.
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	Less build up than others	That there is any need at all	Too much housing. The heights, close to main road, no allowance for traffic into to town	no
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Not incringing on lake hayes (more green area). Two education facilities separated	Number of high density residential buildings The area in shotover county that is zoned to be medium high density. No real answers to the congestion we face at peak hour. No setback to the northan side of SH 6. No change to the shotover bridge given more people will be living in the area this bottle neck will increase here		High rise builings are set further back in diagram b. Would like to see that brought in to diagram c
35-49	I'm a resident	Lake Hayes Estate	Diagram C	More green space and less housing	I do not think this is appropriate considering the traffic issues that thousands of us face now and until that is improved I do not think this is a good idea. Nor do I believe high density housing is a good idea.	Not enough green space	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	No 6 story buildings on road side. But wont solve traffic issues	Lack of set back from road. But wont solve traffic issues. Rooding and bridge needs addressing	6 story buildings by road. But wont solve traffic issues.	More green areas. But wont solve traffic issues. Rooding and bridge needs addressing
Over 65	I'm a resident	Wakatipu Basin (rural)	Diagram C	Least amount of development along Ladies Mile	The high rise along the road	Too much development along the entrance to Queenstown	The setback from the road
35-49	I'm a property owner / resident	Shotover Country	Diagram B	Main road and more sections			

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	Very little. I can't get my head around this project being anywhere near viable without the bridge issues being sorted. How this project is being considered without that being sorted first is outrageous. These proposed plans for the community I live in is far from what I envisaged when moving here 4 years ago. My family and I will be leaving this community if any of these plans were approved	Dislike most things about every plan. I can't get my head around this project being anywhere near viable without the bridge issues being sorted. How this project is being considered without that being sorted first is outrageous. These proposed plans for the community I live in is far from what I envisaged when moving here 4 years ago. My family and I will be leaving this community if any of these plans were approved	Same as above	No
Over 65	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram A	Keep the higher density housing concentrated and next to main highway. Create /maintain as much space as possible.	None of the plans address the traffic issues that will be forthcoming.	Just reverse my earlier comment.	No
Over 65	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	Less impact on natural landscape Preserves Threepwood farm as economic unit	Medium and High density housing not appropriate for rural landscape	Destruction of rural landscape	No
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	'- The 75 metre set back on the road - Green spaces on the road - least amount of High density houses on the road. - the School being on the Slope Hill side of the road - That the park and ride can be increased for more green space.	'- That none of the plans are going to solve the issue of traffic on the bridge. - The bus is not going to save the majority of the issues which appears to be what we are pinning our hopes on i.e. tradesmen, shift workers, parents with disabled children (i.e myself). - Amount of High density and actually the amount of all the houses full stop! - There is no set back on the Slope hill side of the road. - The LaurelHills development and increased amount of traffic that is also introducing on a laneway. -	Diagram B - the lack of green spaces on the road side. - Laurelhills appears to be closer to the main road (less green area) Diagram C - the most amount of high density being on the road side None of the options will fix the issue with traffic congestion on the bridge. What are the time lines for the proposed school, retail centre, cafes, e.t.c? Unless these are built first the traffic congestion on the bridge will not be fixed. Who is going to hold the developers accountable to do what they say they will do?	Diagram C.- with the larger Rural Lifestyle area. i.e less houses in the whole plan. Diagram B. the Medium density houses being closer to the roadside.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	I don't like any of the choices. It's irresponsible to put more housing along ladies mile without first addressing the issue of the traffic that goes along that route. We already see tailbacks to lake Hayes from the bridge with the current number of resident every morning, adding more pressure to that will inevitably cause some traffic issues and accidents.	No change to roaring infrastructure	No changes to reading and the school being split across two sites	
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	I oppose all of the above proposed development diagrams. The above question does not give us the option of opposing all of the above plans. By requiring us to choose one plan would indicate that we support a development on Ladies Mile which we do not.	I oppose all of the above proposed development diagrams	I oppose all of the above proposed development diagrams	I oppose all of the above proposed development diagrams
35-49	I'm a property owner / resident	Shotover Country	Diagram A	I have no plan preference at this point, I need more information to make an informed judgment... but I'm not opposed to it in some form...	As above. But transport is a major issue for me. Adding 5000 ish people without improving the roading won't work... the idea of cycle ways are great, but we need a new cycle bridge beside the existing bridge for this to work. Cycling over the old bridge is to far out of the way. The other issue is winter. Cycling in winter in the snow and ice is not going to work for most people. Has the idea of the "one way " system in Queenstown been bought up again? Use both lanes in to town from lakes Hayes and out of Arthur's point.. as we know the issue with the roads is not the bridge, but that most of the road to town is single lane... the other thing that could help is a new bridge from Lower Shotover to Glenda drive area, this will help complete the ring road and remove traffic from the existing bridge.	At this point the 3 plans are concepts only... schools haven't been approved by the education board etc.. I would be interested in seeing and being part of the next round of planning.	No, not as yet..
35-49	I'm a resident	Shotover Country	Diagram C	Less built up area! More rural lifestyle buildings towards Lake Hayes. More reserve open space.	The transport Hub is in a better location in Masterplan B (more central). The intersection as a 4 point roundabout at stalker road is better in Masterplan B. And needs to have a traffic light. The education facilities are located better on Masterplan A. Assuming that the larger education facility is going to be a high school it would be more central for everyone in masterplan A. Considering that we have a primary school in lower shotover it would be a good idea to locate a second primary school where the transportation hub is on Masterplan C. The high density living would be safer not to be directly next to the Highway. There needs to be over and underpasses to make crossing the highway easy and safe to access facilities on both sides of the highway as well as access to train and tracks. The Lower Shotover bridge needs to be widened or a second bridge needs to be built so one bridge can have 2 lanes one way and 2 lanes the other way on the other bridge. There needs to be earlier and later busses and more frequent service.	Too much built up area in both. The chunk of high density living in diagram A. The built up area towards Lake Hayes in diagram B	The transportation hub in Diagram B is in a good spot. Seems to be more central. The location of the school near Lake Hayes Estate if it is a primary school. The location of the larger school on diagram A given it is a high school. The road set up on diagram for the lower shotover roundabout with the conference of making it a traffic light controlled intersection. In general the structure of the main arteries (road layout) being a rectangle like in Diagram B.
35-49	I'm a resident	Shotover Country	Diagram C	Nothing,	You are trying to build more houses with no new bridge! Also the speed limit has not been addressed on SH 6, and you are making land in which everyone asked for not to be over developed to be over developed, Laurel hills should not be med to high density how would this land be accessed, oh yer off Stalker road!		Why have you employed people from Wellington to do a Master Plan when they do not even know the real issues we have as a community! Some at the drop in sessions had no idea, poor form on the Councils behalf to try a push these plans on everyone.
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	Schools are near each other. Lowest amount of housing development. Walking track along the side of the highway to lake. Transport hub is central to all housing in the area (not just the new housing).	There should be green space / setback from the highway on the northern side similar to the current setback for Queenstown Country Club. Transport alternatives still rely on the shotover bridge.		Reduced height of buildings next to the highway.

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	The northern extent of the increased density being at Threepwood boundary. Schools sort of in the middle of the development. Need great walking and cycling provision ACROSS SH6 to link with LHE and SC. Location of the proposed high school, across the road from the walker land.	The proposed roadway down to through the walkers to LHE. Only 2 lanes shown over the shotover river - There needs to be 4 with commuter walking and cycling provided for too. Currently there is no resilience in a 2 lane bridge that becomes congested morning and night and also now during the day - it has no provision for commuter walking and cycling. Park and Ride - who is this for and where are these people going???? This land needs to be used for recreation and the bus services within the wakatipu need to be frequent enough that parkride is not needed,...	All diagrams ONLY SHOW Two lanes of traffic across the shotover river. This is STUPID! No resilience, No commuter Walking or cycling provision. Existing bridge is no long fit for purpose as it does not have the needed capacity for our growing community. B - too much development. Not enough green. A - Location of the high school	
Over 65	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	I tried submitting this survey with my opposition to all 3 diagrams. However it wouldn't accept this and I had to choose either A,B or C. C was selected-under duress, I consider this not a democratic process	Yes I totally oppose all 3 choices	They all undermine the rural character, we definitely do not need additional height medium/high density residential housing on Ladies Mile, our entry into Queenstown. I suggest you put this Russian Style Gulag concept in Gorge Rd.	No I don't like any of them
35-49	I'm a property owner / resident	Shotover Country	Diagram C	It's the least horrific option.	I would prefer no development at all. This is a resort town. A green/ rural corridor in and out of town retains some of the natural character of the place I choose to live in. The last thing we need is more visible development and more choking traffic.	A larger development footprint, and less green space.	
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram C	least built up area	There is no new bridge. You can not go from a 4 lane road to a 2 lane bridge on the main highway into Queenstown	There is no new bridge. You can not go from a 4 lane road to a 2 lane bridge on the main highway south into Queenstown	Nothing keep the area Rural Zone.
