

APPENDIX C – Consultation and Engagement Summary

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.

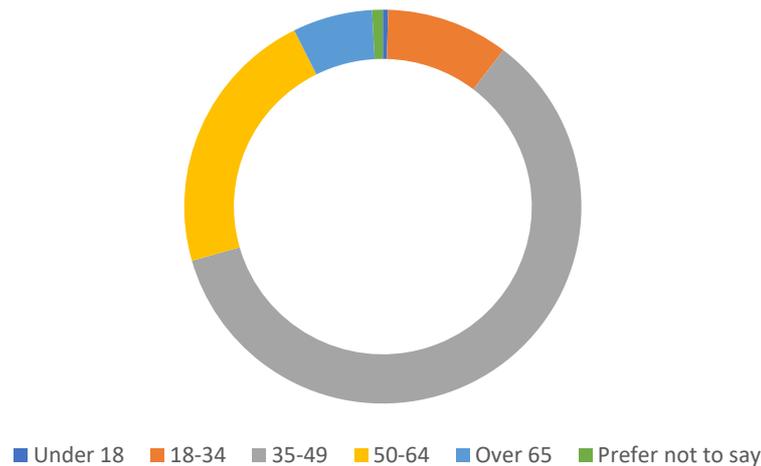


Feedback was also received directly from members of the public, landowners and stakeholders via email. A total of 14 emails were received, of which eight were from members of the public, three from landowners and three from other stakeholders.

5. Summary of feedback

5.1 Demographics

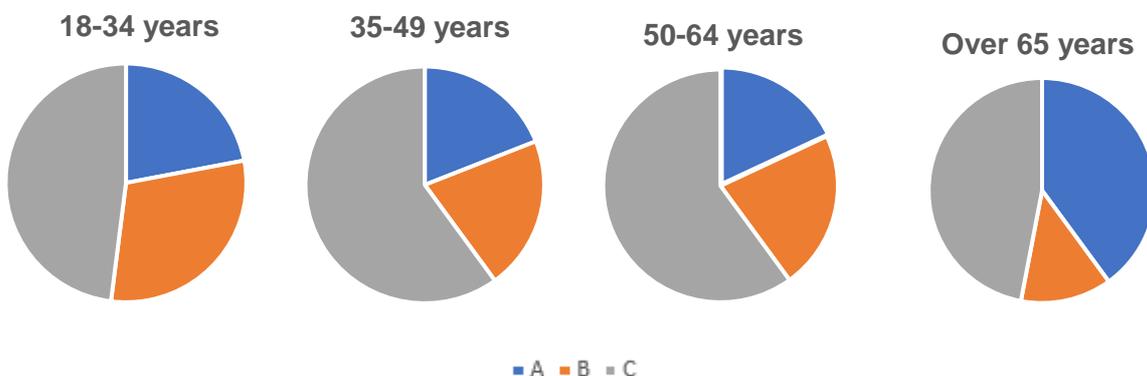
Age of respondents



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%).

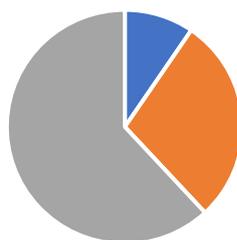
Of those areas not covered below, respondents from Arrowtown, who made up 3% of the total, preferred Diagram C (100%), as did the single respondent from outside of the District.

Preferred option by location

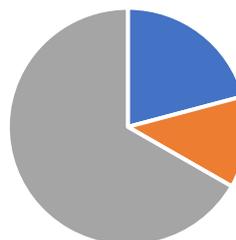
Ladies Mile / Lake Hayes Estate / Shotover Country / Bridesdale



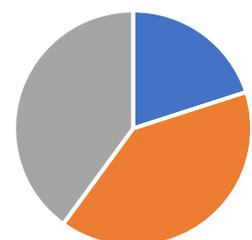
Other Queenstown Suburbs (area of interest)



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

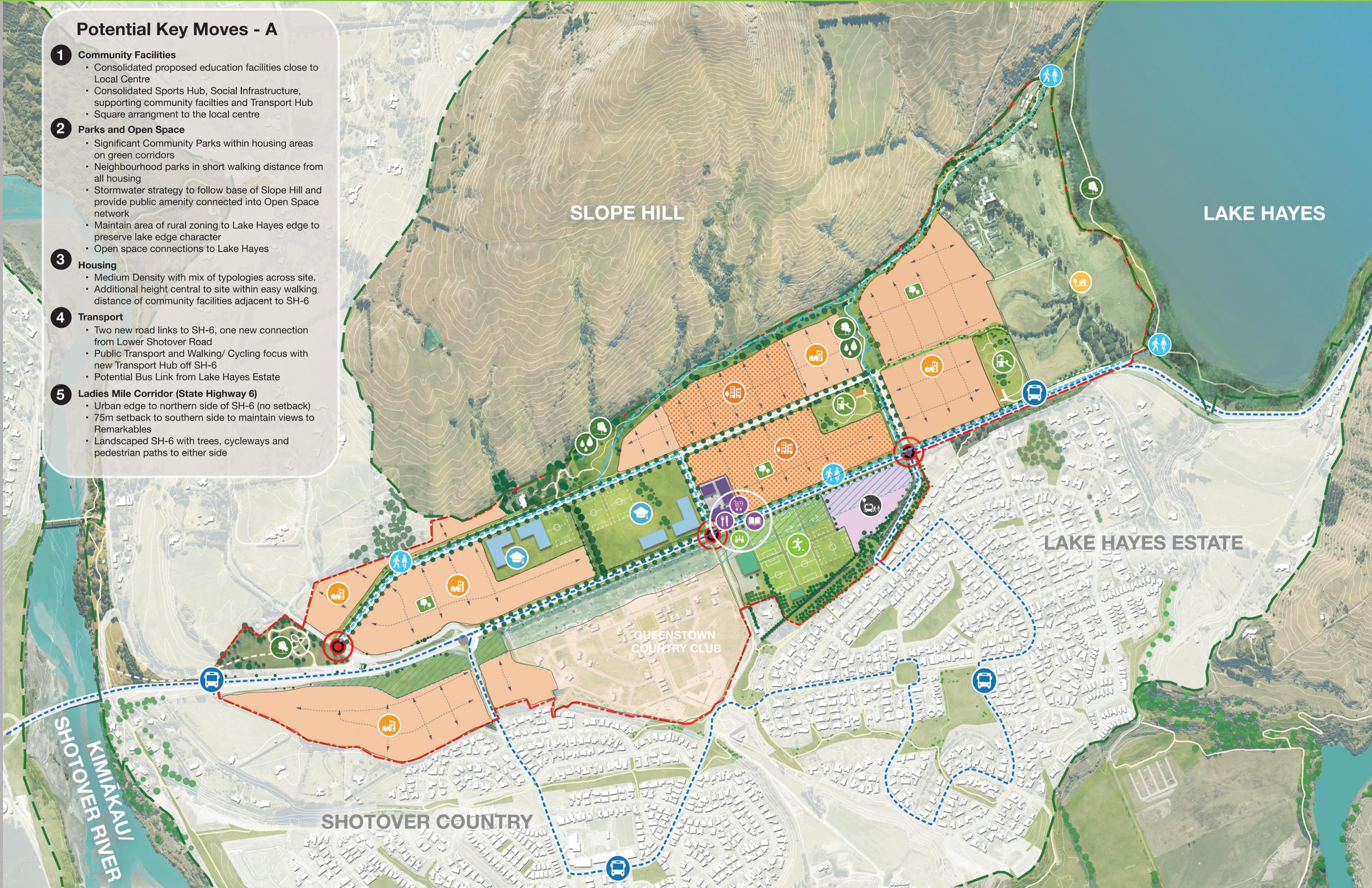


Masterplan Diagram A

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

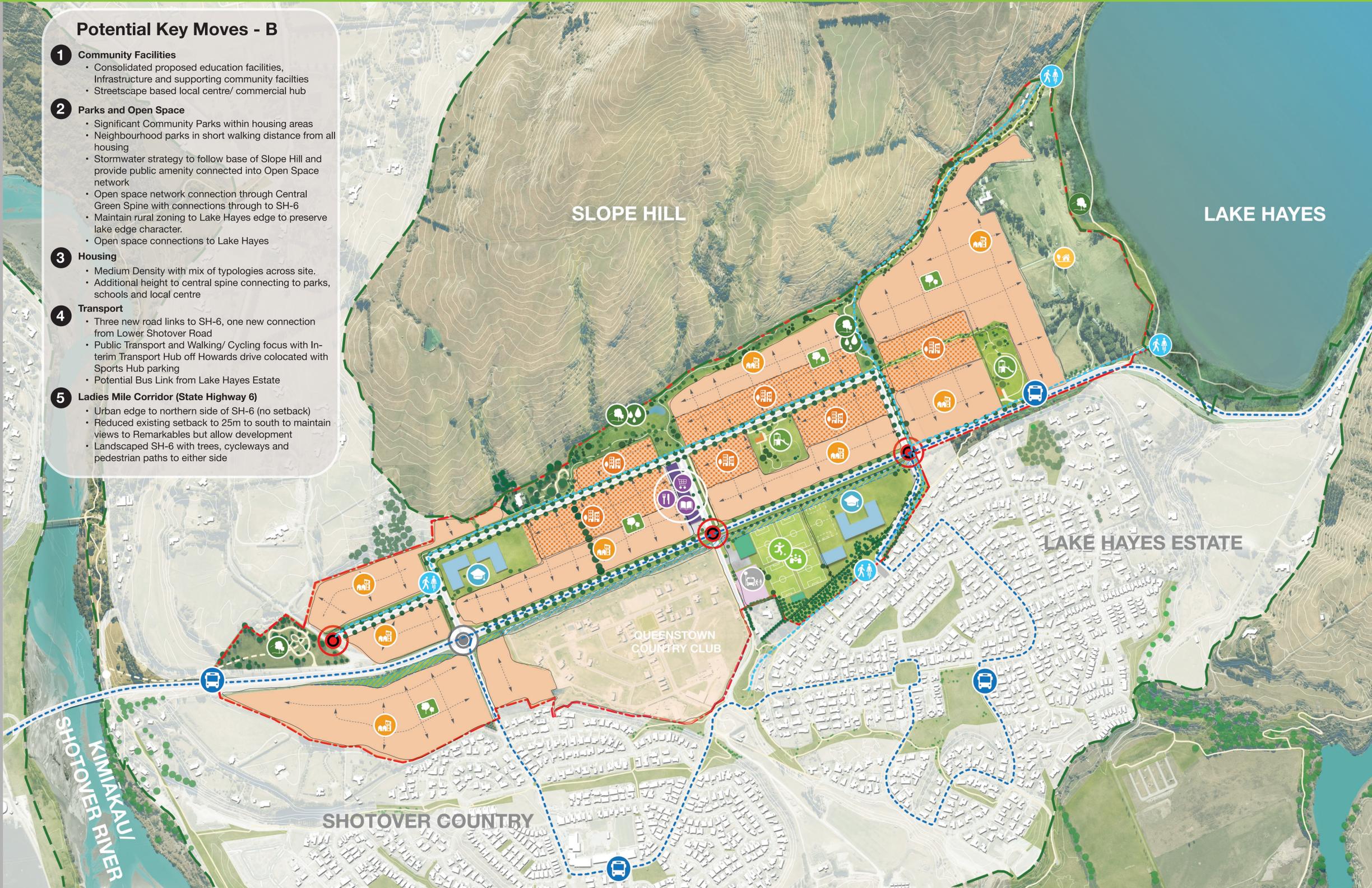


Masterplan Diagram B

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



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 congestion 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 infrastructure. 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

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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.	

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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.

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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.	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. 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! 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. 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? 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! 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? 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?	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...	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. 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. 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.	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.	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 ... 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. (including bearing in mind we are in an alpine environment, winter conditions on the state highway)
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.	

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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.	

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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.

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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 exittance 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. 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 BRIDGE 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>

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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. 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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	<p>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>	<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.

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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.	

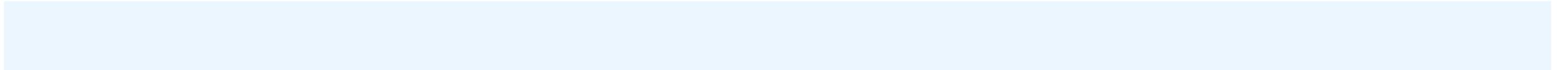
What is your age range:	What is your relationship with the Queenstown Lakes District?	Where do you live?	Please select the diagram you most prefer:	What are the things you like about your preferred choice?	Is there anything you dislike about your preferred choice?	What are the things you didn't like 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



Te Pūtahi Ladies Mile Consultation Summary Report

Public Consultation - Draft Masterplan and Draft Planning Provisions

14 June 2021

1. Introduction

On 30 April 2021, Queenstown Lakes District Council released the draft Te Pūtahi Ladies Mile Masterplan and draft planning provisions for community feedback.

This was the second round of consultation, building on the earlier process in November 2020 where the community was asked to consider a number of early concepts that could be built into a preferred Masterplan for area.

As with the first round of public consultation, this process was focused on what form urban development should take at Te Pūtahi Ladies Mile, rather than whether urban development *should* occur here, however the free-text nature of the survey meant respondents were unrestricted in their feedback.

This document summarises how we consulted with the community and the feedback received through this process. The full set of submissions is attached.

2. Our approach

We communicated widely about the opportunity to participate in the development of the draft Te Pūtahi Ladies Mile Masterplan and draft planning provisions. This was supported by the media and Lake Hayes Estate / Shotover Country Community Association who proactively shared messages and encouraged people to get involved.