35-49	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	Less houses	Too high density	Even more houses	Park and ride and schools away from each other
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Larger Park & Ride facility in an attempt to ease congestion over the Shotover bridge Least sprawling option The greater setback on the south	The "additional height medium/high density residential" zone immediately adjacent to the north of SH6 is very disagreeable. Why no set back on the north side? The gateway to Queenstown should not feel like you're driving through a ghetto, it's completely out of context! Point 3 refers to "medium density..." yet the legend refers to medium/high density-come-Additional height medium/high density. This could be interpreted as deliberately misleading.	The sprawl was significantly worse. No setback on the north side, less setback on the south (B). The allowance for the Park & Ride facility in option B is ridiculous, contrary to what is trying to be achieved for a mode shift to public transport.	No.
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	Prefer Rural Lifestyle zoning for the eastern end of Ladies Mile. Like the trees down both sides of the SH6 Like the school and sport zones coming right to end of road to create green space Like having commercial / retail adjacent to the school Like the sports hub & community facilities	High density hard up to SH6 Park & ride is too large The medium / high density residential and additional height medium / high density residential have building heights that are too high for this landscape.	Diagram A & B have too much development, particularly at the eastern end. This would be a visual blight on the Lake Hayes environment. It would create negative visual impact for residents on the other side of Lake Hayes plus anyone travelling into Queenstown on SH6. The medium / high density residential and additional height medium / high density residential have building heights that are too high for this landscape.	I'm not sure where this should go but I think it is extremely important to have wide setbacks on SH6 in order to maintain a visually appealing entrance to our town. In addition links between both sides of the highway need improved to ensure safe crossing from either side for pedestrians.
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C	Prefer Rural Lifestyle zoning for the eastern end of Ladies Mile. Like the trees down both sides of the SH6 Like the school and sport zones coming right to end of road to create green space Like having commercial / retail adjacent to the school Like the sports hub & community facilities	High density hard up to SH6 Park & ride is too large The medium / high density residential and additional height medium / high density residential have building heights that are too high for this landscape.	Diagram A & B have too much development, particularly at the eastern end. This would be a visual blight on the Lake Hayes environment. It would create negative visual impact for residents on the other side of Lake Hayes plus anyone travelling into Queenstown on SH6. The medium / high density residential and additional height medium / high density residential have building heights that are too high for this landscape.	I'm not sure where this should go but I think it is extremely important to have wide setbacks on SH6 in order to maintain a visually appealing entrance to our town. In addition links between both sides of the highway need improved to ensure safe crossing from either side for pedestrians.
35-49	I'm a resident	Lake Hayes Estate	Diagram B	I don't have a preferred choice. I think all options are not suitable for this area. The ladies mile area is already terribly congested with all the current settlements. My biggest concern is that there is only one road that links to Frankton and to Arrowtown/Wanaka/Cromwell etc. without a bypass/alternative route/new bridge. Without the new settlement, the road already has traffic jams all day long. Also I don't like the new access road that links Lake Hayes Estate with the highway as it will take away the green area with its trees and will increase traffic in this part of the estate. I'm also concerned about Lake Hayes and its water quality. So many people will try to find refuge from all the traffic and noise that it will be hammered with people day in and out. I think the council needs to overthink this development plan and find other areas that are better suited. An alternative could be to only implement the commercial area so people currently residing in Lake Hayes, Shotover Country and surrounds don't have to travel to Frankton to do their shopping but can take bikes, walk or take the bus instead.	I don't have a preferred choice. I think all options are not suitable for this area. The ladies mile area is already terribly congested with all the current settlements. My biggest concern is that there is only one road that links to Frankton and to Arrowtown/Wanaka/Cromwell etc. without a bypass/alternative route/new bridge. Without the new settlement, the road already has traffic jams all day long. Also I don't like the new access road that links Lake Hayes Estate with the highway as it will take away the green area with its trees and will increase traffic in this part of the estate. I'm also concerned about Lake Hayes and its water quality. So many people will try to find refuge from all the traffic and noise that it will be hammered with people day in and out. I think the council needs to overthink this development plan and find other areas that are better suited. An alternative could be to only implement the commercial area so people currently residing in Lake Hayes, Shotover Country and surrounds don't have to travel to Frankton to do their shopping but can take bikes, walk or take the bus instead.	I don't have a preferred choice. I think all options are not suitable for this area. The ladies mile area is already terribly congested with all the current settlements. My biggest concern is that there is only one road that links to Frankton and to Arrowtown/Wanaka/Cromwell etc. without a bypass/alternative route/new bridge. Without the new settlement, the road already has traffic jams all day long. Also I don't like the new access road that links Lake Hayes Estate with the highway as it will take away the green area with its trees and will increase traffic in this part of the estate. I'm also concerned about Lake Hayes and its water quality. So many people will try to find refuge from all the traffic and noise that it will be hammered with people day in and out. I think the council needs to overthink this development plan and find other areas that are better suited. An alternative could be to only implement the commercial area so people currently residing in Lake Hayes, Shotover Country and surrounds don't have to travel to Frankton to do their shopping but can take bikes, walk or take the bus instead.	I don't have a preferred choice. I think all options are not suitable for this area. The ladies mile area is already terribly congested with all the current settlements. My biggest concern is that there is only one road that links to Frankton and to Arrowtown/Wanaka/Cromwell etc. without a bypass/alternative route/new bridge. Even at its current status, the road is already overloaded and congested. Also I don't like the new access road that links Lake Hayes Estate with the highway as it will take away the green area with its trees and will increase traffic in this part of the estate. I'm concerned there won't be enough natural green areas. I'm also concerned about Lake Hayes and its water quality. So many people will try to find refuge from all the traffic and noise that it will be hammered with people day in and out. I think the council needs to overthink this development plan and find other areas that are better suited. An alternative could be to only implement the commercial area within Lake Hayes Estate and Shotover Country so current residents and surrounds don't have to travel to Frankton to do their shopping but can take bikes, walk or take the bus instead.
35-49	I'm a property owner / resident	Shotover Country	Diagram C	No to any of them Until you sort the bottle neck which is the shotover bridge...!!!	No to any of them...	No to any of them...	No to any of them

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Shotover Country	Diagram B	<p>I'm not entirely sure I'd call the plan my preferred choice, but if this is going to happen 3 new road links and an improved intersection at the Shotover roundabout area (getting rid of current scenario). There needs to be more exit points, as we can see single exit points don't work currently with LHE and SC.</p> <p>And please get us some TRAFFIC LIGHTS!!</p> <p>NZTA need to get real and provide some solutions if their pockets and shortsightedness means no adequate bridge (4 lanes). I was informed at the open Day that NZTA like State Highways to flow and aren't so keen on lights. There are examples all around the country with State Highways having lights. Christchurch and Dunedin MOTORWAY come to mind. Dunedin motorway has lights at the Caversham intersections. So please NZTA, don't use "flow" as an excuse. As a resident, I would support development of this area, if I had some certainty that I could get out of Shotover Country and get to work on time instead of significant traffic delays. Surely NZTA could "experiment" with lights immediately to see if we can get an improved flow. In my opinion, NZTA is the contributing factor in this mess and needs to come forward and acknowledge their part in this and their failings to provide some adequate solutions and adequate budgeting and expenditure.</p> <p>To add more development with the Utopian Planners Promise (UPP) that improved public transport services will heal all the wounds of this area is probably the definition of madness.</p>	<p>Clearly high density housing thrown into the mix of an inadequate roading system is very worrying.</p> <p>Why isn't NZTA fronting to the residents of our area to explain why they won't budge on increasing capacity. We know what the population growth statistics are. And the current scenario doesn't take us to where we need to be with the grown projections. This area pays huge road tax on diesel miles (buses, trucks, tradesmen) and I really don't think we are getting value for road tax per capita. NZTA - you should come to the party with some statistics here and convince me otherwise.</p> <p>The park n ride area is too small and I don't support "interim". Even if Park n Ride has to be pushed out further, I do think you need to start somewhere to change the culture. So create a decent park n ride here, that is not out in the whop whops and try to change culture. You can turn it into sports grounds later if you epically fail with the PnR option on Ladies Mile.</p> <p>I can imagine if you make a Park N Ride further out (Gibbston was mentioned by a planner) then it will become the QLDC Park n Ride White Elephant that everyone drives past and criticises the council for such a waste of money for an unused facility. In my view a Park n Ride out any further than the proposed one in Plan A is a Utopian Planning Ideal that isn't a realistic option.</p> <p>Adequate parking for sport facilities is crucial. The age group that put the most demand on sporting facilities parking is the Under 14's - who can't drive to sport themselves and who come from all areas of the Wakatipu basin. Sporting facilities will draw people from Queenstown, Frankton and Jacks Point to drop off / pick up kids (the kids don't just play in teams against their own suburb). Pick up / drop offs from parents / grandparents all over the district is going to put even further pressure on the two lane bridge that NZTA has their head stuck in the sand about.</p>	<p>I don't support the High School and Primary School next to each other. There are already High School students offering primary kids Vapes on the bus. Keep these age groups separated.</p>	<p>Park and Ride/Transport Hub - If you don't include a Park and Ride, its PLANNING SUICIDE in my view. A transport hub / park n ride, should also be an inter town bus exchange. This would stop the need for inter-town busses entering Queenstown (eg reduce Frankton Rd traffic / parking issues of overnight busses). Passengers are set down here and then transferred to appropriate bus (eg Remarks Park hotels / Hilton , town hotels. This could prevent busses coming into town). So please consider this with the bus networks. Imagine if a Park N Ride had NZ Ski providing busses from this park n ride up to the mountains. Think broader than just "shoppers from Cromwell" coming to town. You need to think how a Park N Ride / Transport hub services the community that the Master Plan is impacting.</p>