The process started on 30 April 2021 and ran for four weeks. It was an opportunity for the community to provide feedback on the preferred draft Te Pūtahi Ladies Mile Masterplan, and take a first look at potential draft planning provisions to enforce the outcomes sought by the Masterplan via the Proposed District Plan.

A summary booklet was available in hard copy and all of the relevant information was available for viewing or downloading on the Let's Talk consultation website..

We invited the community to participate and provide feedback in the following ways:

- **Te Pūtahi Ladies Mile Masterplan online form:** we asked what aspects of the draft Masterplan the community felt we got right and what we got wrong or was missing. This also offered the opportunity to upload feedback.

- **Draft Planning Provisions online form:** we asked questions to test the first draft of the planning provisions, with a view to further develop these for statutory consultation under the Resource Management Act 1991. This also offered the opportunity to upload feedback.
- **Community information session:** We invited the community to a facilitated information session at Shotover Primary School on 5 May 2021.
- **Via email:** The community could choose to provide their feedback via email if they preferred.

We go into more detail on the feedback received through these forums in section 6.

3. What was presented to the community for feedback?

A preferred draft Masterplan, draft planning provisions and a supporting draft Transport Strategy were presented to the community for feedback.

The draft preferred Masterplan included a context analysis, design response to feedback received in November 2020, and the seven design principles used to inform the development of the draft Masterplan. An overview of the key moves of the draft Masterplan are identified in **Table 1** below.

The draft Transport Strategy identified the challenges and opportunities presented by the existing transport conditions (including results of transport modelling), the transport vision for the area, and the proposed interventions to achieve delivery of the following principles:

- Shaping urban form;
- Making shared and active modes of transport more attractive; and
- Influencing travel demand and transport choices.

Table 1: Key moves of draft Masterplan presented to the public

Key Moves of Draft Masterplan	
Community Facilities	<ul style="list-style-type: none"> • Community sports hub centralised and south of SH-6 • Two proposed education facilities are separate, both to the north of SH-6 • Retail offering at the town centre, 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 • Maintain area of rural zoning to Lake Hayes edge to preserve lake edge character • Significant green spine of Open Space at base of Slope Hill • Greened network collector road, lined with landscaped swales and tree lined road
Housing	<ul style="list-style-type: none"> • High and Medium Density with mix of typologies across site. • Additional height located centrally within the northern side within easy walking distance of the town centre and set back against the base of Slope Hill.
Transport	<ul style="list-style-type: none"> • New road link (including buses) from Lake Hayes Estate up to SH-6 • Two new road links to SH-6, with main spine road connecting to Lower Shotover Road • Public Transport and Walking/ Cycling focus with Interim Transport Hub off Howards drive co-located with Sports Hub parking



Key Moves of Draft Masterplan	
State Highway 6 Corridor	<ul style="list-style-type: none"> • Landscaped SH-6 with trees, cycleways and pedestrian paths to either side • 25m setback to both sides to maintain views and retain a sense of open space along this highly visible route into Queenstown, while maximising developable land

The draft planning provisions were formulated as amendments to the existing Proposed District Plan. The key concepts of the draft amendments included:

- The rezoning of land currently zoned Rural, Rural Lifestyle, or Large Lot Residential to a mixture of High Density, Medium Density and Lower Density Suburban Residential Zones and the extension of the existing Urban Growth Boundary in this area to incorporate these areas;
- The introduction of a Structure Plan that identifies the location of key infrastructure to be provided, key features to be protected, and breaks down the area into Sub-Areas as a mechanism to ensure appropriate integration of development;
- Introduction of an average density within the High and Medium Density zoned areas to achieve a density sufficient to encourage a shift to different transport modes and support the new town centre area;
- Requiring resource consent for buildings in these areas, with standards relating to residential amenity and design, to ensure that higher density development also brings high quality residential amenity;
- The removal of minimum carparking activities for all activities within the Structure Plan area, and the introduction of maximum carparking standards to encourage a shift to alternative transport modes; and
- The rezoning of the Council-owned property at 516 Frankton-Ladies Mile Highway to Open Space and Recreation – Community Purposes Zone to enable this land to be developed for community facilities for both the existing communities and the future community.

4. Community Information Session

A two-hour community information session was held at Shotover Primary School in the evening of 5 May 2021.

The session was facilitated by Alexa Forbes and included a half-hour presentation on the key moves of the draft Masterplan and planning provisions by the Ladies Mile Consortium (LMC) team members. Attendees were then asked to break into smaller groups to consider the draft Masterplan through the lens of the following topics: Environment; Transport; Amenity (Community and Commercial); and Density and Housing.

Towards the end of the session, the questions raised by the break-out groups were put to the LMC team to answer. While the role of the LMC team at this session was primarily to answer questions in the formal question-and-answer session, some discussion with individual attendees was had during the break-out session.

Approximately 110 members of the public attended the session. Following the session attendees were directed towards the online survey to submit their feedback.





Figure 1: Presentation to attendees at the Community Information Session at Shotover Country School on 5 May 2021.

5. Online Surveys and email feedback

Two online surveys were made available on the Let's Talk website from 30 April 2021 to 28 May 2021. A total of 411 responses were received on the draft Masterplan survey and 78 responses were received on the draft planning provisions via the online survey. An additional 17 responses were received via email or in hard copy.

The draft Masterplan survey requested basic demographic information and asked respondents:

- (a) What do you think we got right;
- (b) What do you think we got wrong or is missing; and
- (c) If they had any further comments.

The draft planning provisions survey also requested basic demographic information and invited respondents to give comment on the provisions broken down into the following topics:

- Chapter 27 – Subdivision and Development
- Schedule 27.13.XX – Te Pūtahi Ladies Mile Structure Plan
- Chapter 7 – Lower Density Suburban Residential Zone
- Chapter 8 – Medium Density Residential Zone
- Chapter 9 – High Density Residential Zone



- Chapter 15 – Local Shopping Centre Zone
- Chapter 19B – Te Pūtahi Ladies Mile Town Centre Zone
- Chapter 29 – Transport
- Consequential amendments to Chapters 4, 25, 31 and 38
- Zoning Map

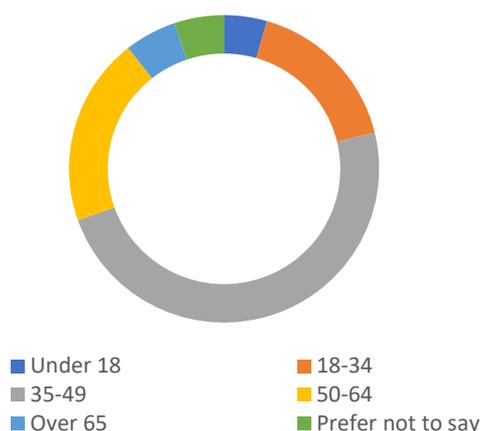
A full set of feedback can be downloaded from letstalk.qldc.govt.nz/ladies-mile-masterplan or www.qldc.govt.nz/ladies-mile-masterplan. These attachments include feedback received via all methods: online survey, email and in hard copy.

6. Summary of feedback

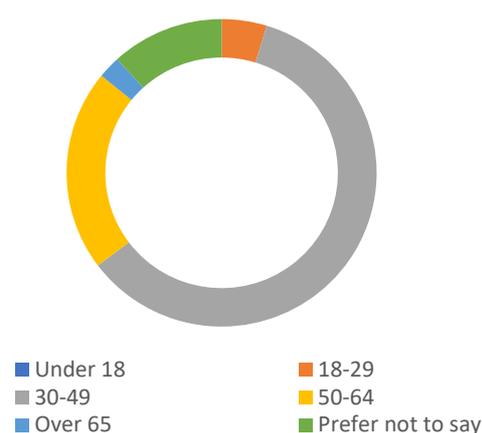
This section summarises the feedback received on the draft Masterplan and draft Planning Provisions. A full set of feedback can be found in the attachments at the end of this document.

6.1 Demographics

Age of respondents - draft Masterplan



Age of respondents - draft planning provisions



The majority of respondents on the draft Masterplan were aged between 35-49 (48%), with those aged 50-64 (20%) and 18-34 (17%) the next two largest groups. There was a significant increase in the number of respondents aged Under 18 (19 responses) compared to the first round of public consultation in November 2020 (one response). This can likely be attributed to an information session held with school students from Wakatipu High School on 5 May 2021.

As with the draft Masterplan, the majority of respondents on the draft planning provisions were aged between 30-49 (60%), with those aged 50-64 the next large group (21%). There were no respondents aged under 18 years on the draft planning provisions.

Nearly all respondents on the draft Masterplan were property owners and/or residents of the district (98%), as were respondents on the draft planning provisions (95%).

A total of 59% of the respondents on the draft Masterplan 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, the significant majority (50%) were from the existing



communities at Lake Hayes Estate (24%) and Shotover Country (26%). Of the remaining areas, respondents from Arrowtown, who made up 3% of the total in the consultation in November 2020, were the next largest group making up 10% of respondents on the draft Masterplan.

Of the respondents on the draft planning provisions, 26% of respondents were identified as being located within State Highway 6 – Ladies Mile Highway. This high number (given the relatively low number of properties that would fall within this area) is likely to be from potentially affected property owners. Respondents from the neighbouring communities of Lake Hayes Estate, Shotover Country and Bridesdale made up another 46% of respondents.

Location of respondents - Masterplan



- Lake Hayes Estate
- SH6 - Ladies Mile Highway
- Wakatipu Rural
- Arrowtown
- Shotover Country
- Bridesdale
- Other

Location of respondents - Planning provisions

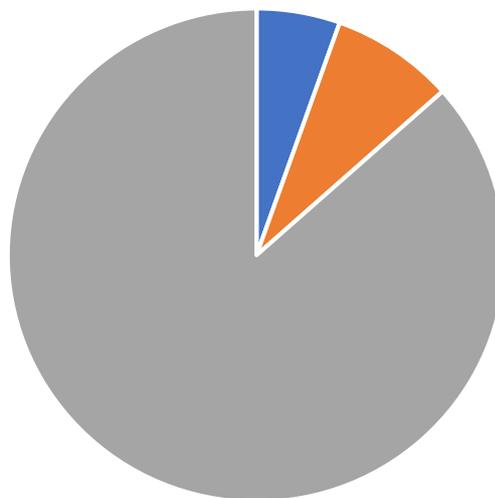


- Lake Hayes Estate
- SH6-Ladies Mile Highway
- Shotover Country
- Other

6.2 Feedback on the draft Masterplan

Of the responses received, a significant majority opposed the draft Masterplan (86%), 5% of respondents noted their support, while 8% identified as neutral.

Position on draft Masterplan



- Support
- Neutral
- Oppose



6.2.1 Opposed to the draft Masterplan (86% of respondents)

Of the online survey responses received on the draft Masterplan, the reasons for opposition can be broken down into the following key topics.

6.2.1.1 Transport

Of respondents who opposed the draft Masterplan, 60% raised concerns about traffic congestion (including bridge capacity/upgrades, queuing times, and alternative routes west). Approximately 17% of respondents identified potential issues with the uptake of public transport (see Section 6.4 below for further detail on this) and 11% identified a lack of carparking as a concern. Suggested solutions to the transport congestion issues focused on the Shotover River, with respondents seeking an expansion to the existing bridge to two lanes each direction, or the provision of a new bridge.

6.2.1.2 Housing

22% of respondents identified issues relating to housing as something the draft Masterplan got wrong. Of these, 80% considered the density proposed in the draft Masterplan to be too high, or the typologies proposed (particularly the inclusion of “high rise” buildings / apartment blocks) to be wrong. Height was the second largest concern relating to housing, with many respondents considering seven storey buildings to be too high.

6.2.1.3 General opposition to development

Approximately 24% of these respondents noted an opposition to development generally, with 51% of those stating that the location of this development was an issue (including requesting infill and development of other areas first).

In terms of process, there was concern that the Council was not listening to the feedback received.

6.2.2 Support for the draft Masterplan (5% of respondents)

Of the respondents who indicated that they supported the draft Masterplan, the reasons for support can be broken down into the following key topics:

6.2.2.1 Housing

57% of respondents supporting the draft Masterplan identified the provision of additional housing, the proposed housing options (including affordability of housing) and the efficient use of land for housing.

6.2.2.2 Facilities

33% of respondents supported the provision of additional facilities in the area, identifying the community facilities, shops and other services (including the potential job opportunities) in the town centre, and the schools as a positive outcome.

6.2.2.3 Amenity

29% of respondents supporting the draft Masterplan identified the provision and integration of open green spaces, including the retention of views that these supported, as beneficial.

6.2.2.4 Transport

19% of respondents supported the emphasis on alternative transport modes in the draft Masterplan, particularly the provision of cycleways and walkways, and the identification of a bus lane.



6.2.3 Neutral position on draft Masterplan (8% of respondents)

Of those respondents who identified that they were neutral on the draft Masterplan, the key topics raised were similar to those identified by those who supported or opposed.

6.2.3.1 Transport

44% of these respondents also raised traffic congestion as a concern.

6.2.3.2 Facilities

The provision of additional facilities including schools, retail and community facilities were identified by 41% of these respondents as a positive outcome from the draft Masterplan.

6.2.3.3 Housing

Similar proportions of these respondents identified the housing as proposed as both a positive and a negative of the draft Masterplan. 32% of these respondents considered that the housing proposed was a benefit, particularly the supply of additional housing to the market and the effects this may have on affordability. Approximately 29% of these respondents did not feel comfortable with the level of density and typology of housing as proposed, particularly high density and multi-storey buildings as being incompatible with the character of the area.