35-49	I'm a resident	SH6 - Ladies Mile Highway	Diagram C	<p>Less high density housing and feels more spacious with the fields and parks. I also like the education areas being a bit separated. I like the bus hub being located adjacent to the highway. Having multiple exit points from LHE and the new proposed areas on Slope Hill side of SH6. The sports fields across from the country club, but I would like to see the orchard area at the LHE side of the property retained.</p>	<p>I'm not keen on the multi-level apartment blocks, would prefer the walk-up style apartments or the terraced housing style. Does this plan allow for any stand alone housing?</p> <p>Parking. It is unrealistic to think that households will not have any cars and regardless of how much we move to better utilise public transport, people will still own cars and even the high density apartments can be expected to have 2-3 vehicles each. There needs to be enough parking for each form of housing and wide enough streets to allow for safe pedestrian access. Look at the Bridesdale development and some areas of Shotover Country where houses have up to 6 cars per house, but only 2 carparks provided.</p> <p>Is there any future plan to expand the roading from Ladies Mile through to Frankton to more lanes? Including the bridge?</p>	<p>Option B was too crowded and I do not like the bus hub on Howards Dr. Option A was my second choice.</p>	<p>If possible to have more access/exits points to SH6 from all neighbourhoods along this corridor.</p>
35-49	I own property here but live outside of the district	Outside of the district	Diagram A	<p>Leaves all of the owner's land at Frankton-Ladies Mile available for development. Provides for additional height on the owner's land which aligns with their development aspirations.</p> <p>Concentrates residential density near the amenity services such as the town centre, sports park and public transport hub</p> <p>Good vehicle/ cycle and walking connectivity through the entire masterplan area</p>		<p>Option B: Relies on taking of land from the landowner for a park (which is not supported). More dispersed density layout leading to greater travel distances to amenity that density relies on (town centre and PT hub in particular)</p> <p>Option C: Relies on taking of land from the landowner for education (which is not supported). Poor connectivity/Secondary school provides a significant division between the east and west of the masterplan area. Density is located away from the PT hub</p>	
35-49	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	<p>To be honest, I don't think any of these plans are appropriate or suitable developments for the land in question. This has the least impact on the area leading to Lake Hayes, which is one of the most sensitive environments in the Wakatipu Basin and will unquestionably be impacted by any development nearby. I think the recreation spaces on the eastern side of the Ladies Mile is a great use of that land, and will take pressure off the Frankton spaces. It will also keep the spaces green. I am not sure the park n ride will have a very big uptake. Unfortunately this is not the culture of our district and will take a lot to change behaviours.</p>	<p>Two key reasons. The Ladies Mile is the gateway to Queenstown and is often the first experience visitors have to our district. It is important any development in this area compliments this important aspect of our visitors first impression. High density housing, several schools and the related impact on traffic and the current rural environment will be irreversible, and I think have a negative impact on this gateway to our town. Secondly, as someone who often has to travel this road during peak hour traffic this road is simply already at capacity and no further development should occur without a proper roading proposal, consideration of a second bridge across the shotover, and the impact this will have on liveability of all residents and visitors to the north of the current Shotover Bridge. This again I think is totally irresponsible planning.</p>	<p>I think the idea of two more schools in this area is also not great. I am not sure why areas around Arthurs Point are not being considered for development - where roads and traffic are not at capacity, there is currently no school in that area, and there is more ability for this development to not have the impact a development on Ladies Mile will have.</p>	<p>reduced housing impact, more green space.</p>
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	<p>park and ride. urdan road against Slope Hill.</p>	<p>height of buildings , we need to keep housing low.</p>	<p>All have pros and cons</p>	<p>The plans were made available on Thursday, not a lot of time to give informed feedback. All the plans have one floor in my opinion in that the current bridge is still only two lane . We need this fixed or a new bridge in an other area. We need to fix bottle necks. I would like to slow growth, and manage our infrastructure so it grows at the same rate . We have not managed the growth in the past , lets grow the whole region .</p>
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	<p>75m setback, sports fields and community centre on LHE side. Education facilities on SH6 to allow for some green space road side. Bus lanes, bikes lanes and walking tracks. Education facilities. Potential for Local Centre to provide community facilities such as library and commercial but needs some further design.</p>	<p>Still too much additional height roadside, not enough plantings landscape on SH6 side, lack of local centre/ community hub next to green space- this needs more work. Laurel Hills should not be medium/high density. Not convinced that's the right place for park n ride? Traffic congestion will still be an issue even with bus lanes. Underpass needed asap for safety, Not enough rural lifestyle zoning, prefer C</p>	<p>education facility on LHE side, limited rural lifestyle zoning, high density road side, not enough landscaping on any of the plans</p>	<p>Plan C size of rural lifestyle</p>
18-34	I'm a property owner / resident	Shotover Country	Diagram B	<p>I like the mix and layout of high and medium density residential, sports fields and school location. like linkages between Shotover country. Prefer the size and location of transport hub in B to the transport hub in A and C.</p>	<p>Buses don't go through the residential area</p>	<p>Large transport hubs, school on main road</p>	<p>Development goes too close to Threepwood, the extent in A is more of a balance between rural and urban</p>

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Less development towards Lake Hayes	I don't think traffic issues have been adequately addressed in any of these options. The Shotover bridge is already at capacity during peak times. Many local's don't simply commute to/from Queenstown or Frankton but their jobs require them to travel to different locations. Along with pickup/drop offs for after school activities this makes the use of public transport challenging for many.	Development near Lake Hayes	
50-64	I'm a property owner / resident	Elsewhere in the Wakatipu area (not listed)	Diagram C	I think a mixture of Diagram B and C would suit the area but diagram B looks slightly impractical for those building homes behind the medium-high density area in the middle which would potentially block the sun from them. I think the rural res area should be bigger than in Diagram B but smaller than in Diagram C.	As above - Rural res area could be a little smaller and have concern over the limited amount of med-high residential area plus how will it look right next to the road.. This should be seriously monitored without waiver for building consents as the long-term on-going face of the entrance to Queenstown	I think a mixture of Diagram B and C would suit the area but diagram B looks slightly impractical for those building homes behind the medium-high density area in the middle which would potentially block the sun from them. I think the rural res area should be bigger than in Diagram B but smaller than in Diagram C.	It seems practical to have a bus hub by the main road but it won't look great. If the alternative is to have it a short distance down the domestic road, it's a shame it has to be right next to the established home of long term locals there but I think that would be better.
35-49	I'm a resident	Shotover Country	Diagram A	Walking tracks (active travel) under slope hill to connect with Lake Hayes. Good balance with Threepwood - retains still quite a lot of rural character around the lake end (unlike Opt B) but not too much like Opt C. I like how the high density housing is clustered together in the centre near the town centre, schools etc. not scattered throughout the development. I like the retention of the all the chestnut trees etc and green space on the recently purchased QLDC land, it creates a nice green space and the trees add character and visual shelter to Lake Hayes Estate. I think the location of the shops, schools and community fields etc are better placed and are centralised to all surrounding suburbs/estates - central hub for Shotover Country, Lake Hayes Estate, Ladies Mile etc.	I don't like the size and scale of the transport hub on the newly purchased QLDC land - seeing a sea of cars from SH6 on the main corridor is unattractive and not best land use for the Lake Hayes, Shotover & Ladies community. These communities should be using public transport provided in the developments, who is using this transport hub? Is it out of town commuters parking here to catch transport connections? If so, I think it could be further out like Arrow Junction so the land here can be used for the local community it is serving. I don't like that the land north of SH6 does not have a development setback like the southern side, the views and green space on this main corridor need to be retained as much as possible - so that the region and approach into Queenstown still retains that 'green' feel. How do pedestrians and cyclists move between the developments either side of SH6, are there going to be under passes? Especially if you have schools and community fields, facilities split on both sides of the road.	I didn't like on Opt B how much the development went into Threepwood and some of the rural 'feel' was lost at the lake end. On both Opt A & C I don't like high density housing being so close to SH6 because of visual effects. **NONE OF THE OPTIONS ADDRESS TRANSPORT - HOW ARE YOU GOING TO GET MODE SHIFT OF PEOPLE OUT OF CARS INTO PUBLIC TRANSPORT OR ACTIVE TRAVEL? WHAT ARE THE PUBLIC TRANSPORT OPTIONS, JUST BUSES WHO ALSO GET STUCK IN TRAFFIC??? THE SHOTOVER BRIDE CAPACITY AND MAIN CORRIDOR TRANSPORT (roads or public transport) NEEDS TO BE FIXED BEFORE ANY DEVELOPMENT TAKES PLACE.** Also, these areas are full of young families and will be even more so with the proposed Ladies Mile development having further community facilities and schools. People with school kids who have to do school drop off and pick up are not going to catch public transport to their jobs, it just cuts down their available working hours too much when you have to tuck on enough time to catch a bus after drop off and leave work early to catch another bus to get to school for pick up time. We aren't all stay at home mums or dads who can walk their kids to school and not have to be in a hurry to get to work in time. Think about the community demographics and how they live and work.	I liked the layout and location of high density better on Opt B, through the middle of the development but not by SH6. I liked the small, temporary transport hub on Opt B rather than large scale in the other options.