6.2.4 Site specific feedback

Feedback that was specific to particular sites within the focus area was received. These included:

- Supporting the use of No. 516 for community and sporting facilities;
- Co-locating a high school at No. 516 with the community and sporting facilities;
- The location of the high school was not supported by one of the affected landowners, who sought that their site be identified for residential purposes instead;
- Protection of neighbouring land uses (including farming, existing business, and rural residential living) from the effects of urban development;
- Removal of the Sylvan Street road link, or amending it to pedestrian / cycling only;
- Removal of the active transport link shown connecting to the paper road through Threepwood due to effects on the existing farming operation;
- Residential and stormwater management areas shown on Threepwood farmland was opposed;
- The inclusion of stormwater management areas was not supported by one of the landowners; and
- Opposition to rezoning of Laurel Hills due to traffic concerns.

6.2.5 Summary of feedback on the draft Masterplan

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

Table 2: Draft Masterplan feature likes and dislikes

Likes	Dislikes / Missing Features
<ul style="list-style-type: none"> • High level of community facilities and other amenities 	<ul style="list-style-type: none"> • Too much density / building height • Inclusion of apartment building typologies



Likes	Dislikes / Missing Features
<ul style="list-style-type: none"> • Inclusion of school sites • Setback of development from the shores of Lake Hayes • Provision for commercial and retail activities • Retention of significant green and open spaces • Providing for cycleways and walking connections • Setbacks of buildings away from State Highway 6 • The use of No. 516 for community facilities • The provision of consolidated stormwater management areas 	<ul style="list-style-type: none"> • Missing facilities (health services / hospital, additional sporting / recreational facilities, fuel / charging station) • Missing standalone dwellings building typologies • Provision of a greater setback from State Highway 6 • Spoiling the “entrance” or “gateway” to Queenstown with density / building height • Deferring zoning until traffic issues resolved and other facilities (community, commercial) are established • Commercial area not big or varied enough to sustain a “Live-Work-Play” model or achieve the trip reduction sought

The vast majority of feedback received was in opposition to the draft Masterplan, with concerns predominantly focused on whether development was appropriate in this location, the need for high density, and the likely impacts on traffic congestion in the area.

Positive outcomes of the draft Masterplan identified included the provision of community facilities, schools and commercial services. Open space and parks were also supported.

The draft Masterplan feedback indicated general support for the intention for public and active transport modes, but with scepticism about achieving the outcomes set out in the draft Transport Strategy, particularly the mode shift targets to public and active transport modes. Respondents felt that personal vehicle use was likely to remain high due to the Queenstown lifestyle, likely recreational and work habits of the future inhabitants, and the climate being inconducive to active modes (walking and cycling) for parts of the year.

6.4 Feedback on draft Transport Strategy

The feedback on the draft Masterplan included significant discussion on the measures proposed in the draft Transport Strategy. Key themes of the feedback relating to the draft Transport Strategy (aside from the general issues relating to traffic congestion addressed in Section 6.2 above) included:

What we got right:

- The focus on improving public transport through increased frequency of services and the provision of dedicated bus lanes;
- The provision of cycleways and walkways as part of a sustainable transport network; and
- General support for underpasses as a way of crossing State Highway 6, provided these were for both pedestrians and cyclists and that more than one was provided for in order to provide better connections between the north and south.

What we got wrong:

- Unrealistic expectations regarding the use of public transport, particularly that the assumptions behind the mode shift targets were not supported by evidence (especially based on the demographics, lifestyle and travel patterns of existing residents);



- Unrealistic expectations regarding the use of active travel modes, particularly given the area's climate and lack of direct commuter routes west to key employment centres;
- Scepticism about the accuracy and reliability of the results of the transportation modelling; and
- Support for requiring more carparking rather than less, based on the lifestyle and demographics of likely future residents.

6.5 Feedback on draft planning provisions

Feedback on the draft planning provisions generally tended to fall into two categories:

- 1) Submissions by lay people giving general feedback on the development proposal as a whole; or
- 2) Submissions prepared by planning professionals, often on behalf of affected landowners, regarding the detail of the provisions.

The first category tended to fall into the same themes as identified in Section 6.2 and 6.3 above, with a particular focus on:

- The level of density being too high, and the maximum building heights being too great;
- General support for the provision of commercial areas in the form of (either) the Local Shopping Centre or town centre;
- Opposition to the removal of minimum carparking requirements; and
- Retention of the existing zoning (being rural / rural – residential) rather than the area being urbanised.

Of the second category, the main themes of the feedback received on the provisions included:

- General support of utilising existing zonings and the building standards proposed (subject to some amendments) to achieve the densities sought;
- Opposition to the provisions (policies and rules) relating to the use of Sub-Area Spatial Plans and the identification of Sub-Areas on the Structure Plan;
- Opposition to the provisions (policies and rules) requiring infrastructure to be in place prior to development occurring, and seeking greater flexibility around these provisions;
- Opposition to the provisions restricting standalone residential units on smaller lot sizes;
- Opposition to provisions which require strict adherence to the Structure Plan layout and seeking greater flexibility around the location of key infrastructure items such as roads and stormwater areas;
- Amending the northern extent of the Structure Plan area and Urban Growth Boundary to include additional land currently located within the Slope Hill Outstanding Natural Feature;
- Opposition to strict adherence to minimum density standards; and
- Rezoning land to a mix of lower densities including rural residential / large lot / low and medium density to recognise existing sensitive land uses.

Site-specific feedback received included:

- Removal of the requirement to gain access to Sub-Area H1 via Sub-Area H2;
- Rezoning of the Queenstown Country Club land to better reflect the range of consented uses across the site;
- Removal of the underpass on the Structure Plan due to significant land take requirements and effects on existing pet boarding business;



- Amendments to the provisions relating to heritage features at Glenpanel;
- Seeking rezoning of additional land outside the current extent of the Zoning Map;
- Rezoning of additional land outside the current extent of the zoning map, including small pockets of Rural Zoned land and land adjacent to the Laurel Hills development area to Medium Density Residential Zone.

6.5.1 Summary of feedback on the draft planning provisions

The feedback on the draft planning provisions included opposition to strict adherence to the Structure Plan, the specified density, and the requirement for infrastructure to be in place prior to development occurring.

Concern was also raised about the Sub-Areas shown on the Structure Plan incorporating land with multiple owners, and the effect that differing development aspirations of landowners could therefore have on achieving any development laid out in any Sub-Area Spatial Plan.

The rules requiring provision of infrastructure were opposed on the basis that it could lead to unintended outcomes and delays, and that they do not fairly take into account the different levels of development anticipated across different areas or previous contributions of existing landowners.

The use of existing zones within the Proposed District Plan, with modifications to the rules, was generally supported.

6.6 Conclusion

Overall, the majority of feedback received was in opposition to the draft Masterplan with concern focused on whether development was appropriate in this location and the impacts on traffic congestion in the area. Positive outcomes identified included the provision of additional facilities and open spaces.

The feedback on the draft planning provisions raised general concerns regarding the lack of flexibility in a number of key provisions and the impact that these may have on development outcomes, but with general support for utilising existing zones with amendments to the rules as required.

7. How will the feedback be used?

We are working through and carefully considering all of the feedback and next steps before reporting back to Council. This is expected to happen in July 2021.



Te Pūtahi Ladies Mile Masterplan Submissions

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Hayden J Blackler	Neutral			
Allan E Meredith	Neutral	<p>views native planting acknowledging heritage focus on sustainable transport, cycleways and pedestrian paths parks sustainable housing</p>	<p>The proposed road access to Lake Hayes estate via Sylvan Street is not a good idea. This should be just a path for pedestrians and cyclists. If you make a safe and pleasant way for them to get up to Ladies Mile that is away from heavy traffic ie buses and cars people will be more likely to do it as they will feel safer and it will be more pleasant especially for school children accessing the schools and shops. You can the connect this path to the sports ground and other public transport hubs or underpass. This would more strongly integrate with your idea of getting people to use sustainable transport methods. The proposed access way is way too close to current houses and the breaking and accelerating of busses/cars would not be good for people or appropriate for that area resulting in a negative effect on residents. Sylvan street is already a narrow road when cars are parked on the road meaning cars often have to wait as it can be virtually 1 way at times. Less high density, keep to medium density Is there medical facilities needed eg hospital</p>	
Allan Meredith	Neutral		<p>Too many roundabouts on Ladies Mile to add to the other ones already present as you enter Frankton. Get rid of the one that links to Sylvan street</p>	

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Krissy Gullick	Oppose		Any more development on the Ladies Mile	
Neven	Oppose	No comment	Letting this area get further developed which all ready has traffic issues is short term thinking	
Leah White	Neutral	Finally having accessible Facilities in the area. Not having to cross the bridge for shops/ sport/ swimming/ yoga/ gym/ up to date playgrounds etc should be a basic minimum for the price of our rates and the Development contributions in the area.	Focussing on reducing cars. Majority of people who live in the area love driving to their favourite hike or ski field. To access ski fields - you need a big AWD car for safety. Also Stop focussing on taking people to facility's via public transport and focus on bringing what people want to the people.	
Dave Macleod	Oppose	Nothing.	The new bridge that needs to connect to town and disperse our problem traffic	Can the council think about the long term effects of Covid 19 and how this situation will affect any growth or lack of in Queenstown and in particular this proposed development.
C.N. Boyd	Oppose	Thinking toward the future	There are lots of vacant sections in already approved areas. L.M. should only be developed for high density housing as a last resort. We don't need more people putting more pressure on our resources	Have a "cup of tea" while existing developments are completed and figure out the roading issues before making things worse. The town is losing its soul to development.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Rachel Land	Oppose	Nothing	Far too high in density representing a tragic loss of a vital green/rural vista for the community. Make town high density and protect the resort nature of the community we all love. Plus adding hundreds of residents to existing traffic overload. The idea that not providing parking will force people to use public transport is insanity.	Please leave Ladies Mile alone.
Marta Uhlig	Oppose		Putting to much pressure on an already overloaded main road leading in and out of Queenstown . There are already accidents happening because of the chaotic morning and afternoon traffic . Please consider us that live in LHE and SC as this development will make things ten times worst !	
Andrew	Oppose	Trying to build more houses	Where you are wanting to build them	
Phil Andrew	Support	Most of it, BUT Very little to no mention of a water taxi service being positively progressed, along with a park and ride down by Bridesdale. The Jetty has minimal mention in few draft plans. This should be a core step in the overall development process..and globally water taxi services are well supported as long as they run to time and are affordable and reliable. I understand K Jet has already been given resource	See above - Park and ride for River water taxi into and back from Queenstown and Frankton Marina and Kawarea lower Remarkables Park etc....	as above

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
		consent, so how dd we keep up tp date with this?		
Claire Blackadder	Oppose	Adding a high school, park, hospitality, grocery and sports facility.	SH6 cannot cope with more housing. Too much congestion already. You've added lots more housing but theres no changes to road infrastructure except a few extra roundabouts.	Sorting out current traffic problems should be your main priority.
Maureen	Oppose	No high rise and high density housing should be developed	Where are the schools?? Roundabout at Spence road not suitable	Who pays for the roading and extra an entities
kibbana	Neutral	i like that there is another school and more housing.	to cramped	no
Jasper Thomas	Neutral	the idea of apartment buildings	could be better	nope
Unknown	Neutral	sports feilds and apartments	2 lane bridge,	no

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Huglad bumashi	Oppose	I think you have the whole design right and the concept.	I don't think you included enough decisions from the public or community. This is a major part in it as we would live there and have to be around it.	I don't agree with this development and think it should be moved to a different area, or just not add any more places.
Sophie	Neutral	Building a new high school and adding in parks	You can't expect people to bike or bus when they can drive because it's more convenient and you get a sense of privacy. Also, most people will want to live in single standing homes and you might find that people will be selfish and not want to leave their land	no
Rochelle	Oppose	i dont know		
Liam	Neutral	Stop the housing crises being as bad	There will be alot of traffic and transport from there would be hard	no
Josh	Neutral	That there needs to be more housing	That the traffic is going to get even worse with people pulling out to go to work and school.	Why don't you build in speargrass flat.
Madison	Oppose	another high school.	I think it would be too cramped and there will be so much more traffic congestion and I think even if there are activities to do in the development people will still want to drive their own cars to get place to place because the bus is very very inconvenient.	
izzy	Neutral	the style/the look and layout	I think it is the wrong place and will make more traffic	

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Jesse hutchins	Support	the amout of housing	the road there will be a lot more trafic and it will be even more bisser	
oscar sandstrom	Support	Apartments and walk-ins are a good use of space.	I think your relying on people not using their cars to much because most people will still go out of the ladies mile area daily	
Ruby Guilfoyle	Neutral	creating new living spaces. having places close so that it limits the travel.	transportation and traffic there is going to be more build-ups of traffic on the bridge and before wether, you add a hundred buses or not.	Location isn't the best
Kai Milburn	Neutral	Sports center	Tennis courts	
Oscar	Neutral	The housing, the short transport to places, the shops	the housing type	
Cara Quinn	Oppose	They presented the eco plans well, like what happens to the running water, using apartments instead of individual houses.	What happens to the traffic when there more people using it, the traffic is horrible as it is they are just making more mess and they are not looking at making the bridge bigger? They are not coming up with good solutions for the traffic problem, it all is in hopes that everyone will go to that school or football field but they cant ensure that everyone will do the same thing. The choice of space is really bad there is not enough room if they went for somewhere out the way like the	nope :)