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Nothing really, its the lesser of the proposed evils. Less residential and more parks.	Roading infrastructure will not be able to handle any of these plans. Congestion is bad enough now without adding high density residential areas to the other side of the highway. The Shotover bridge is and will continue to be a bottle neck for all traffic. Adding more residents and a lot more traffic to the current roading and bridge system is a disaster.	Roading infrastructure will not be able to handle the increased traffic	Improve the roading access.
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram B	Yes see below	yes see below	yes see below	<p>LADIES MILE MASTERPLAN – Feedback</p> <p>Thank you for the opportunity to review the 3 x preliminary Master plan options. On balance I considered Diagram B to provide the better options and layout.</p> <p>Comments-</p> <p>Park & Reserves Community Facilities Good distribution along the Ladies Mile Important to have open space/reserve immediately north of the Community Hub that feeds into pedestrian cycle access both west & east. High school and Sport hub on south side of Ladies mile provides centralized location to Lake Hayes & Shotover Country and northern residences. Also retains close link to Community Hub and Transport Hub.</p> <p>Housing Higher density housing associate to central transport spine. Noting; Eastern end (Threepwood) unlikely to ever be developed given it existing shared ownership.</p> <p>Transport Central spine running parallel to SH6 and in conjunction with SH6 gives close pedestrian access to main arterial transport links. Given that the likely potential development area would finish at the western edge of Threepwood question the need for the access and roundabout on SH6 at the eastern end. Suggestion to remove this roundabout and provide a transport turning area at the eastern end of the main central spine. This would still facilitate excellent pedestrian access to a transport network but would reduce the levels of through traffic and potentially create a more pedestrianised feel to the residential community. Accessing the north side via existing Shotover roundabout and the new Howard's Drive roundabout would still give still enable capacity for traffic movements without compromising public transport and reinforce residential pedestrianised outcomes.</p> <p>Ladies Mile SH6 Agree with bullet points outlined in Plan B.</p>

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Shotover Country	Diagram C	I don't prefer any of the diagrams. Your survey is creating biased results as we can't select that we don't want this development. Please see my comments below.	<p>I object to the ladies mile development completely. The objectives of the ladies mile masterplan are disingenuous. QLDC should be focusing on facilitating infrastructure improvements rather than building more houses.</p> <ul style="list-style-type: none"> - The shotover bridge congestion can be solved (build another bridge/widen the existing bridge/develop other arterial routes) without developing ladies mile and building more houses. - There is not a lack of housing choice. Hanleys Farm is developing and the former Wakatipu High School site housing development will provide more townhouses. Around town there's currently vacant houses due to Covid and more houses (i.e. Hanleys) are becoming available constantly. As such, houses are currently available and more are being built for future demand. The development of ladies mile would be too much too fast without adequate infrastructure in place. - House prices will continue to rise, you can't control that, NZ is a desirable place to live and Queenstown more so. People want to live here so demand (and house prices) will always be high. - If you want community facilities for the many families living in the area, build them, don't build more houses. - If you think there's little connection between the two existing communities: Lake Hayes Estate and Shotover Country, then make those connections happen, don't build more houses. - If you think it's a problem to cross the Shotover Bridge to access nearly all key services, then solve the problem without building more houses. - If you want a community with a strong sense of place and identity, then facilitate that, you don't need to build more houses to achieve that. - If you want to improve options for getting around then you don't need to build more houses to achieve that. - Public transport, walking and cycling will not become everyone's first travel choice over the private vehicle. Think about winter, think about families with kids, think about people travelling with bikes and skis, they need to use the private vehicle. You can't make people change their habits, you can only encourage them. You can build the transport infrastructure without building more houses. - You already have high quality housing with a variety of living options and choices. We don't need more houses/people right now. - If you want well-designed neighbourhoods that provide for every day needs and promote more sustainable living, then facilitate this within existing neighbourhoods, don't use the excuse of we'll get it right this time. 	<p>I object to the ladies mile development completely. The objectives of the ladies mile masterplan are disingenuous. QLDC should be focusing on facilitating infrastructure improvements rather than building more houses.</p> <ul style="list-style-type: none"> - The shotover bridge congestion can be solved (build another bridge/widen the existing bridge/develop other arterial routes) without developing ladies mile and building more houses. - There is not a lack of housing choice. Hanleys Farm is developing and the former Wakatipu High School site housing development will provide more townhouses. Around town there's currently vacant houses due to Covid and more houses (i.e. Hanleys) are becoming available constantly. As such, houses are currently available and more are being built for future demand. The development of ladies mile would be too much too fast without adequate infrastructure in place. - House prices will continue to rise, you can't control that, NZ is a desirable place to live and Queenstown more so. People want to live here so demand (and house prices) will always be high. - If you want community facilities for the many families living in the area, build them, don't build more houses. - If you think there's little connection between the two existing communities: Lake Hayes Estate and Shotover Country, then make those connections happen, don't build more houses. - If you think it's a problem to cross the Shotover Bridge to access nearly all key services, then solve the problem without building more houses. - If you think it's a problem to cross the Shotover Bridge to access nearly all key services, then solve the problem without building more houses. - If you want a community with a strong sense of place and identity, then facilitate that, you don't need to build more houses to achieve that. - If you want to improve options for getting around then you don't need to build more houses to achieve that. - Public transport, walking and cycling will not become everyone's first travel choice over the private vehicle. Think about winter, think about families with kids, think about people travelling with bikes and skis, they need to use the private vehicle. You can't make people change their habits, you can only encourage them. You can build the transport infrastructure without building more houses. - You already have high quality housing with a variety of living options and choices. We don't need more houses/people right now. - If you want well-designed neighbourhoods that provide for every day needs and promote more sustainable living, then facilitate this within existing neighbourhoods, don't use the excuse of we'll get it right this time. 	<p>I object to the ladies mile development completely. The objectives of the ladies mile masterplan are disingenuous. QLDC should be focusing on facilitating infrastructure improvements rather than building more houses.</p> <ul style="list-style-type: none"> - The shotover bridge congestion can be solved (build another bridge/widen the existing bridge/develop other arterial routes) without developing ladies mile and building more houses. - There is not a lack of housing choice. Hanleys Farm is developing and the former Wakatipu High School site housing development will provide more townhouses. Around town there's currently vacant houses due to Covid and more houses (i.e. Hanleys) are becoming available constantly. As such, houses are currently available and more are being built for future demand. The development of ladies mile would be too much too fast without adequate infrastructure in place. - House prices will continue to rise, you can't control that, NZ is a desirable place to live and Queenstown more so. People want to live here so demand (and house prices) will always be high. - If you want community facilities for the many families living in the area, build them, don't build more houses. - If you think there's little connection between the two existing communities: Lake Hayes Estate and Shotover Country, then make those connections happen, don't build more houses. - If you think it's a problem to cross the Shotover Bridge to access nearly all key services, then solve the problem without building more houses. - If you want a community with a strong sense of place and identity, then facilitate that, you don't need to build more houses to achieve that. - If you want to improve options for getting around then you don't need to build more houses to achieve that. - Public transport, walking and cycling will not become everyone's first travel choice over the private vehicle. Think about winter, think about families with kids, think about people travelling with bikes and skis, they need to use the private vehicle. You can't make people change their habits, you can only encourage them. You can build the transport infrastructure without building more houses. - You already have high quality housing with a variety of living options and choices. We don't need more houses/people right now. - If you want well-designed neighbourhoods that provide for every day needs and promote more sustainable living, then facilitate this within existing neighbourhoods, don't use the excuse of we'll get it right this time.
35-49	I'm a resident	Lake Hayes Estate	Diagram C	Concentrating school and community facilities in centre an one school further down to provide green space breaking up the density and maintaining some green space on the entrance to Queenstown. Placing high school near commercial area Community Facilities in the centre 75m setback	<p>Placing high rise or high density beside SH6, blocking other residence views to the Remarkables, sun etc. and the visual impact on the entrance to Queenstown. These should be placed back against Slope Hill - and the height ideas revisited to ensure the natural landscape of the area is still visible and attractive to residents and those travelling through. Reduce the size of the park n ride. Reconsider the entrance through Sylvan Street, this would likely become a highly busy road (unless it was bus only) as people try and bypass the conjection on Ladies Mile. The road is not designed to take additional traffic and could become dangerous with cars parked on either side making it effectively one lane. Larger Commercial area - to allow for the ability to "live, work and play" reducing the need for crossing the bridge. Bus route should stay on Onslow Road rather than Quill street.</p> <p>Note: The question still needs to be asked if Ladies Mile is the correct place in the district for very high density housing. The traffic infrastructure issues have not been addressed and placing more housing (let alone high density) along this area will be tot he detriment of not only existing local residents (4.5k) but also other residents in the wider Queenstown Lakes District, freight and visitors that all need to access Queenstown through this highway. For active / public transport to work and high density housing to be attractive residents need to able to "live, work and play" in close proximity to their housing. Within each of the 3 models the need to travel over the bridge will still exist in high levels, especially with schools that will attract families, and public transport can be difficult for families eg grocery shopping, multiple appointments, activities, work places.</p>	<p>Plan A - high density running over 1/2 the site with little green space, and right up to the road - this would also put more pressure on the middle roundabout, blocking both Howards Drive and the new development with the schools concentrated in one area plus the high density. Plan B - main car parking for community centre and sports fields - this will not work and result in gridlock!! Reducing setback to 25m on the south side of SH6</p>	<p>Plan B - setting high density housing back towards Slope Hill.</p>
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram A	Open spaces grouped together	I cant see any upgrade to existing bridge to accomodate all this development	No Bridge upgrade or walking clipons for a more direct route across from shotover country	We need infrastructure upgrade before increasing residences in this area. The roads and intersections now are overloaded during peak times what will it be like in the future and even if you use buses you still have to go across that one lane each way bridge.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C		Not liking the idea of a new road dropping onto Sylvan Street	This housing intensification is going to spoil the area. The quite life is what I love about this area. At the moment it feels safe and I have no problems with my children walking to school. The streets were not designed to get the busses around and its evident where there wheels are cutting the corners. All this intensification will spoil the beautiful approach to Queenstown, and could potentially lead to more crime and a less safer community. I have big concerns what it will do to my street and community as a whole.	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	Location of potential future high school is sensible (located on the side of SH6 with bulk of population. Good use of land that maximises amount of housing. Extent and location of transport hub does not take up prime education or housing land. Good small areas of pocket parks and links between green spaces.	Location of potential primary school should be further to the east as too close to existing Shotover Primary. Location of commercial area should be adjacent to a parks/green space to allow sense of space and interaction between the two. There appears to be no lower density fringe on any of the options, would like to see larger 700-900m2 lots on the outer fringe to allow proper sized family homes and buffer with rural zone.	Extent of bus hub and associated loss of good land to what could be an ugly area. Lack of housing supply compared to option B.	The extent of high density housing on option B possibly extends too far towards Lake Hayes and could be brought back west a bit. I like the more non liner roads on option C as the option B roads are too straight and would encourage speeding.

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Good setbacks from the road frontage High density further away from road so you don't enter our town via a heavily built up area, it still gives you a feeling of openness. There is a fair amount of green space and areas for future schooling	The commercial area needs to be massively increased which intern may help keep people from needing to cross the already congested Shotover bridge. There is nothing substantial in any of the options supplied to mitigate the traffic congestion, as we all know the roads are running at max at the moment and this project is only going to make the traffic/roads worse.	'My Feed back on the project - Its a shame this survey asks only about our opinions on the options supplied to us and not actually what our opinions are on the concept at large. This is poorly drafted document and will give you a very misleading opinion of what the community actually thinks. There is no space for people to give you their opinions about the subdivision itself? - I feel the majority of people will be in favor of housing in this area in principal, the issue that 90% of people will have is the congestion that this project will cause. Having schools, green areas and a commercial hub is great and its what I would like to see but that does not sort the 8am traffic or the 5pm traffic issues we already face heading to Frankton and Qtn. - From talking with your representatives on site at the open day there is not any viable option being put forward to mitigate these traffic issues. Buses and a transport hub has been put forward but as we all know it is not a Kiwi mind set to use buses and with the amount of work vehicles and tradie vehicles on the road I don't think this will catch enough people. - I'm told a new or larger bridge is not on the horizon, my feeling is you will be struggling to get anything positive from the local community until this issue has a viable solution.	
35-49	I'm a property owner / resident	Shotover Country	Diagram A	Prefer to see the extra density occurring more to the North East of the retirement village.	Laurel Hills area should be limited to Rural Lifestyle at most. There should be a build restriction set back on the North side of Ladies Mile, just as there is on the South side. The masterplan needs to make the most of this opportunity to secure flat land for sports and recreation facilities as there will be limited opportunities to do this elsewhere. There is no community pool in the masterplan, I expect the proposed density would justify additional swimming facilities. None of the options consider the view from the Southern side of Ladies mile towards Slopehill, only the view from the Northern side towards the Remarkables. The view north towards Slopehill from LHE/SC/Retirement village is the much more attractive outlook and should also be relatively protected.	If the intersections remain as roundabouts these will give preferential entry to traffic departing on the Northern side of ladies mile heading towards town over those entering on the Southern side. The current traffic flow already prevents SC and LHE residents a right of access to Ladies Mile. Does the land earmarked for recreation/sports/community etc cater for growth in occurring to all other areas of town, or only to Ladies Mile? Traffic reports for SC only accounted for the number of residences, but did not account for traffic generated by school kids being dropped off to SC Primary from outside of the subdivision. There is a considerable amount of traffic entering the subdivision to drop off kids that increases the number of vehicles trying to exit at peak rush hour.	Prefer the lower density of Diagram C. All these options focus on squeezing as many people in as possible whilst forgetting there is also demand and limited supply of lower density and rural lifestyle properties. Growth should be aspirational and cater for all levels of development.
50-64	I'm a resident	Elsewhere in the Wakatipu area (not listed)	Diagram A	No further expansion should take place until the infrastructure can cope. It doesn't cope now so how are any of these options going to alleviate the traffic issues. Shotover Bridge is the major problem here and any other single lanes going in or off it.	I dislike them all and have only ticked one because it is a requirement. None of these will be of benefit until the infrastructure is addressed first and foremost.		
50-64	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	I actually dont like any of the choices and perhpas you should have given the residents of Queenstown the opportunity to disagree with all the plans - the reason I think none of them should go ahead is that the ONE ROAD into Queenstown cannot sustain ANY MORE TRAFFIC CONGESTION.....and by doing what you are propossing is just going to add to the greater congestion of this area - it is not a sustainable plan unless you have a plan to add another road into Queenstwon so that Ladies Mile is not the only road into town.			
35-49	I'm a property owner / resident	Quail Rise	Diagram C	Keep the old trees?	It's not really a choice is it.		
35-49	I'm a property owner / resident	Shotover Country	Diagram B	High school in the area, most land developed	No low density options for people like me looking for the next STEP into property from current low density home in Shotover	Same as above, it's all medium And high density, a low density area would be great	Na
35-49	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram C		1. The increase in urban development will put pressure on the operations of the Threepwood Farm, potentially making its on going operation unviable. 2. The walkway/cycle track running along Marshall Ave and through Threepwood. 3. Potential adverse traffic effects in an area that is already struggling.	1. The increase in urban development will put pressure on the operations of the Threepwood Farm, potentially making its on going operation unviable. 2. The walkway/cycle track running along Marshall Ave and through Threepwood. 3. Potential adverse traffic effects in an area that is already struggling.	
50-64	I'm a property owner / resident	Elsewhere in the Wakatipu area (not listed)	Diagram C	It appears to retain a little more open rural space.	I don't like the higher build medium/high density buildings spread out and adjacent to the highway and the loss of rural amenity allowing the sprawling octopus 'Queenstown' to continue to grow its tentacles. It does not appear to make allowance for the additional traffic it will generate, particularly over the Shotover bridge. My preference would be to retain as much of the rural open space in our district as possible and strategise more prudently as to how and where additional housing can be provided utilising existing built up areas rather than allowing ongoing urban sprawl that these three choices provide at the expense of our rural amenity.	Even greater loss of rural amenity... the sprawling octopus 'Queenstown' continues to grow its tentacles. They don't appear to make allowance for the additional traffic it will generate, particularly over the Shotover bridge. My preference would be to retain as much of the rural open space in our district as possible and strategise more prudently as to how and where additional housing can be provided utilising existing built up areas rather than allowing ongoing urban sprawl that these three choices provide at the expense of our rural amenity.	If there must be higher build medium / high density buildings they should be in one area (similar to option A) and in a location that will have the least visual impact, there should be fewer in number and not built adjacent to the highway.
18-34	I'm a resident	Frankton	Diagram C	less development, more green space, larger set back from road, more options for stand alone, low/medium density housing, incorporated fields, parks and school. new roundabouts on to SH6.	high rise options, creates more crowding especially parking. no dog park or small play parks are limited in the medium density areas.	diagram B is too busy, too much going in, the roads will never take that many people it without another bridge so traffic will just become worse. high rise housing. too close to the road.	

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	it keeps things as far from the lake as possible and looks like least amount of development	Apartments and walk up apartments do not fit with the area, if people want this kind of housing there are plenty of options in the Frankton area where numerous hotels have been built with apartments / rooms for rent and sale or they can live in a city. In general people living in Queenstown want an outdoor lifestyle which means having an outdoor space at home. High density housing means more people, more cars and an ugly site for people entering Queenstown to see - a beautiful Lake followed by ugly high rise apartment blocks. The walk ups and town houses in Frankton, from what I have heard, have had very negative feedback from people viewing them. I think care should be taken to look after Lake Hayes which means keeping housing as far from it as possible. I also think if the landowners are so adamant about cashing in they need to be investing some money back - in the maintenance and care of the lake and surrounding trails and waterways which will no doubt get more and more abused as more people impose on them. Ultimately whichever development goes ahead the infrastructure of roads and consideration of the surrounding area should be looked at FIRST not as a follow up once "the problem gets so bad that the council are forced to do something about it" which is what I was told by one of your advisers at the open day, this seems like a very backwards approach.	too much housing, diagram C looks to have less high density housing and less housing in general.	