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
			<p>jack point area where it's not affecting traffic and space. they did say that it's the gateway to Queenstown but it's not much of a gateway if there is ugly buildings in the way! it could stop tourists and people wanting to travel for Queenstown as its known for its views but they would be none.</p> <p>it's really not a good idea!!!!</p>	
Maya	Oppose	<p>I think that the thinking around environmental impact and ways it can positively contribute was reasonably well thought out. For example, the idea of putting in wetlands to reduce toxic runoff is a great idea but likely won't fit into the design very well.</p>	<p>I think that the location of this plan isn't well thought out and just simply won't work. There aren't proper solutions to the obvious problems of this plan and are mostly all idealised; not based on what would be the reality. Having a shopping centre and schools in the area doesn't solve the traffic issue whatsoever, if anything it'll just make it worse. First of all, most people living in the proposed apartments will be going to work outside of the Ladies Mile area and therefore are adding to the traffic problem. Saying that the morning traffic is almost all due to the high school is not true at all (as I've experienced first hand) so building a new high school in that area won't solve anything. Also saying that they're targeting younger people to live in these apartments just doesn't make sense. You're telling us that the solution is having schools and a shopping area near by when those young people will likely be still using SH6 daily to go to work. It just doesn't make sense. Once again, I believe that this plan is heavily influenced by idealities and isn't well thought out in any shape or form.</p>	No.
Russell & Jan Kelly	Support	the consultation process.	<p>No provision for a fuel / charging station, if the ethos of this is to deter vehicle from crossing the Shotover bridge, where do they fuel up? Combustion engine vehicles will be part of our lives for some time to come!</p>	<p>Happy that QLDC are taking a pragmatic, proactive approach to the future, however "you are damned if you do, damned if you don't".</p>

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
George Apse	Support	the reasoning behind the idea	Statistics about costs and popularity of the idea	A big variable for people deciding whether or not they should support this idea
Kate	Neutral	Open spaces & storm water plus increased busses	traffic management vs number of dwellings vs amount of jobs to be created in the area	
Graeme Harold Rodwell	Oppose	ZERO	The traffic NOW is absolutely terrifying with queues along Ladies Mile/Lower Shotover Rd/over the Shotover Bridge. To expect this huge volume of new residents to use a bus or ride a bike is pure fantasy. NZers just won't do that and biking down here for work reasons in our climate is totally unrealistic. There will be an escalation in traffic congestion of such huge proportions that makes the notion of this scale of development on Ladies Mile quite preposterous. As a resident of many years in this area I strenuously oppose this proposed development.	I propose that the scale of the financial models for the involved developers and the potential fiscal gains, has completely overshadowed the sheer negative impact that this development will have on the current residents of the area and the traffic problems on the main SH6 / Shotover Bridge /Ladies Mile roads
Mark Kunath	Oppose	Both schools being on the same side of the road. The underpass which needs to be wide enough, and designed using CPTED principles, for people and cycles at the same time.	The transport plan presents unrealistic proposals for modal shift to PT and other active forms of transport. When tourists start driving rental cars again the journey times will increase again. There needs to be a duplication of the Shotover River Bridge for resilience, and active modes that want a DIRECT route across the river. If the Old Shotover River Bridge route is that great, let cars use it one way! See how the drivers like the additional time for their journey. Active transport needs direct routes to minimise already long journey times. There needs to be bus priority measures across the river too - you can't just squeeze everyone through a 45 year old bridge. It is going to take 10 years to get a	I support good quality high density living.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
			<p>duplication, start the process now...</p> <p>The existing house on the Walker block is not shown in your proposals - it would be VANDALISM to tear it down. It needs to be used for community purposes and this needs to be incorporated in your proposals.</p> <p>Indoor community courts are needed as is a dedicated gymnastics gymnasium.</p>	
Nadia Lisitsina	Oppose	<p>Building another high school would be a good outcome. Allowing for open space and playgrounds is also a positive.</p>	<p>The Masterplan hinges on the idea that people will be moving away from using personal vehicles. This makes sense in an already established urban environment with a robust public transport network (a city centre for example) where people often already do not own or use personal vehicles. To allow this particular development to happen in what is effectively considered a rural residential area with absolutely no real infrastructure solutions allowing for future increased capacity of personal vehicles is unacceptable. Moreover there are only two public transport options currently available- using the bike trial network or taking the bus. In a town where most people enjoy many various activities and the outdoors (go skiing, hiking, mountain biking, kayaking etc). It doesn't seem realistic to expect a substantial portion of residents of the new development to not own or not frequently use personal vehicles.</p>	<p>The lack of infrastructure and facilities in Queenstown as a whole is also worrying when looking at projects that ultimately enable population growth. SH6, the Shotover bridge, the BP roundabout and other routes will undoubtedly be even more adversely affected with such a large new development along SH 6. They were not designed to handle this amount of people and vehicles. Our Hospital has also been extremely outdated and underfunded for some time now, yet we have seen incredible growth in the last few years and will see even more according to projections. We effectively rely on helicopters to get people to a facility that can provide proper healthcare. None of these issues along with many others are being addressed when we look at adverse effects of new development, but they most definitely should be considered as part of the planning process.</p>

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Jeremy Payze	Support	<p>516 Ladies Mile is a long awaiting and highly needed community asset. Love this. High School will be a huge plus to local families already in Lake Hayes/Shotover/Bridesdale & Arrowtown. Great to locate with easy access to 516 Ladies Mile under the highway to be able to utilise fields for the school or vice versa for events. Another Primary school essential. Not building too close to the Lake (after listening to feedback). Good storm water controls to ensure no water makes it's way to Lake Hayes and parks/paths surrounding. Good to have some options for Jobs in the area with the town centre. Just need to make sure there is the types of jobs there that locals would actually work at.</p>	<p>PARKING IS A MAJOR MISS with this design - The apartments had only 1/2 a space for each one bedroom apartment, 1 space for 2 bedroom, 1.5 spaces for 3 bedrooms and 2 spaces for 4 bedroom. I get you need mode shift but that may work for commuting to central work locations but we live in the lakes district, there are adventure activities, walks, biking, and sites to see in so many random places not to mention kids sports/activities. Don't make the same mistakes like Bridesdale Farm (where I live and love) like not giving enough space for 2 cars offstreet in front of each 3 bedroom house, as the cars will be blocking the pavement (eg Dewar St). The pretty pictures of green will be covered with cars backed up on kerbsides around the neighbourhood (Another example is Remarkables Park apartments and the Terrace houses in Frankton/Queenstown Central where cars are sprawled all around the neighbourhood which is fine when there are empty fields but what happens when everything is developed?). I agree you need density and a variety of spaces to allow affordability but just do the design well with suitable parking and make sure you enforce storage on the street level for bikes/skis/equipment etc if there are no garages.</p> <p>I am also OPPOSED TO LAUREL HILLS Development in its current form. It is still a nightmare getting out of Shotover Country if you need to drop kids at school first or can't leave home early because of kids. Traffic was backed up to the school again this week and this is in the quietest month of the year with no tourists. If you think you can get mode shift do it now and SORT THE TRAFFIC ISSUES PLEASE BEFORE MAKING MORE. A bus priority lane now is the way you can do this (if NZTA are</p>	<p>I know its NZTA and they don't want to upgrade the Shotover bridge but they need to be pushed to include a safe crossing for active travel and 2 lanes each way. Saying that a new bridge would only move the problem up the road is nonsense. When heading into Frankton the roads turn off in many directions (Glenda Dr, Remarks Park, Qtn Central, 5 Mile, Jacks Pt and Downtown Queenstown. And the opposite is the case at the end of the day when you have all these locations merging to get back over the bridge. How is Frankton going to develop without having the bridge upgraded. It is already gridlock after work (you can't go to pak n save as you won't get out for 20+ mins).</p> <p>Make sure there is a decent playground and not just pocket park styles. Shotover Country has nothing (other than a scooter track for 5 year olds) so don't make the same mistakes. Kids need to be able to walk 10 mins or so to a decent playground ideally.</p>

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			<p>not going to upgrade the bridge). Laurel Hill would get priority exiting above the roundabout where people merge from three ways and this would not be fair and impact substantially on quality of life (how can you get to work on time?)</p> <p>ACTIVE TRAVEL is still rubbish unless you have an ebike due to the massive detour across the old bridge. Building a new active travel bridge or connecting one under the existing bridge would be a consolation prize but at least it may help achieve more mode shift that you are relying on.</p>	
Martin Barrett	Oppose	Almost nothing	<p>Just about everything! - ~Bad location, ~Too high density of residents proposed, ~Inclusion of high rise buldings, ~Lack of adequate resident parking spaces, ~Lack of garaging, ~Inadequate satisfactory solutions to overcoming gridlocked traffic congestion, ~No proposal for new Shotover bridge or cycle bridge that will be required, ~Undesirable plan to route traffic through Arrowtown and Arthurs Point, ~Inadequate buy-in from NZTA, MOE, and others, ~Inability of QLDC to control the project given the number of landowners, ~Inability of QLDC to force developers to stick to the masterplan, ~Unrealistic expectation that residents will not want to own cars and will use public transport, ~Undoubted Legal and Court costs due to the lack of ownership of the</p>	<p>Once the land is rezoned or the Masterplan authorised there will be no turning back. What happens from then on may well be partially or wholly outside the control of QLDC and be more in the hands of the Environment Court, Landowners, Developers, ORC, or various Government Departments.</p> <p>If QLDC (or Govt) owned the land and were themselves undertaking the complete development they would, of course, have total control, but this is not the case.</p> <p>Before sanctioning this proposal, QLDC</p>

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
			<p>land/multiple developers/contentious nature of project/etc, ~No plans for a new hospital or extension to the existing hospital that will be required for the additional 6,000 people, ~No consideration given to the effects this unprecedented growth will have on further accelerating growth patterns and the need for more dwellings to meet the demands of Te Putahi, ~The likelihood that such ultra high density population with lack of vehicle space will ultimately lead to discontent and general degradation, ~No consideration given to mitigating climate change effects, ~Huge additional load on existing infrastructure.</p> <p>Te Puhati (2,400 dwellings) will be a 'new town' with a population the size of Cromwell, but packed into a fraction of the space. This will present many problems and likely "Unintended Consequences".</p>	<p>needs to think through every likely future consequence and how they will be mitigated. Better still abandon the proposal in its present format.</p>
Mitzi	Oppose	Moving the housing away from lake hayes	<p>The traffic is going to be a major problem, trying to encourage people on the bus and cycle ways is great but would need a massive uptake to fix the traffic issues that we will have with this volume of extra vehicles, even when they made the quail rise traffic use the roundabouts it was absolute carnage.</p>	<p>Please fix the traffic issues before anymore building.</p>
Wendy Banks	Oppose			
Vicky Hibbett	Oppose	Another high school. Under or over passes	<p>The bridge. Zero plans to extend it or build another so the bottleneck will be horrendous</p>	<p>It is bad enough already, this is year of construction. The bus is not an option when getting several young children to mulpile afterschool activities and working myself and the bus would also be stuck in the traffic.</p>

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Robyn Shearwood	Oppose	Nothing	Traffic congestion, no parking, no single dwellings, I oppose apartment blocks and high rise development along Ladies Mile the entrance to Queenstown and no solution to traffic problems.	Oppose development along either side of Ladies Mile
Michel Marchand	Neutral	Nothing until you get the traffic right, add a bridge or suspended train but do something before adding 3000 to 5000 people	Not taking in consideration the traffic but offer buses and fixing the bridge, add a bridge or suspended train but do something before adding 3000 to 5000 people	Fix the traffic
Clare waddick	Neutral	Community facilities, though no details yet, I just hope it's big enough and able to meet the needs of Queenstown's many and diverse community groups	It's a lovely piece of land and should have houses that blend in, I don't like the idea of apartments, cheaper housing in the form of terrace housing ok, but not large blocks of apartments. It would be great to provide some kiwi build houses.	I like that the school will be next to glen panel, such a lovely old house in fabulous history should always be surrounded by bare land, it would be spoilt if surrounded by houses. The playing field of a school would suffice or a play ground. I hope it's not too long before this development can start.
Hine Marchand	Oppose	NOTHING until you sort the transport issue out because it is already a huge problem. The Traffic IS A PRIORETY. Its not reality, thinking people in this area will take a bus over their vehicle. Its not practical for the type of employment that is here. For example I'm a social worker and would not be able to use a bus for my work. The process is back to front. I think also your high density housing is going to be a nightmare of WHO you	Dealing with the traffic issue FIRST before spending money on the planning of the huge extended dense housing.	I believe that the interest of the community is NOT AT THE HEART OF THE POWERS that be that control who and what happens in this community. It is in the hands of the ones that SPEAK, with MONEY. this in my opinion determines the agenda that moves ahead and it is very disappointing and i have lived and watched on for over 40 years in this community.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
		will have living there. An EYE sore for our beautiful entry into our area. I'm not against growth and development but high density, I'm NOT FOR.		
Morgan Ford	Oppose	Gave the public an opportunity to give feedback	Med/High density is a terrible idea. Encouraging walking and cycling is great in theory but doesn't work. Just look at the congestion in Hanleys and Shotover. Low density is a better option, along with considerations for vehicles	
Patrick Leslie	Oppose	Little to none. Lack of consideration with wider affects on the basin particaly around movement of people to and from schools or work	The lack of effects on the shotover bridge as there is little to no industries going to be there. Everyone will drive to work over the bridge just adding to the traffic problems. This will push more traffic to onto speargass and Malaghans trying ti get around or away from thr traffic.	How will the high school be zoned will it include arrowtown bring more traffic in along sh6
Sean McCarroll	Support	More houses, school, shops.	BMX track like in Cronwell. Large Pump track like at henleys farm. The pump track in Shotover county is way to small.	No, thanks
Allan Huntington	Support	The high proportion of High Density land and the requirement for a minimum number of residential units per hectare .	I would have liked a bigger stback from SH6 say 100mm plus that would have the provision for sports fields. Traffic management and veghicle numbers. It will be a paradigm shift to get people out of cars and there will be substantial traffic issues and congestion created on ladies mile and along SH6 into Frankton.	A substantial reserve contribution should be levied on each unit/lot or carparking space created to assist in resolving traffic issues. Say \$40,000 plus CPI. x 2400 lots = \$100,000,000 ring fenced for transport infrastructure