50-64	I regularly visit from outside the district	Outside of the district	Diagram B	Sports field, park and ride and high school are on the right side of SH6 Density is around amenity (greenspace and hills)	None are particularly good to be honest Flaws are: - Includes the Threepwood area (Farm Park) which can't realistically be developed - therefore skews the concept -Does not meaningfully integrate or utilise Slope Hill -Excludes the Lower Shotover area which is critical to getting better PT and pedestrian linkages -Basic urban pattern is flawed (option C is better in that respect)	The ideas are a bit disconnected - for example, is the proposal to build a pedestrian over-bridge over SH6 at the western end. What about the connections to Quail Rise Where's the landscape rationale?	Too much to write down here - email to follow with overlays
50-64	I'm a resident	Lake Hayes Estate	Diagram C	Bus park and ride and less housing	Laurel hills and too much housing		
50-64	I'm a property owner / resident	SH6 - Ladies Mile Highway	Diagram B	25m setback to southern side. the High school combining with sports fields (same side of road) safer for foot traffic lether way! good community feel	no	75m setback to southern boundary is too much!	no
35-49	I'm a resident	Shotover Country	Diagram C				
35-49	I'm a property owner / resident	Shotover Country	Diagram C	Nothing - I should be allowed to choose none of these options	I dislike your whole plan - you are not taking the current residents into consideration in your ludicrous, money hungry plans	I dislike your whole plan - you are not taking the current residents into consideration in your ludicrous, money hungry plans	I dislike your whole plan - you are not taking the current residents into consideration in your ludicrous, money hungry plans.
35-49	I'm a resident	Shotover Country	Diagram A		Why do you have to develop it and add houses and congestion to the roads? It's unnecessary and ugly	All the houses	
35-49	I'm a property owner / resident	Arrowtown	Diagram C	Not as densely built in	I don't think we should have more residential. I'm this bottle neck of a commuter belt, it's a nightmare currency. I just spent ages getting home again tonight through 5 mile, and ladies mile	Density of build	
35-49	I'm a property owner / resident	Quail Rise	Diagram C	Green space	Too many houses with lack of suitable infrastructure and transport	Too many houses	N/a
35-49	I'm a property owner / resident	Shotover Country	Diagram A	larger sized transport hub, retention of current Stalker Road roundabout connections to Lower Shotover Road, integrated density, integrated educational facilities, scale of recreational and community facilities.	Transport hub would have better connection to SC and LHE (cars and pedestrian/cycle) if it was immediately adjacent to Howards Drive - rather than further east. Lack of direct connection from SC Stalker Road roundabout to the education facilities Lack of setback buffer to SH6 on northern side on northern side that may assist with priority bus lanes or active transport corridors Lack of consideration to pedestrian and cycle connection from SC and LHE to the facilities on either side of the highway - need for a safe crossing Lack of dedicated priority bus lanes Lack of expanded bridge across the Shotover River Lack of improved pedestrian/cycle bridge to improve connections to Queenstown Central/5 mile and beyond Unsure about high density - this location could be retained as maximum medium density and leave the transition to high density for Queenstown Central/Remarkables park to give a different/unique urban design outcome here. 3D modelling should be used to ensure the placement of buildings and density achieves a high quality outcome.	Transport hub would have better connection to SC and LHE (cars and pedestrian/cycle) if it was immediately adjacent to Howards Drive - rather than further east. Lack of setback buffer to SH6 on northern side that may assist with priority bus lanes or active transport corridors Lack of consideration to pedestrian and cycle connection from SC and LHE to the facilities on either side of the highway - need for a safe crossing Lack of dedicated priority bus lanes Lack of expanded bridge across the Shotover River Lack of improved pedestrian/cycle bridge to improve connections to Queenstown Central/5 mile and beyond Unsure about high density - this location could be retained as maximum medium density and leave the transition to high density for Queenstown Central/Remarkables park to give a different/unique urban design outcome here. 3D modelling should be used to ensure the placement of buildings and density achieves a high quality urban design outcome.	The N-S oriented avenue local centre/commercial hub and direct connection to the park immediately alongside slope hill from Diagram B. Direct connection from Stalker Road roundabout to the education facilities (Diagram B)
35-49	I'm a property owner / resident	Wakatipu Basin (rural)	Diagram C	Keeps the most green space and limited additional housing	I don't think any additional housing should be planned for until there are concrete plans in place to manage traffic better and expand the existing Shotover bridge to at least 4 lanes.	Too much housing for the area	I think the community spaces, schools, parks and bike/walking track expansions in all the plans are good
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram C		There is no option to choose no development at all!	Too much development	
50-64	I'm a resident	Shotover Country	Diagram C	I Have no preferred choice, but would like to volunteer the option of turning Te Putahi Ladies Mile into an extension of the Botanical Gardens in Queenstown, mirroring the green belt concept, with the front paddock areas used for food/crop rotation in a sustainable and unique way for our community.	Yes, no more houses, no more development, Post COVID in a very 'uncertain' world, and with climate change now clearly a feature, this piece of land needs to be made into beautiful extension of the Botanical gardens, we can hold public events such as Luma, the front paddock can also be utilised for agricultural demonstrations, and sustainable market gardens etc..	no more houses or development	No, stop thinking about building more houses, I am a renter and I have lived at Shotover for 3 years, I will never own a house, they are stupidly over priced, and I have a full time job, so what market are they aimed at? Rich people from Auckland, leaving them as empty ghost houses for half the year? what a stupid waste of perfectly good agricultural land. You will DESTROY this community not enhance it, if you close your mind and fob it off to make another ugly housing ghetto to line the pockets of some selfish rich empty headed developer.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	More green space, not much housing	still too many houses	we don't need other house development, will preference more green and playgrounds	no

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
50-64	I'm a property owner / resident	Shotover Country	Diagram A	Presuming that the 2 schools in close proximity are primary and secondary - I think that is a good thing. Smaller footprint of high density/increased height and/or less of it along the roadside. Allows some extra space near Threeepwood. Retains 75m setback to south.	Don't like the intensification of any of the diagrams, including this one. Would prefer to see some low density options to break up the higher density areas. There is a genuine demand for family homes with reasonable land area - 600sqm to 900sqm, you are not meeting demand if you do not create a plan that caters to that market also.	Too intense, think putting high density or extra height density options right next the highway is a bad idea.	Prefer to see the same rural space as Diagram C. No diagrams or conversations I had with staff indicated that anything would be done with the bridge or road to make double lanes each direction. There is already a bottleneck at the bridge under current density. Even if you do prioritise and improve public transport and cycleways, not seeing that increasing the capacity and traffic flow via the bridge and consistent dual carriageways is shortsighted.
35-49	I'm a property owner / resident	Shotover Country	Diagram B	The only reason I chose this is because it has no high density building up against the Ladies Mile Highway. I don't like any of the options.	The fact that there is high density buildings, these will look terrible taking away from the Country feel out here and add thousands of people to an already overpopulated area.	This area is already overpopulated and congested it takes me half an hour to get out of Shotover Country and the greed of the council wants to add thousands more people to the area and completely stuff it!! Nothing should be even considered until the appropriate infrastructure is in place for the people that already live here.	I like that the area beside Lake Hayes is left alone.
35-49	I'm a property owner / resident	Shotover Country	Diagram C	I like: - the large rural lifestyle area/ reserve open space that is between the new development and Lake Hayes. - the playground. - sports hub, community hall + supporting community facilities. - commercial hub - I like the idea that I don't need to drive to Frankton after school for after school activities but that they could all be done here in this neighbourhood.	I don't like the medium height residential so close to Ladies Mile highway. Maybe a little more set back from the high way would be needed. I am afraid that the transport hub (park and ride) might not work. More consideration needs to be given to transport infrastructure pressures. How about a monorail that goes around from Queenstown/ Frankton / Shotover Country / LHE / Arrowtown/ Arthurs Point?	Diagram B has got residential going way too close to Lake Hayes. Lack of transport infrastructure.	I did like how the high density was in the middle in the Diagram B.
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Like the idea having the transport hub on ladies mile and not getting rid of the Frankton golf course	No looks good	They all have their own good points but the transport hub is the winner for me	
18-34	I'm a resident	Lake Hayes Estate	Diagram B	The large green areas and higher density is set back from the road. Also having the school on the LHE side of the highway seems like a nice and suitable place for it. There is also potential to have one school with two campuses, such as an intermediate and high school or something which queenstown currently doesn't have.	I think the high density should be back against the hill and the medium density further forward otherwise the medium is likely to be built out by the higher apartment buildings which will block the sun and make them less appealing to buyers	They didn't seem to flow as nicely	
35-49	I'm a property owner / resident	Shotover Country	Diagram B	I've only selected B because it's the only option without high density zones right on ladies mile. I like that what looks like the high school & sports fields are on the LHE side of the road.	I'm not a fan of high density out this way at all. Why can't it be put out at Five Mile where all the bigger buildings are and the shopping is already? That seems the perfect place for apartments. If it must go in at Ladies Mile I don't think the high density should be allowed to go any higher than three levels and underground parking and storage cages would need to be provided for each apartment - and parking for visitors. Despite you saying you want more people to take public transport and cycle, the fact is that people on this region do have cars and many do need cars (not necessarily for commuting to work) but to travel all around our region and take advantage of all we have on our doorstep and further afield. QT residents also have other friends and family travelling to this region to visit and stay, usually with their own cars or rental cars. Cars are a fact of life. You can't just develop on the assumption that if you don't provide for them people won't have them. There needs to be the bigger build restriction setback on plan B as well. The park & ride is too small if you intend for people to actually use it. Despite bus stops being put in in the lower section of Shotover Country the bus route does not service them. Perhaps looking at that would be a good start to get more people thinking about using public transport. And it currently costs us more to take a family of on a return trip into town on the bus than it does to pay for parking... The green space adjoining the Lake Hayes foreshore has been encroached on and I think this should be left rural. The rural feel is part of the attraction of Queenstown. If it all goes, so does the beauty of the surrounding. I understand the mere needs to be development - we wouldn't have been able to get into the housing market on QT without the Shotover Country development. But the roaring needs to be addressed first before any other developments can start. It can't cope now. It takes a full 30 minutes just to get out of Shotover Country some mornings. The Laurel hills part has already been turned down. I don't understand why or how it's back on the plan at all! There is no way the roads will cope with this.	Ugly high density along the main road.	As per my comments on Q8.
50-64	I'm a property owner / resident	Frankton	Diagram C	Less intense development. Opportunity to use the 75m set back for local food production.	Use of the ladies mile property for park and ride		
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	I don't really like it. I just don't have any option that I do like.	Everything.	All of it.	

What is your age range?	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	<p>Firstly, choosing one option is not because I prefer that option at all. It's more that it has the least development, especially towards the Lake. I like that there is another entrance into Lake Hayes Estate, that's about it.</p> <p>I believe this is a development that should be put on hold for the next 10 years until we know more about what is needed in the community. Covid-19 surely has to put a halt to this for now.</p> <p>I agree that if this needs to happen it should be done properly and with more community input/planning but I think this is not the time. The bridge is too big an issue to ignore and until this is agreed to be looked at and changed for the current population. I don't see anything in the plans that the NZTA will sort the bridge issue out.</p>	<p>Yes I dislike the additional height medium/high density residential that his right up against the road. I dislike the transport hub. I don't believe this will be used. I don't believe that residents in LHE or SC will change their need to visit Frankton to supermarkets, club events, schools etc unless they are a brand new resident. I don't believe any of this will ease traffic during high congestion times it actually will compound it more. Without a new bridge being addressed how can we possibly be thinking about adding to the stress on the current communities that live here. Public transport is a great idea but I have a family and run in different directions all through the week. I am lucky enough to work from home and my kids get the bus when they can to/from school but this is just not practical on many days and therefore I have to hit the road and add to traffic pressures. I can't fathom how our road can cope with another high density residential plan. Not everyone will get the bus and already our access roads onto Ladies mile are clogged right up into the Shotover Country and LHE trying to get onto Ladies Mile amidst the sheer weight of traffic also coming from Arrowtown and Cromwell. How do these plans help this congestion - quite frankly they don't.</p> <p>There was a major shift to the congestion when the new High School opened up and moved the flow of traffic to Ladies Mile.</p> <p>I believe developing more in Frankton amidst the community hub that is already being established is a much better option for the type of residents that you are wanting.</p> <p>How will a four square type supermarket change people from going to Frankton. The residents in LHE and SC are more likely to continue shopping at the likes of PaknSave.</p>	Plan A to just over the top too much. Just not even a consideration.	Plan B has less height density residences close to the road.
Over 65	I'm a property owner / resident	Lake Hayes Estate	Diagram A	<p>Two school closer together - seems to be the trend with schools elsewhere to share facilities etc.</p> <p>Transport hub - ugly as they are this needs to accommodate a reasonable number of cars to work and be used. So therefore more rather than less carparking.</p> <p>Retail hub at the entrance to the Ladies Mile set up - seems sensible not to have cars visiting this spread through the complex</p> <p>I'm assuming the high density housing will accommodate older residents as well with smaller apartment buildings or similar. AT a price that meets locals pockets rather than the luxury option over the road.</p> <p>Assuming the bus lane promised will be up and running by the time of the rezoning.</p>	<p>Yes, I would prefer the high density housing not to be in such a cluster. Option B offers some reasonable compromises. Certainly would not support all high density along the road line.</p>	<p>In B the schools were on opposite sides of the road. It would be fine if they are on the Lake Hayes Estate side, but I think they should be closer together than B or C.</p> <p>Option B has too small a Transport Hub - it needs to work for the future and include parking for Arrowtown, Cromwell and all other daily commuters with a wonderfully efficient bus scheme. I hated the high density housing along the road line - looking like an english housing estate.</p>	<p>I'd like to see the foliage retained that is there currently. Gives the new residents of Ladies Mile a feeling of an established area. Will cut down road noise. I don't like how the new Luxury Retirement housing is so open. I like the separate exit for the bus lane to use only - I hope the parking will be adequate. Sylvan Street, Hope Ave are so overloaded with parked cars you can't get through at times. Even if you did more indented parking or used the yellow lines on one side or the other.</p> <p>We would all like a new bridge but looks like that won't happen but hopefully something for cyclists. Is not working expecting them to take such a big detour to the old bridge and then the paddocks of Quail Rise .</p> <p>Good luck!</p>
35-49	I'm a property owner / resident	Shotover Country	Diagram C	The high density housing was spread across greater area in C not concentrated.	Frankton Ladies Mile will not handle the traffic movements of people from any of these three models. The Shotover Bridge will also not handle this traffic and there are no other viable transport routes to Frankton or Queenstown CBD.	Frankton Ladies Mile will not handle the traffic movements of people from any of these three models. The Shotover Bridge will also not handle this traffic and there are no other viable transport routes to Frankton or Queenstown CBD.	
18-34	I'm a resident	Lake Hayes Estate	Diagram C	the transport	N/A	no transport hub so then they will get rid of the golf course witch i go there regulalry	the community hub on the LHE side of the road
35-49	I'm a property owner / resident	Shotover Country	Diagram B	Location of high density housing through the middle, community parks and open space areas well located. Small transport hub preferred	Location of high school on the south side of Ladies Mile SH6	The two schools side by side (plan A) the school (plan C) running North to South as it splits the area in two The land to the east side not been included in the design, lost opportunity to be included in the master plan	The 6 sports fields (plan A & C) Like the commercial hub locations
35-49	I'm a property owner / resident	Frankton	Diagram B	Shortage of housing and rentals. Queenstown needs more affordable housing for first home buyers.	No.	Nothing specific.	No.
18-34	I'm a property owner / resident	Shotover Country	Diagram C	Sports hub and that it is the option building furthest away from the lake	<p>I'm pretty uncertain about the whole plan, this one just seems the lesser of all evils.</p> <p>I think the proposed property types don't seem inkeeping with how Queenstown is. We have seen apartment buildings go up and there seems to be low demand for such property. I am for there being less expensive options to allow people to get on the property ladder but not at the expense of the extra pressure it will put on already heavily congested roads.</p> <p>The transport and road issues should be the first priority before any building is approved or started.</p> <p>It also seems that any of these proposals could devalue nearby property prices.</p>	Same as above really .	.
35-49	I'm a property owner / resident	Shotover Country	Diagram A	<p>None of the options!</p> <p>This survey is totally flawed legally. You are forcing people to choose one of these options to be able to continue the survey journey, when people dont want any of the options provided. QLDC is effectively asking people to choose the least popular option so one of them gets over the line when they may not want any of the 3 options provided. People of our community are even unable to give their view unless they agree to one of the growth diagrams! This is very poor from council to push through their growth agenda.</p>	<p>NONE OF THE OPTIONS !</p> <p>This survey is totally flawed legally. You are forcing people to choose one of these options to be able to continue the survey journey, when people dont want any of the options provided. People of our community are unable to give their opinion unless they agree to one of the 3 growth diagrams provided. QLDC is effectively asking people to choose the least popular option so one of them gets over the line when they may not want any of the 3 options provided. This is very poor from council to push through their growth agenda.</p>	<p>NONE OF THE OPTIONS !</p> <p>This survey is totally flawed legally. You are forcing people to choose one of these options to be able to continue the survey journey, when people dont want any of the options provided. People of our community are unable to give their opinion unless they agree to one of the 3 growth diagrams provided. QLDC is effectively asking people to choose the least popular option so one of them gets over the line when they may not want any of the 3 options provided. This is very poor from council to push through their growth agenda.</p>	<p>NONE OF THE OPTIONS !</p> <p>This survey is totally flawed legally. You are forcing people to choose one of these options to be able to continue the survey journey, when people dont want any of the options provided. People of our community are unable to give their opinion unless they agree to one of the 3 growth diagrams provided. QLDC is effectively asking people to choose the least popular option so one of them gets over the line when they may not want any of the 3 options provided. This is very poor from council to push through their growth agenda.</p>
35-49	I'm a property owner / resident	Arrowtown	Diagram C				
18-34	I'm a resident	Lake Hayes Estate	Diagram C	the most amount of green space	the access road location in sylvan st. the number of high density homes	the about of land wasted	the large sports area at the top of ladies mile
18-34	I'm a property owner / resident	Shotover Country	Diagram A	Nothing at the moment. You need to sort the roads before adding more.	No thought about roads. Don't use buses as excuses as it's not convenient for tradies to carry tools on busses between jobs.	Lack of thought	

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
35-49	I'm a property owner / resident	Shotover Country	Diagram C	More green areas		Too many residential areas	More green areas
35-49	I'm a resident	Lake Hayes Estate	Diagram C	Nothing	Everything	Green land	Nope
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	The schools are separated so less traffic congestion.	Too much additional height high density residential.	Schools and shops all in one area creating massive congestion.	