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Travis Sydney	Oppose	<p>To the extent there were 3 options you chose the lowest density option with development and density push back away from Lake Hayes (a lot of people think you purposely created 2 options which you knew wouldn't be acceptable so people would think you comprised on option C). Be sure that I oppose density development but if it is fait accompli then critical it is done well so glad that there are open spaces, retailing and school. It would be great if it had the same feeling and vibe as downtown Queenstown with a bias towards residential. Everyone wants the look and feel to seamlessly lead into queenstown as queenstown is NZ's only true world class city.</p>	<p>I utterly oppose the walking track from the development that threads through Threepwood to Lake Hayes. Threepwood Farm is a historic farm and having a walking track cut through the middle of it will create significant health and safety hazards that cannot be managed even with fencing (stock and machinery move through the farm). Dogs will loose and attack stock (as already happens), people will stray from the path into the private community areas, and we will encounter a significant loss of productivity. Our operations are already subscale and subeconomic and this has the real potential to cause it to become economically unviable and we have to cease operations. Not only does the farm add to and preserve the rural amenities and beauty of lake hayes but it also supports the upkeep of Slope Hill. Should the farm fail the paddocks would deteriorate, lake hayes and the gateway queenstown become less attractive, and slope hill could become overgrown. What happens if a child gets hurt on our farm when straying off the track, dogs kill our livestock, and we close down all over a silly track? There is already a track that leads from lake hayes going west - it boggles the mind why you don't just extend it and connect it to the development. If someone gets hurt and/or the farm fails because of this development and track it will be due to the poor planning that let this happen and on the Council's shoulders. Residents are vehemently opposed to this which you continue to ignore and not even consider an extremely simple and superior alternative.</p> <p>Literally no one believes you will be able to meet your public transport goals and as a consequence traffic will grind to a halt. You are naïve to draw assumptions from other parts of NZ and offshore and apply them to</p>	<p>Given this region and Queenstown in particular are the #1 reason why visitors come to NZ and stands out among international peers are world class why are we in such a rush to overly develop the region. I don't believe we should have density in the region, we shouldn't encourage people moving to the region, and if there must be density to house hospitality workers it should be further out of NZ with outstanding public transport to bring people to the city for work. It is not necessary to have it so close to Queenstown.</p>

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			<p>Queenstown as A) kiwis love our cars and B) queenstown residents even more as we are all down there to get out into nature which requires transport. We drop our kids off at school (no one wants to catch a bus in the freezing rain during winter), go to work, take our bike on the car for a cycle later, pick up groceries on the way home. The consequences of putting these faulty assumptions into your traffic modeling will dramatically reduce the quality of life for everyone in the region and negatively impact commerce. This requires lower density and more investment into infrastructure.</p> <p>Lastly, no one believes the development will occur anywhere near as what have planned and drawn up in your pictures. There are too many landowners, MOE is not on board, NZTA is not on board, and none of the residents are on board. You need stricter controls to enforce development happens in a desirable way, further reduce density, invest in infrastructure and please god dont kill off threepwood farm with your silly track through the heart of our farm when there is an existing track right that just needs to be extended.</p>	
Sarah Wild	Oppose	Having better bus services and green space	<p>There simply must be an expansion of the bridge over the Shotover to 2 lanes each way if you put any more housing out this way</p> <p>There is planning for more schools but what about health services. The Queenstown lakes area is seriously lacking in public health facilities</p>	

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Roland Lemaire-Sicre	Oppose	The LMC has done a good job but it's totally the wrong place for it.	We have been earring from the start that Ladies Mile is the "gate way" to Queenstown. If it's the front door would it be better to leave it uncluttered and try to embellish it rather than to transform it in another suburban area. Queenstown does not rely on its reputation as a suburban region but is renowned for its natural beauty. There is nothing beautiful in a suburb however we try to make it look nice it will still be a suburb with concret, people, traffic & pollution of all sorts.	<p>The 2nd paragraph of the Ladies Mile master plan draft feed back:</p> <p>“Extensive engagement with landowners, multiple stakeholders (including Way to Go, Waka Kotahi NZTA, Iwi, Ministry of Education (MoE), Kāinga Ora), public open days, targeted community associated meetings and expert traffic modelling, have all led to the development of the draft Masterplan and related planning provisions.”</p> <p>How come if you had extensive engagement with landowners</p> <p>1 -- We do not figure on any plans you have drafted so far (we have been vaporised in thin air)</p> <p>2 -- As we are extremely affected, how come the Council (not LMC) has not been in contact with us to let us know how they intent to mitigate these dramatic effects. i.e.: Boundaries change, Access to our propriety, access to all amenities ...</p>

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Omid Mohtadi	Oppose	<p>If this development goes hand in hand with a feasible and fundamental solution to the inevitable traffic jam it will cause due to shotover bridge bottleneck, it would be generally a good plan, however as it is a formulae for traffic disaster, as even now we in shotover country right up to Lake Hayes wait around 40-45minutes every morning without Ladies Mile development of thousands of new residences or overseas tourists compounding the problem.</p>	<p>Issue:</p> <ol style="list-style-type: none"> 1. Your transport plan or 'solutions' is composed of a lot of wishful thinking and theoretical models around impact on peak hour traffic but does not provide a concrete transport solution that actually can work to alleviate the peak hour traffic jams that we the residents of Shotover country, Lake Hayes estate and vicinity have to put up with every day in peak hours. 2. Your models are based on number of vehicles, how about using a metric of waiting times which is what causes frustration and waste of time to the people, how long is the queue is meaningless unless tied to how that impacts waiting times in the queue. Is it reasonable for a shotover country resident to be stuck in the queue for 30-45 minutes just to get out of Shotover country (up to the roundabout) and then have to endure the queue up to the bridge? and those are what we experience today in peak hours without any international tourists or thousands of residences being built in Ladies Miles project. 3. your models or assumptions about large % of people taking the bus does not take into consideration the winter times, or rainy days in which most people with own vehicle would be compelled to use it rather than waiting in the bus queue. The single lane in each direction of the shotover bridge means that your buses as well as the rest of us will be stuck in traffic jam when thousands of new residences are built on this side of the bridge. 4. The elephant in the room is that Queenstown has grown both in number of actual residents as well as vehicles needing to get to the town and back, but roading infrastructure has not moved to cater for it significantly, we still have a single access to the other 	

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			<p>side of the Shotover bridge (unless we go all the way through Arthurs point through Gorge road and the back up again to reach Frankton area), an outdated bridge with a single lane each way. THAT is the problem and your transport plan does not even have in its possible solutions another bridge connecting shotover/Lake hayes estate to Hawthorne drive for instance which would cut the problem in half. Not even a possibility, nowhere to be seen</p> <p>Fundamental solution: The solution I am proposing is not even future proofing. That would be too much to ask as the entire roading infrastructure of new zealand is typically suffers procrastination and unfolds like a slow motion camera until the situation becomes a crisis and then take years to get to build a solution which as soon as it is enabled it is obsolete already, there are plenty of examples including the famous harbour bridge in Aucland that as soon as it was completed it had to be expanded with additional lanes (at a huge extra cost), or South Auckland motorway merging project for motorway 20 with motor way 1, that in the very first day created a massive jam (obviously because 5 lanes were converging into 2 :) and in a few days resulted in traffic lights having to be placed as an afterthought, or more locally our own shotover bridge, where the underpass completed recently negates any possibility now of adding an additional lane each way, so making this bridge forever single lane in each direction regardless of Queenstown's future growth. So we are not even proposing future-proofing just to address the current nightmarish peak hour issues which will invariably get compounded by the Ladies Mile development.</p> <p>Is it possible to at least seriously consider having another</p>	

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			<p>access point, a bridge from Shotover Country direct to Hawthorne drive? before this possibility is also negated by other developments in the area? Is this so out of reach that your entire Ladies Mile transport plan does not even consider this as a possibility?</p>	

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Miranda spary	Oppose	Nothing	You should stop trying to suck the local life out of downtown - make high density housing up against the hills and encourage people not to have vehicles Havjbg everyone move to ladies Mile is ridiculous - there are no community spaces like churches, libraries, cinemas, community spaces, banks, post offices - instead of building new or renting nasty cheap ones at ladies Mike you should be encouraging people to move into downtown	I know you were told by everyone in the last survey that none of your options were acceptable but you couldn't fill in the rest of the survey unless you picked one of the idiotic suggestions - it would help if you actually listened
Michelle	Oppose		Not listening to rate payers. Traffic congestion will be made worse not better. Ministry of education has not confirmed schools in the area. Main entrance to Queenstown will be spoiled.	Can we TRUST that QLDC will ensure that Developers will actually deliver to the plan? Can we trust that this won't go ahead until the traffic congestion is sorted as per Jim bolts promise at the community meeting?
Cheryl Langford	Oppose	I agree that IF and that is a big IF this is the right place to be building on at all, then I agree that there should be a considered plan so developers can't just do whatever they like on their bits of land on ladies Mile.	I appreciate that people need somewhere to live, but I really don't know if this is the right place to be building a new township. The area is overly congested already and adding more people to the area just doesn't make sense until the infrastructure is in place first. It is also the 'gateway' to Queenstown and at the moment is a pleasant experience with great views. Plonking 12 metre high apartments and buildings and general urban sprawl is not ideal. How do you ensure that developer's follow through with their 'promises' of commercial and social services? For example the cafe at Bridesdale Farm? Why does the council not put more pressure on developers to utilise the Kelvin Heights peninsula?	THERE SHOULD BE NO MORE RESOURSE CONSENTS GRANTED FOR DEVELOPMENT IN THE LADIES MILE AREA UNTIL ALL INFRASTRUCTURE IS IN PLACE INCLUDING A FURTHER BRIDGE OVER THE SHOTOVER RIVER OR ADDING MORE LANES TO THE EXISTING BRIDGE - AND INCLUDING SCHOOLS BEING CONFIRMED BY MINISTRY OF EDUCATION (Which have not been confirmed even though they are showing on your plans)

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Gary Erving	Neutral	Council taking a proactive approach, to ensure an actual plan and design it to work, rather than being lots of developers doing their own thing.	Not comfortable with the growth numbers for the area, but also understand why that density is required to support all the other services i.e. bus, schools.	
Dan Gerard	Oppose	High density housing	Overwhelmingly there is concern about existing traffic congestion leading into Frankton. This can only make it worse. Traffic needs fixing BEFORE development happens. Bus services need to be every 15 minutes, with dedicated bus lanes.	Having schools on SH6 won't prevent school children having to be taken by car to and from Frankton. Reason is most sporting events will still be held in Frankton, and this means crossing the bridge. The bridge and the bridge to Hardware lane is the bottleneck. This need fixing.
Keri Lemaire-Sicre	Oppose	?	Right from the start of this process there has been a definite lack of listening to the Community. The agenda to develop was already decided before the community was asked what they thought. We feel the whole process has been driven by a few stakeholders and QLDC and that the community have been 'dragged along' !!	QLDC have a responsibility of care to protect the beauty of this town, the very reason why Tourists come to visit, Sorry but your proposal just doesn't fit on Ladies Mile. It will be an absolute eye saw. What a horrible legacy to leave behind
Daniel Cole-Bailey	Oppose		I do not believe that the traffic issues will be addressed, I would like alot more details on how the down scaleing of vehicle use is going to be achieved as at the moment I can not see how this will happen.	Will the council be allowing short term holiday let's in this area as this will cause traffic
Lauren Moore	Oppose	Proposed schools	The infrastructure to support your plan. Parking for both residents and visitors Transport solutions are not viable.. I.e. the climate and environs we live in will not be suitable for 9 months of the year to bike.	Ladies Mile re-zoning will be deferred until such time as: - Urban centres are intensified first (Queenstown, Arrowtown and Frankton). - - Traffic solutions are found that meet the needs of the existing community. - There are community facilities established that provide for the existing community

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				and any future growth. - There is certainty that a high school and primary school will proceed.
Nicola Proffit	Neutral		The Ladies Mile re-zoning will be deferred until such time as: - Urban centres are intensified first (Queenstown, Arrowtown and Frankton). - Traffic solutions are found that meet the needs of the existing community. - There are community facilities established that provide for the existing community and any future growth. - There is certainty that a high school and primary school will proceed.	
Simon Khouri	Neutral	The location of schools, parks, community facilities and commercial areas.	The potential for residential development without the infrastructure and community facilities that are needed for the existing community	'We request that the Ladies Mile is managed via deferred zoning. As such, any up-zoning will be deferred until such time as: - Urban centres are intensified (Queenstown, Arrowtown and Frankton). - There are community facilities established that provide for the existing community and any future growth. - There is a certainty that a high school and primary school will proceed.