35-49	I'm a property owner / resident	Shotover Country	Diagram B	Schooling would be more central to the existing communities as well as Ladies Mile.			
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	None	I think The traffic will be terrible if we keep building developments in this side of town, due to the bridge.	Same	No
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	that the high density housing is not right on the main road into town. that the two proposed education facilities are not side by side increasing the probability of congestion.	the transport hub is small and is right on the main entrance exit to Lake Hayes Estate which will cause more congestion at peak times. Given that there is also a proposed gondola down into LHE that will become a very busy road and it already is congested for 20 mins to get out some mornings. Any choice will require an underground bypass for pedestrians and cyclists. Failure to do so is simply asking for the death of a child. Even if the highway speed is lowered to 50 km the amount of traffic will promote a highly dangerous situation for young children. Especially as there is a promotion of coming together as communities (which is lovely) but this will mean and increase in children walking and biking across the shops, schools, sports fields, friends houses etc.	Diagram A - having 2 educational facilities beside each other (depending what they are of course because we're not actually told this) Potentially causing huge congestion around this area due to drop off's etc at peak times and high interest times eg sport events, celebrations etc. Awful high density housing right on the main road. The community hub commercial entrance is right opposite the main entrance to LHE, increasing congestion Of course making round about's does not alter the fact that there is going to be an obscene amount of extra traffic on the road especially if there is to be high density housing that we do not have the infrastructure to support and eventually it all comes together to a single lane each way bridge. That is a major change that needs to happen before any of this is even considered. We have droughts every summer due to the mistakes made in developing the LHE water system so that is also another major consideration to consider (I'm sure someone has - but then again we thought that when LHE was developed).	concept C looks better because it is smaller - however does this just mean more high density housing? One of the education facilities looks to have a bigger and better playing field, potentially incorporating availability to the community. If these are private schools it is important that the land is still community owned so the fields are shared. Possibility for a hockey turf? All of the options need a community swimming pool the one we have is too small, there is little availability for the increasing amount of waters sports and clubs are not being able to expand as a result.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	I don't think is a good idea	It terrifies me to think about the traffic , if we have another thousands of houses built in this side of the bridge.	Just the whole idea.	I like that we can have an opinion .. and we hope we are listened. Thks.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram B	using the land that the council bought for all the community to benefit	Yes its a not an end to end solution for the community and local residents and growth of the community.	as a local resident I'm not keen on having a new access point/ road on Sylvan Street right behind our house which would have a negative effect on the value of my property and outlook.	There needs to be the need for consult with NZTA before anything goes ahead this will not work with the increased capacity with the bridge not being widened this is a joke to think you can solve issues with a park and ride scheme this is a major failing of poor infrastructure planning , priority buses over the bridge will only cause more delays for locals and people coming into town, families will not be able to use park and ride as they are essentially making multi journeys in one car in morning and the evening.
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	There seems to be a little less dense housing..... none of the plans are great really	I'm not sure how the road is supposed to cope with all the traffic that all that housing will create. Transport hubs won't help the burgeoning traffic problem along a narrow stretch of road	Too much to list. High density housing... the amount of it	
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Less intrusive on the lake. School and community aren't separated by a road. Least amount of development.			
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Less housing	Too much development	Too much development	Not Why isn't the area from Quail Rise to 5 Mile being used for this purpose? This will ruin Queenstown. All for sporting facility, community hub but that's it!!!!
50-64	I'm a property owner / resident	Lake Hayes Estate	Diagram B	Of the 3 choices the apartments are pushed back from the main road, so not so obvious. Of the other 2 they seem to have more large green spaces which is also better, more appealing	I disagree with each of these developments. I don't see the roading or other infrastructures developed enough to cope with this influx of people in this specific location.	I don't agree with high density housing /apartments in this area, and especially right on the ladies mile. Where will all the cars park, if allowing for one car for each bedroom?	The bus route makes more sense than currently offered. I like the big green spaces & ponds
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram A	I like the proximity of the high school to the sports fields, the large park n ride is in a location that could be used to complement the facilities at the sports venue if it's underutilised for it's intended purpose (which I believe it will be - if you've got as far as there in your car you're not going to park up and get on a bus!), this plan appears to maybe have the largest commercial area, in a good central location near the schools and sports facilities and in a nice "square" arrangement (although I would question whether it is large enough even then to provide enough services to mitigate local residents needing to drive for what they need), both schools have access to the trail system. I applaud the idea of having as many facilities as possible on this side of the Shotover Bridge so that residents don't have to travel for everything they need or would like to participate in, but these would have to materialise BEFORE, or in conjunction with, all the housing to have any hope of helping ease the gridlocked traffic. I like the southern 75m setback.	I do not like that the proposed high density housing adjoining the state highway. In fact, I don't think any high density living is appropriate out here. High density living belongs in places where people can walk to their employment, and there will be little employment out here. High density living should be concentrated in town and at Frankton, near the centres where most people work. And this, along with the other plans, doesn't have many "bells and whistles" - maybe a dog park where neighbours can meet up and exercise and socialise their pooches, maybe a parking area for boats and caravans to keep them out of their way, and is just one community hall enough for a population far bigger than Arrowtown? I'd be hoping that we make sure some of the school buildings are shared facilities in the absence of other community buildings.	In Diagram B I feel that the location of the high school and sports fields limits any potential growth, and I would be very concerned in the current education climate that having them in a shared space would limit public access to the sports fields, as the MOE would cite student safety to limit access, and if they went down the path of a private/public JV the fields would be too expensive to use, just like the facilities at the current high school, which would be public assets in a "normal" school. None of the diagrams seem to retain the stand of trees that front 516 Ladies Mile, and these are an important feature of the "Gateway to Queenstown". I don't see an underpass in any plan, and done well this would be the ideal way to link the two sides of the state highway without interrupting traffic flow. It's difficult to know from the scale, but there doesn't seem to be two lanes in either direction on the main road, and it's absolutely pointless having two-laned roundabouts that are joined by single-laned roads. And if you even try to argue that people need to use public transport you are dreaming - Queenstown is too spread out, and even if a decent percentage switch to public transport, more houses means more cars.	I would like to see Diagram B's low density buffer along the highway in the final plan. In all the plans it's fantastic to see facilities and amenities that will provide the chance for the area to become a community, and for residents to take part in education, sports and activities locally with their neighbours instead of needing to travel by vehicle for everything.
35-49	I'm a property owner / resident	Arthurs Point	Diagram C	Less overall housing/development	I would prefer to see some traffic impact analysis and potential negative effects on the lake nearby	More housing	
35-49	I'm a property owner / resident	Shotover Country	Diagram C	It's not a case of liking the 3rd option, it is the least awful of all the options.	I am extremely unhappy that more housing is being considered when the traffic issues/public transport have not improved - more houses are only going to make it much worse.	The thought of walking around Lake Hayes and looking up to see a residential area is really devastating	No. I would just like a focus on improving bus services and traffic management before any further development is allowed

What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like about the other diagrams?	Is there anything you liked about the other diagrams that you would like to see brought into a preferred option?
18-34	I'm a property owner / resident	Shotover Country	Diagram C	There is less housing and less building. It is disappointing there is not an option to say that one doesn't like any of the plans.	There is no consideration given to the already congested shotover and lake Hayes estate area. One should first fix existing problems before offering solutions that will take a decade to develop and not properly address the issue. There are no changes being made to the main road or bridge, I think this should be a priority considering the daily traffic being created with the existing population. The idea to create a new community subdivision will not solve the problem it will only add to it as the majority of the workforce go the Frankton and queenstown.	Too much development.	No
35-49	I'm a property owner / resident	Lake Hayes Estate	Diagram C	Less housing but I don't like any of the choices, I am opposed against any development in Ladies Mile. Interesting how you didn't give us an option to select 'no development'	Everything - like I said, I don't believe your master plan is justified to connect communities, improve services or public transport. I have a young family and despite you planning to improve public transport, I will always be using my personal vehicle. As will a lot of other families in the community! I am quite happy accessing facilities in 5mile and Queenstown Central, it is only up the road, we don't have far to travel. Almost every morning residents have to contend with congested traffic on SH6, your priority should be working with NZT to sort that out, not looking to develop and add housing to Ladies Mike when it will just add to the problem	I think my previous responses highlight my stance. Im for no development on Ladies Mile	The only thing that needs improving is the road infrastructure, better access to LHE and Shotover