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Ladies Mile Pet Lodge	Oppose	NA	Ladies Mile is the wrong place for another subdivision attracting several thousand people thus transforming the rural nature of Ladies Mile environment which the pet lodge need to operate into another suburban jungle (no matter how beautiful that jungle is)	The LMC (Ladies Mile Consortium) Did an impressive amount of well crafted work but the mandate of the council to the LMC was wrong.
Jackie	Neutral	Lots of the plans looked good but there are a few things that have not been thought through in regards to existing community and traffic	Exact timeframes - options in another areas also close to town - if landowners will agree to the plans - traffic for the building of a whole new town	Some thought around the current community facilities and sorting traffic now let alone when this whole thing is being built 😊
Dean Dolan	Oppose	Planing a primary and secondary school	<p>Carpark allowance for multi storey residential apartments</p> <p>As much as it would be great to have up 60% for people using public transport/ cycling people are still going to need a car to get around the district</p> <p>How you can plan to have only half a carpark for (I understand this is a average) for a apartment just doesn't make sense, it may work in a big city but we are a very very long way off becoming that</p> <p>Public transport is great but if the busses are going to cross the same 1 bridge as all the other vehicles that use it and need to use it to for the type of work they do are we not just adding to the congestion that we already have</p>	
Thabit Ayoub	Oppose	Nothing.	You haven't implemented any measures which will effectively encourage a mode shift in transport habits to the level required to ease congestion. Never before has there been an example of transport mode shift at the level required to not clog our roads. You know this - but are continuing nonetheless. Until you and the NZTA bang your heads together and double the bridge capacity there is going to be carnage out there once implemented. The bottlenecks exist and have not been	

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			<p>addressed. 40% of people will not be hopping on the bus all of a sudden because you made a new route and added a few stops. This has been proven already with the \$2 bus and the number 5 route.</p> <p>You are going to make this a logistical nightmare and you continue to ignore that fact because of greed to take the developers dollars. You don't listen when we speak. You do what you want. You don't represent your people.</p>	
Louise Clark	Oppose	More amenities	Public transport, road network, safe cycling routes	It's just too much, without everything supporting this being in place first!
bill yuill	Oppose	nothing	development at all cost is what you want	<p>Yet again certain people have a fixed agenda</p> <p>Infill of existing land should occur first less load on infrastructure</p> <p>Before urban sprawl public transport and alternative transport measures must be in place not the halve arsed things you have in existence at present</p> <p>Rapid mass transport and direct cycle and walking tracks would have to occur before you even looked at what you are suggesting</p>

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Stuart Victor	Oppose	Nothing.	<p>I oppose the rezoning of land currently zoned Rural, Rural Lifestyle, or Large Lot Residential to a mixture of High Density, Medium Density and Lower Density Suburban Residential Zones and the extension of the existing Urban Growth Boundary in this area to incorporate these areas.</p> <p>This development is in the absolute WORST location you can choose as it will cripple SH6 for traffic entering or exiting Frankton/Queenstown. The Shotover Bridge would need to be rebuilt as a 4 lane bridge before ANY further development is even considered.</p>	<p>QLDC's and the developers proposed accommodation for 10,000+ new residents on Ladies Mile is reckless and with the ever increasing amount of traffic travelling on SH6 from Arrowtown, Wanaka, Cromwell, and Alexandra, it will prevent current and future residents from accessing Frankton or Queenstown. A bus lane is proposed starting from the Howard's Drive exit, down to the Shotover Bridge, however, the buses will still have to wait in a long line with all the cars exiting Lake Hayes Estate/Shotover Country before they can even utilise that bus lane. Then, when the buses reach the Shotover Bridge, the merging of the bus lane will only create more traffic jams; therefore it will not solve the traffic issues.</p> <p>A BUS LANE WILL NOT SOLVE THE TRANSPORT ISSUES!</p> <p>QLDC, the Mayor and Councilors - please oppose the rezoning of land currently zoned Rural, Rural Lifestyle, or Large Lot Residential to a mixture of High Density, Medium Density and Lower Density Suburban Residential Zones and the extension of the existing Urban Growth Boundary in this area to incorporate these areas? If this development goes ahead, it will utterly cripple this State Highway to Frankton and Queenstown!</p> <p>If this development of Ladies Mile/SH6 actually gets approved, QLDC must work</p>

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				<p>with the NZTA ***BEFORE HOUSING DEVELOPMENT IS PERMITTED TO START*** to add a new 4 lane Shotover Bridge. This way, bus lanes can continue across the bridge to/from Frankton and Lake Hayes and will then allow the bus travel time to be an acceptable 15 minutes and will then encourage people to leave their cars at home.</p> <p>I think Arrow Junction (near the bottom of the Crown Range road) is the most suitable location for a Park and Ride. It is a short drive for Arrowtown residents, and captures the Wanaka, Cromwell, and Alexandra commuters before they get too close to Frankton/QT. Putting a 300+ parking lot at 516 Ladies Mile Highway (SH6) is not appropriate as drivers are then so close to Frankton so will not want to stop to get on a bus.</p> <p>Thank you very much for reading my submission.</p>
Matthew Barnett	Support	A high standard of development, well considered with good provision of outdoor space and community facilities.	Very poor connection between existing communities (Shotover Country & LHE) and new Ladies Mile community. This connection is critical to SC and LHE seeing the benefit of the adjacent development. NZTA have their head in the sand as to the impact this is going to have on traffic movements through this critical entry corridor to Queenstown. Shotover Country needs a bus only lane for departing	Suggest re-considering re-routing SH6 along the foot of Slope Hill so that there is not a main highway dividing SC & LHE from the new development.

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			<p>Shotover County not just along Ladies Mile. I appreciate this is not an easy task, but this is vital to the function of the bus service leaving the subdivision.</p>	
Nicky Busst	Neutral	<p>The connections with better bus and cycle ways. A dedicated bus lane. PLEASE can the school bus use it too. The parents of school kids just take kids off buses and into their own cars when traffic gets worse so as not to be late (esp at NCEA time of year - Nov) which is also peak summer traffic. So you need to have a dedicated bus lane for school buses too which are safe so parents will put their kids on the. The roundabout at LHE entrance and (might have missed this, but thought there was a bike safe crossing e.g tunnel/underpass for crossing SH6</p>	<p>High Density Zoning argument that this will enable the bus and cycle lanes to be prioritized and a roundabout at LHE entrance (which is great!!) HOWEVER it is based that the high density zoning will not increase traffic in private vehicles as more people will use public transport. This argument is flawed for the following reason: With growth of development more tradesman will be required who can not use public transport as need their own tools and vehicles. I understand some studies where done that showed most people leaving SC and LHE estates were 50% tradesman and another 30% were families with children. These are the 2 groups you are least likely to be able to move from their own cars. SO, you are only actually able to shift the remaining 20% of single use occupants and they are not typically the demographic you who will be occupy the high density new housing development n the other side of Ladies Mile you are proposing, they'll be the other 70% so this is why your argument is flawed NZTA have already advised the bridge over Shotover River has exceeded capacity and yet building more roads and bigger bridges will also not help. You need NEW ways in and out of Queenstown. Ladies Mile whilst a commuter belt AND the entrance to</p>	<p>Please add an alternative way to get out of LHE/Shotover (old school road) so not everything goes onto Ladies Mile. Look at commuter traffic issues BEFORE they even reach Ladies Mile. SLOW the traffic down by ensuring NZTA lower the speed limit to 60kph along their, 100kph is ridiculous.</p>

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			<p>Queenstown is NOT the right area to build up</p> <p>Also, your argument that more facilities in Ladies mile (School, shops etc) will also stop people having to travel over the bridge to get to Frankton is again flawed. People have kids already at the schools and won't; want to move them. The key shops! will always remain in Frankton. An expensive 24/7 and a primary school will not make enough of a difference to stop the congest. At the very least if you are going to proceed, PLEASE ensure you have a 2nd way out of LHE and Shotover Country (Old School Road was muted at one of the community input meetings and you can not leave us commuter stuck in heavy traffic and think that more busses and bike routes will save it. I personally would choose to bike/bus if I could however I also don't have a bus route to my place of work Arrowtown) and then you have 4 months of the year when it is too cold/icy to travel by bus.</p> <p>Planners, I like you are trying with solutions but they still need much work .</p>	

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Matthew Barnett	Support	See previous notes	See previous notes	<p>Could you please add the following to my previous commentary. I hit submit to soon. Thanks.</p> <p>The Laurel Hills development which was declined consent raised the following issues:</p> <ul style="list-style-type: none"> - Novogroup review of Shotover Country/Ladies Mile Queuing: It is specifically noted that this queuing issue should be largely remedied by the proposed Programme 3 works identified in the WSP / Opus assessment. This relies on a 40% mode shift which the WPS / Opus report notes is higher than could be reasonably expected. (Table 7) <p>Programmes 3 & 4 is only achievable with MRT which is cost prohibitive.</p> <p>How does the new traffic data show this mode shift is achievable, if it was previously not considered possible?</p> <ul style="list-style-type: none"> - WSP / Opus 2.1.3 Regional Policy Statement for Otago (1998) Otago's Regional Policy Statement for transport promotes and encourages the sustainable management of Otago's transport network through: <ul style="list-style-type: none"> • Promoting the use of fuel efficient modes of transport • Encouraging a reduction in the use of fuels which produce emissions harmful to the environment • Promoting a safer transport system • Promoting the protection of transport infrastructure from the adverse effects of

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				<p>land use activities and natural hazards. As of late 2017, the Policy Statement is under review. However, Otago Regional Council will continue to provide social, cultural and environmental wellbeing, community and safety for future generations. The current transport network infrastructure is already under pressure. SH6 is referred to as the lifeline to Queenstown. It's imperative this route remains functional and that it's protected. Most goods and services supplying Queenstown enter over the Shotover Bridge. The efficient function of the entire district could be significantly impacted by poor management of traffic in this one area.</p>
Juliet henry	Oppose		<p>Access should be from stalker road not Spence road. Oppose to any high rise, high density buildings.</p>	

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Richard	Neutral	<p>Extra schooling (I assume for the local community?).</p> <p>Community hub.</p>	<p>Transport strategy. Of course there will be much more traffic. Is a traffic jam the best gateway Queenstown could have? Bus and cycle options are neither a sensible or realistic answer.</p> <p>Cramming terraced and multi-level housing in goes against the areas aesthetic.</p> <p>There was no mention of pollution caused from extra housing. I assume wood burners would not be allowed otherwise LHE and SC would be covered in smog all winter.</p>	<p>The only thing driving these developments is the developments themselves. What industries, other than tourism does Queenstown have? Once the developers have their buckets of gold and leave town, taking all the tradies and ancillary services with them these areas will be ghost towns.</p>
Steve Hardy	Oppose	<p>I do not think anything is right about this masterplan</p>	<p>I do not agree with the level of development proposed in this master plan, I believe there could be some housing along Ladies mile that would not effect the beauty of the area or overload the infrastructure but this would be single level, stand alone housing with adequate setbacks from SH6.</p>	<p>It wasn't long ago the ladies mile was considered an outstanding natural feature and the gateway to Queenstown and as such there was to be little or no development.</p> <p>I do not understand why the council are now proposing high density development which I do not believe any current residents want, anyone will want to live in and I am sure the visitors to the area will not want to see as they enter the town.</p> <p>The ladies Mile already has traffic problems and this will only make it considerably worst.</p> <p>Queenstown has a finite amount of land and therefore a limited amount of growth before it reaches its capacity, I feel this is being overlooked and this master plan is an attempt to meet demand for housing.</p> <p>The reality is the demand of people wanting to move to this area is many times higher than the capacity the town</p>

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				<p>has.</p> <p>I believe the master plan should be what Queenstown would ideally look like when at capacity and then areas are opened up for development (along with sufficient infrastructure upgrades) in stages, this master plan just looks like a desperate attempt to provide housing quickly and easily.</p> <p>Aside from the fear that this will make the area less desirable to live in I believe we risk making it somewhere tourists will not want to visit.</p> <p>We have the opportunity to maintain Queenstown's beauty and have it a place that residents love to live in and tourists want to visit, I do not believe this master plan achieves this.</p>
Lisa Pond	Oppose	Mixed density housing	Transport. People won't get the bus as much as you are saying. It's a family neighbourhood, parents need their cars for after school activities, supermarket etc. Lots of tradies live here and need vehicles for work. It needs to be four lanes from the Shotover Country roundabout to Hardware Lane.	
Andrew Langford	Oppose	Stopping original consent application & starting this process	A solution to the traffic congestion this proposal will create.	<ul style="list-style-type: none"> • Is this the right place within the Wakatipu for high density development at the moment? • Can we TRUST that QLDC will ensure that Developers will actually deliver to the plan? • Will Commercial and Community Amenities be built in conjunction with residential?

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				<ul style="list-style-type: none"> • Lack of evidence of adequate solutions for traffic congestion.
Mark Kelly	Support	The idea of town centre with supermarket, banks , shops plus schools is good . this reduces the need to cross the bridge.	The traffic issue is being brushed to the side, the growth of the whole of Central Otago Region needs to be taken into account. we need another bridge. Im not happy with high density development in this area.	Traffic is the major issue, busses are not going to fix that problem
Brandon Purdue	Oppose	<ul style="list-style-type: none"> o The provision of further infrastructure and facilities throughout the wakatipu basin is required but this has to be balanced against the costs. When you conduct a cost benefit analysis of the ladies mile masterplan, the costs outweigh the benefits. 	<ul style="list-style-type: none"> o I object to the ladies miles masterplan which is over intensified (for the area) and based on poor assumptions/false promises which will lead to significant congestion. o The lake hayes and shotover country residential developments have already put enough houses into the ladies miles area. o The development of further high density housing should be focused on things like the remarkables apartments and te pa tahuna. More high density housing like the remarkables apartments could be built in the same area which allows residents to walk/bike to work easily. Furthermore, high density housing could be built at the end of gorge road which is close to town which will allow residents to walk/bike to work easily. o Transport congestion should be solved (solutions proven to be correct) before any consideration is given to the ladies mile masterplan. The proposed solutions are based on changing behaviours, behaviours can be influenced and may change but I doubt they will change to the levels indicated in the ladies mile masterplan. Simple things like winter make a huge difference. People also need cars to transport bikes, skis, boats, kids etc. 	<ul style="list-style-type: none"> o Has any consideration been given to providing free (or very low cost) buses from Cromwell/possibly Wanaka to Queenstown in the morning and return in the evening? Give it a go, if it helps, great, if not, cancel. Build the cost into rates. We will all be better off if there's less cars coming from Cromwell/possibly Wanaka to Queenstown every weekday and then returning in the evening.

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			<p>o People won't use buses until there are bus lanes and they can actually see that the bus gets somewhere quicker. At the moment the bus is stuck in the same traffic so why would you change from the car to bus?</p>	
Camille Khouri	Neutral	<p>I like the concept of high density villages where people can live, work and play. Having schools helps to reduce traffic.</p>	<p>Relying on the hope that people will not use their cars is foolish. People will still need to drive to Frankton for different reasons. A second lane over the Shotover River is the only answer if you are to be building this many houses on this side of Frankton.</p>	<p>While I like the idea of high density villages, I don't think this is the right place to put such high level apartment buildings as the 6-7 storey ones proposed. Stick to 2-3 levels as a more realistic option for the types of people who are likely to want to live here - ie families and young couples.</p>
Julia Eade	Oppose		<p>The amount of traffic that this is going to generate!! I own a business in the construction sector here and increasing the construction in the area means more employees and more vans. There will end up being hundreds of tradies with vehicles travelling into an already congested area. Offering a bus service will not end the congestion!!! We are travelling in vehicles because we have to!!! Not just because we are opposed to using the bus. We will not be able to get out of Lake Hayes Estate as a family and as an employer I will be faced with employees sitting in traffic jams for large</p>	

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			parts of their day. Sort out the bridge issue first!!!! Please!!!!	

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Ina Angova	Oppose	<p>I like that you are planning to build more schools in the area and create another "town center". There are also great ideas about extension of the recreational areas.</p>	<p>I read the whole document and the solutions about the traffic congestion. I was amazed that there was no mention of widening the existing Shotover Bridge or building a second bridge over the river connecting the bottom of Shotover Country and to the Glenda drive industrial area.</p> <p>The passing comment in the document "as merge/diverge pairs would leave a relatively short section of single lane road in the middle" was honestly very ignorant as that short single lane road is the one causing much of the problems at the moment.</p> <p>As someone who has lived around the world, in large cities with an amazing public, transport NZ can only dream of, your solutions and evaluations of the current issues are childish and naive. Even with 3000 more houses in the area, we will not have the scale of providing reliable, fast, affordable and frequent public transport.</p> <p>We also suffered through the Auckland Southern motorway "upgrades" before moving here. Those upgrades that made people lose many hours in traffic were already obsolete on opening day. My strong feeling is that this short-sidedness is being transferred here as well. We, the residents will have to endure many long months and years of worst than present traffic to later realize that the solution offered is only good for a year or 2 as will happen with the Kawarau river bridge once the new subdivisions are built.</p> <p>There were a lot of dreamy solutions in your document, that sound very politicly correct and green. Some of those are the assumptions that most people will be using public transport and park and rides when many of us can not move without a car as we have mobile</p>	<p>I do not believe that the development should go ahead unless we have a minimum of 2 lanes in each direction on SH6 and 3 lanes.</p>

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			<p>businesses, non-fixed workplaces and even today, without all of these new cars and without tourists, we waste a lot of time and money having our employees stuck in traffic while coming in and out of the area. We pay them for every minute they travel and this is the type of cost you do not calculate.</p> <p>In addition, there wasn't a single mention of a designated bus lane either. That means the bus will be stuck in traffic as well, doesn't it?</p> <p>The dream about using Ebikes and the likes is amazing but it's a dream. We will not have the density of London, Paris, or even downtown Auckland. Most of us can not be bothered even if we could use the Ebikes for free to use them with temperatures under 10C or negative, on windy days (which are plenty!), after Between April and October when days are shorter, or in the winter. I will also not use them if it's too hot in summer and I can bet there are many like me.</p> <p>The assumption that people will not own cars in an area where you can't do much without a car is also absurd. We live in Queenstown so that we can go to the ski fields and not pay \$25 per person for the bus, we can get to walks when we need to, and for all that you need a car. I personally know very few people who do not own a car - even temporary workers do and they may have a company car or bus to work.</p> <p>In the Queenstown setting where a high percentage of people live as flatmates, you should calculate 1 car per bedroom and not per residence.</p> <p>My general feeling is that the project looks great on paper. It is clear that it will be very lucrative for a number of people and companies, but that the actual human consequences of its implementation have not been taken into account.</p>	

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			I believe that until such time that we can widen our roads and fully resolve the Shotover crossing, and future-proof it, this development will prove to be another way to decrease our quality of life.	
Theresa Kelly	Oppose	The idea of creating more of a hub with ammenities and retail this side of the bridge	Traffic issues I don't see the bus idea as realistic or Houses with .5 car parks	Strongly disagree with putting road in from highway through to Sylvan Street

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Harrison Lou	Neutral	Overall if development must occur then needs to be done well. Support lower density and making the development attractive. Pleased western shores of lake Hayes not being developed and the lowest option selected.	Still too much density and you have your heads in the sand on traffic. Live in Threepwood and against having the track cut through our farm. We will lose high productivity land, afraid of pests attacking stock, keeping people on the track and off private property, health and safety, and worried it will cause us to wind down the farm. Its beautiful and important for everyone it keeps going. Just link the track to the front of Ladies Mile!!!!	Need to address traffic or you will destroy Queenstown.
George Carver	Oppose	Open up land for housing	Shotover bridge needs upgrading to handle current let alone future traffic	
Sally Whitewoods	Oppose	I understand the need for growth and also the rezoning of areas. This needs to include changing LHE and Shotover Country to non rural and this to be reflected in the government with regards to WINZ as we are zoned out of extra help. Families are penalized from being by the schools.	I think we are all very short sighted to think that people will use other modes of transport before using the car. I struggle to get to town on the bus within 40 minutes on some days. The only way to allow for more cars and people is to create main dual carriageway either way in and out of town. We aren't even busy with tourists at the moment and it can be very bad. 5 years on and we will be stuck in traffic with another 2/3 cars per house at Ladies Mile. Will be impossible to turn out of side roads onto main road.	
Kirsty Mee	Oppose	Adding in of another high school if this goes ahead	Is this the RIGHT place within the Wakatipu for high density development at the moment? Can we TRUST that QLDC will ensure that Developers will actually deliver to the plan? Will Commercial and Community Amenities be built IN CONJUNCTION with residential? Lack of evidence of adequate solutions for traffic congestion and parking.	

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			Traffic CONGESTION CONGESTION CONGESTION Is this what we want as the ENTRANCE to Queenstown?	
Stephen Clark	Oppose	I'm pro-development generally.	Traffic. Traffic. Traffic. Failure to upgrade Shotover Bridge.	<p>I can't believe the NZTA (or whoever is responsible for the Shotover Bridge) can hold an entire community and it's development to ransom, by refusing to contemplate expanding the bridge. It is an obvious bottleneck... all the plans I have seen so far to manage traffic fall under the category of "lipstick on a pig". As a family doing a range of kids sports etc. there is no way we will be using (or could use) public transport on a daily basis.</p> <p>I'm seeing in the future the council approving the ladies mile development anyway, and everybody living east of queenstown putting up with the diabolical traffic problems it will cause (which will be far worse than even those occurring today).</p>
Rebecca Orpin	Oppose			

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Tracey	Oppose		Traffic!!	Traffic congestion is a problem. How is an additional 1.6km queue acceptable?
Renee Grove and Ian Bayliss	Support	<p>Emphasis on achieving efficient, more affordable, higher density land use in tandem with developing integrated transport solutions to keep the area highly accessible and not overly congested (relative to other dense urban centres). Emphasis on the need to achieve really high development outcomes in terms of attractive landscaping elements, high quality street furniture and carefully designed street environments, and other public open spaces.</p>	<p>The proposed underpass at the end of Howards Drive is likely to provide a very unattractive connection between LM and LHE and SC that is prone to vandalism and anti-social behaviour. A biking and walking over-bridge at this location would be very desirable but if that isn't practical or affordable a signalised intersection with easy (straight safe and at grade) pathways for walking and cycling should be part of the new intersection at the end of Howards Drive.</p> <p>The masterplan should signal the need for an itemised and specific set of complimentary capital works projects such as road upgrades, transport facilities, recreation facilities and other community facilities which can then be considered for funding in future LTP processes.</p>	
Sally Andrew	Oppose	Nothing, the whole plan is way to encroaching.	I believe the plan is not at all sympathetic to the area, we are not a city and build up in this area will take away part of what make this area beautiful.	I am strongly opposed to the plan that has been suggested. I think building these eye sores on this land is actually a stupid idea when there is quite clearly better places in our area for such high density building if we truly need it. Such as Frankton flats. We should be trying to preserve the whole Whakatipu, as much as we can not selling out to high density building because we think that's what we need. I believe it will detract from what make this

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				place special. Building something like this here might just be the thing that stops people from coming.
MICK Burdon	Oppose	This should be kept as a Green Area to welcome people to Queenstown as the infrastructure further on in will not cope	Why do we need to jam people into this lovely area well known for its agricultural importance when I came here perhaps push some over to Speargrass flat	Do we really have to jam up this area
Gayle Thornton	Oppose	Nothing until traffic is resolved	missing better transport infrastructure	
don	Oppose	absolutely nothing , it doesn't need developed in any way	you are still persuring a growth at any cost model that is the last thing this district needs	stop it all
Neal McAloon	Oppose	<p>This question is worded in the same spirit as hey , which of the 3 ladies miles development options do you prefer most Qldc? (None)</p> <p>Qldc seem to think the only option is for some large density housing development on lady's mile without any further infrastructure development?</p>	<p>An alternative option to usage of lady's mile. Also there has been zero reference to the climate action plan in these proposals. This is an overarching plan and a legal requirement for QLDC to consider in any developments or strategic planning??</p> <p>Mike Theelin said he would consider this when asked at a public meeting. What's happened since?</p>	Is anyone listening or even better, answering?

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		There is no alternative open for discussion this is a fait accompli and not how local government should operate.		
Emma Black	Oppose		No certainty for the community. The road is so dangerous as it is. No actual plan can be seen for where the schools will be. And who is going to be able to afford these houses??	PLEASE! Ladies Mile re-zoning will be deferred until such time as: - Current URBAN centres are intensified FIRST (Queenstown, Arrowtown and Frankton). - Traffic SOLUTIONS are found that meet the needs of the EXISTING community. - There are COMMUNITY FACILITIES established that provide for the existing community and any future growth. - There is CERTAINTY that a high school and primary school will proceed and exactly where.
Rob Burnell	Oppose	Conceptually, a masterplan for developing areas of the Wakatipu district could work See attachment A containing the emailed submissions - page 1	See Attachment A - So much is wrong - please refer to my feedback	See Attachment A - Please refer to my attached feedback (page 38)

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Jill howell	Oppose			<p>I request that the Ladies Mile re-zoning will be deferred until such time as: -</p> <ul style="list-style-type: none"> - Current URBAN centres are intensified FIRST (Queenstown, Arrowtown and Frankton). - - Traffic SOLUTIONS are found that meet the needs of the EXISTING community. - - There are COMMUNITY FACILITIES established that provide for the existing community and any future growth. - - There is CERTAINTY that a high school and primary school will proceed
Ian Moore	Oppose		<p>There is an unsupported assumption in the plan that Ladies Mile must undergo significant development. Claims that developers somehow can force this development on the community against their wishes, and that the community's best form of protection is the development of a masterplan seem extremely unlikely and have never been justified. Council needs to take a big step backwards and start talking to the community about these issues, before they produce detailed plans. The council has never asked what the community wants to see for Ladies Mile based on benefit to the community and without these unjustified restrictions. I do not consider the current process to be a proper consultation. The previous online survey forced contributors to choose between three options, all of which involved significant development. Many of the comments indicated that people resented this, and wanted much less development than any of the options offered.</p> <p>I personally do not want to see any significant urbanisation of Ladies Mile. This area has already been</p>	

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			<p>massively overdeveloped with Lake Hayes Estate and Shotover Country. The proposed masterplan is driven by short term economic gain, not by the much more urgent considerations of climate change, community well-being, sustainability, the visitor experience, economic diversification and long-term planning. In general, I believe we should be avoiding rezoning that increases urbanisation.</p>	
John Wilson	Oppose	Nothing	You've got it all wrong Ladies Mile should not be rezoned.	Ladies Mile should be kept as a green zone.
Sarah Arkin	Oppose	Green areas and community services should be located in this area.	<p>' It is our opinion that the proposal to change the zoning of the Ladies Mile area from rural to a master planned, high density development is flawed. This does not represent intensification; it represents greenfield, dispersed development.</p> <p>As outlined above:</p> <ul style="list-style-type: none"> - Ladies Mile is a greenfields site and is physically separated from services and employment. Whether it provides 1100 homes or 2300 homes, it will increase traffic movements in an already congested environment. Traffic is already causing significant adverse effects to our community's wellbeing. Until such time as the existing traffic issues are resolved, then there should be no further development at Ladies Mile. - We have taken on board Mr Avery's concerns around existing zoning not being adequate to 'stop developers doing what they want'. We propose a deferred zoning. 	

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			<p>Any development must be deferred until such time that</p> <ul style="list-style-type: none"> - Traffic issues are resolved; there must be a workable public transport system in place, and the Shotover Bridge provides four lanes. If these actions are not taken then traffic congestion will only get worse. - The school sites are confirmed - Community facilities for the existing community are provided, and there is capacity for future development. - Existing centres are intensified to accommodate growth. <p>Until the traffic issues are resolved, the existing community is provided for, and greater certainty provided that the master plan can be achieved, then we oppose the Ladies Mile proposal.</p>	
JennyWhite	Oppose		Far too many houses/ multi- level in a small area which will require access onto LadiesMile which is already heavily congested at certain times of the day.	I fail the see how this developement will solve any issues now or in the future. The biggest problem is Shotover bridge. It needs to be 4 lanes before any further housing goes ahead.
Maree Wheeler	Oppose	Community Facilities at 516, Sports fields for the the existing community, long awaited underpass to Lake Hayes (as promised by LHE developers 18 years ago), Education facilities (given that MOE agree)	Inadequate solutions to traffic congestion and adding to the problem not fixing it. High rise accomodation options need to be close to exisiting amenities and commercial hubs. Commercial is not big enough to sustain live/work/play therefore Ladies Mile will become yet another commuter suburb. Destroying the iconic entrance to Queenstown -"We are the place the rest of the world cannot be" - you said it so don't replace beautiful views with traffic and high rises like parts of the rest of the world!! No direct commuter route for active travel. MOE have not endorsed education sites drawn on the plan. Where are the arts/creative centres? Green spaces - no specifics, hard to know that will	Distinct lack of trust that QLDC will be able to ensure that the developers follow the plan and that what we see in the pretty pictures will actually happen. This is based on previous experience in that marketing brochures and developer promises don't match the reality. What incentives/triggers will QLDC put in place to ensure that commercial and community facilities are built in conjunction with residential so we don't just end up with high rise residential and no amenities. Who is going to pay for the

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			actually be put in place? No assurance that Lake Hayes wont be affected by increase in users	continued upkeep on all proposed green spaces/tree plantings etc and the long term community amenities proposed, library etc - where is the budget for all of this? Please manage this via deferred zoning. I fully support the LHESC CA submission.
Wheeler	Oppose	Community facilities, sports ground	traffic congestion will only get worse at peak work times, lots of tradies live in this area they can't take bus or bike and still need to park workvans, need off street car parking. Don;t like the idea of highrise view coming into Queenstown and if you don't have a vehicle its too far from supermarket/ pubs etc.	
Trineka Newton	Oppose	additional schooling for a growing popluation.	Traffic, Transport and roading issues. I can't see that these have been actioned?? Only made worse.	I am 100% backing the words of the LHCA on the following: Entrance to Queenstown “We are the place the rest of the world cannot be” quoted from QLDCs own Vision 2050. There are plenty of places in the world where we can sit in traffic jams and see high rises as the entrance to the town/city! How many places in the world can you drive into the town past a picturesque lake, look up to a mountain range on the left (with residential is set back from the main road) and look right to sloping hills, farmland and yet another mountain in the distance? The Ladies Mile is the entrance to Queenstown, providing high levels of visual amenity. While the quality of the views towards the Remarkables have been reduced because of the retirement

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				<p>village, there still exists views towards Slope Hill, which is an outstanding natural feature. Locating dense, high built form at the foot of Slope Hill will adversely affect the qualities of this landscape. Little has been said about the landscape effects of this proposal in terms of those important views and the impact this will have on visitors who come to our region for all the views in the area.</p> <p>“Welcome to Queenstown - it is unclear how long it will take you to reach your destination after you pass Lake Hayes, but sit in traffic and enjoy the welcoming view of highrise apartment blocks from your crawling vehicle!” Councillors - do you want this to be your legacy??</p>
Sammy	Oppose	Nothing	Traffic will be out of control, need to put a traffic plan in place	
Stephen Dalley	Neutral	The need for schooling and community spaces. It is a convenient location that is somewhat suited for new housing in the basin. I don't look forward to more people being here but we need to be realistic and plan for it still.	<p>Traffic will be bad, bad, bad. I've been involved (for a different city) in council planning for traffic initiatives in the past. Here experts were sure their intricate modelling of traffic flows according to 'international best practise' work. Common sense said it wouldn't work and, of course, the project was a massive and expensive failure.</p> <p>If there is not a four lane Shotover bridge and four lanes leading to at least the Arrowtown turn-off there will be more congestion, an incredible amount of cost to the local economy in lost productivity, and a high potential for accidents, injury and death.</p> <p>Yes, encouraging people onto public transport is a great</p>	<p>We desperately need a built-for-purpose library complex for the area and I don't believe there is currently enough space allocated for this.</p> <p>There are some great examples of library/community centres around New Zealand. Design something beautiful and sustainable, incorporate a community garden, tool library / repair and restore workshop and small cafe. Then the surrounding neighbourhoods will have a desperately needed space that will provide a significant ROI while ensuring</p>

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			<p>approach. But there are simply far too many places and activities in the basin for this to be viable at an individual and community level. The town's budget simply cannot provide public transport with enough convenience for many who live here.</p> <p>We will need the four lanes, at least two pedestrian bridges spanning the road for safe school travel and, last but not least, a far greater emphasis and support for better bike travel and active travel in the area. People need to be able to bike safely! There will be at least one significant accident at the intersection leading on to Glenda Drive within the next year. I'm sure of it.</p>	<p>stronger, healthier and more resilient communities.</p> <p>Ladies' Mile is ideal for this - but it needs more space than what is currently planned for.</p>
Patricia	Oppose		<p>I don't think this whole plan is suitable for a place like Queenstown much less Ladies Mile. The idea of having a huge building and all that traffic taking away all the green space and nature (which is what makes Qstn beautiful) is just evidence of how this amazing town will become a grey city full of cars.</p> <p>This is not Queenstown. Don't take away the green space :(</p>	
Michelle	Oppose		Bridge and roading	Bridge must be replaced with 4 lane prior to development
Lisa Anderson	Oppose			

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Anna McCarthy	Oppose	Assessing the requirement for further housing options is positive. Further housing options are needed	I think the intention of the development plan overshoots the mark and seems to be an exercise in driving revenue as opposed to effectively considering the existing conditions and environment. I believe that current residents of the area will be adversely affected by traffic conditions, access to education and services, detracting from the reason many people choose to live here, namely environs and lifestyle. Furthermore greater emphasis is required for public transport infrastructure and schedules, especially considering the current level of parking requirements outlined in the plan for new dwellings.	
Wendy Banks	Oppose			
Ian Scott	Oppose	nothing, you are just beating the community down so we have no energy to fight any longer	the roads are to fill already and your modelling is wrong, you have only picked at bits of information to support your views.	you care only about the developers and not about the people who have to leave here now
Anna Clarkson	Oppose	Transport hub and sports fields	Planning for high density housing without the roading infrastructure to manage traffic from proposed residences. You can't guarantee where these people are going to work (Queenstown, frankton) so where do you plan to send busses to? Most busses currently empty. Will need a culture change in how we commute.	
Lara Kirk	Oppose	Schools and community spaces	Density Solutions to the single bridge.	I'd be supportive of the bridge was changed or another bridge added. It's already incredibly frustrating at rush hours. Buses are great and I use the one to go

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				into Queenstown often but adding more stops will slow this down
Rachel KaneSmith	Oppose		No high/medium density areas	Fix road congestion issues before even thinking about developing more housing
James Wallis	Oppose	Considering rezoning of the area.	<p>Proposing high density residential without first addressing the obvious traffic issues.</p> <p>The key premise that peoples preferred modes of transport will be walking, biking and buses is based on an academic exercise rather than reality.</p> <p>The communities affected by the proposed development are overwhelmingly opposed to the proposal.</p> <p>The community feedback meeting at Shotover Primary School was structured in a way to force people to choose the option that they most like/dislike, rather than addressing the actual issue, which is that people DO NOT want this development to proceed. The structure of the entire meeting was almost a fait accompli, as the main concerns of the community were literally swept under the carpet.</p> <p>The consultants engaged to complete the study and concept do not appear to have considered the community views, have obviously not experienced the current traffic issues, are not a part of the community, and have very little thought for the character of the area.</p>	<p>Before proceeding with any further work on this project, Council should undertake a door to door survey of Shotover Country, Lake Hayes Estate (including Bridesdale Farm), the Queenstown Country Club and other dwellings in the area to get a real metric on how the community views the proposal. I doubt that this will be undertaken, as Council will not like the response (you are clearly trying to force this proposal through, regardless of how the communities most affected feel). Should the survey go ahead, it should consist of questions that are open to all views - not forcing people to choose their most preferred option, when they clearly don't like any of them.</p> <p>If the development goes ahead, traffic infrastructure should be upgraded PRIO to any development.</p>

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Tyron Smith	Oppose		No high density housing	
Samuel Sharp	Oppose	A need to make land available for housing and also cafes, bars and light retail.	Completely missed impact on traffic, without significant improvements to infrastructure traffic will be an unbelievable mess. I cannot believe that anyone could look at developing as proposed and not see the glaring elephant in the room that is massive traffic congestion. Lack of parking for additional residents also means roads will be littered with vehicles.	
Peter Thompson	Oppose	Very little	Over populating Queenstown, not taking into consideration locals views	
Jayna Mackley	Oppose	Public Spaces?	There can be NO new development until the traffic congestion issues are addressed in a BIG way	This whole process leaves the community wondering what the council doesn't understand about our community. We can not have cars backed up to the first roundabout in Lake Hayes Estate without the council taking notice and making a plan. I am not opposed to more development - it just needs to come AFTER a new bridge, wider road, and easing the transport issues. We also need WAY more community spaces and public transport options. and, every house MUST have parking. No one is going to live here without transport.

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Ibrahim	Oppose	Basically nothing on the master draftplan.	That the land there is suitable for high density development.	There is already enough congestion on the roads basically all day long especially during the morning and afternoon rush hours. We really dont need more of it & are looking for solutions, whereas council planners think its a good idea to proceed to re zone it to cram in residents.
Linda Hill	Oppose	Yes, development is needed for more residents	A new shotover bridge to ease traffic issues now and in the future.	
Marie irvine	Oppose	Not much at all	Infrastructure ..address traffic flow now ..it will only escalate with more residents , the Shotover bridge has to be made into 4 lanes	
Carolyn Williams	Oppose		Developing rural land in this location without proper infrastructure is lunacy.	
Annmarie	Oppose	Nothing- it is irresponsible and downright dangerous to add more traffic to ladies mile without offering a proper solution to congestion. Which I'm you seem both unable and uninterested in supplying	A viable solution to traffic congestion	

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Becks Caswell	Oppose	Not much - you are NOT listening to the community.	<p>Transport assumptions and not addressing the situation with the congestion at present. A four lane shot over bridge, with 2 lanes either side will significantly reduce congestion. At present it is congested beyond acceptable standards. This solution should be considered with the level of traffic we have now. Adding in density development without addressing the infrastructure will result in grid lock. The assumption that many people will move to Public Transport is deeply flawed. NZ'ers will always use their cars, it is in our DNA. Design for the circumstances we are in, not the ones you want to see. High density housing with no parking is a recipe for disaster, how can you even consider this?</p> <p>7 storey apartment blocks will be a disgusting blight on our landscape.</p> <p>Vehemently oppose rezoning of this land to medium or high density.</p>	<p>You should be ashamed for pushing this agenda. Developers aside there would not be one community member that would support your suggestions. Greed is winning and common sense is out the window.</p> <p>We are Kaitiaki of our beautiful lands and you are proposing to decimate our natural beauty. Shame on you!</p>
Brian Marquand	Oppose	Nothing	Changing the zoning	You will kill the town center. No development in this area should go ahead. The infrastructure cannot Cope with the increase in population
Alana	Oppose	Communal green spaces and the underpass walkway	The buildings are too tall, there isn't enough parking.	For the development of 516 Ladies Mile to be described as "organic" is not good enough.
Shane Tell	Oppose	Not a lot. Infrastructure needs to be the first thing that needs to be looked at before any changes are made to any of the current zoning	Not a lot. Infrastructure needs to be the first thing that needs to be looked at before any changes are made to any of the current zoning	The company I work for is in the construction industry and we are hindered now with moving our vehicles around the area to supply sites with our product. Without thought going into fixing the congestion we have now it's inconceivable to think of the delays and

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				restraints that this proposal would have on our business.
Krista Strode	Oppose	Need for more housing	The roads will get busier and more traffic jams will occur, not ideal for anyone living nearby or visiting. More roads should be upgraded before the housing.	Please hear the community out when they strongly disagree with anything you propose.
Chelsea Gawron	Oppose	Affordable housing is needed in the basin	Some areas should be kept beautiful without development, or at least without high rise buildings	Please consider redeveloping other areas!
Tania Hurndell	Oppose		Lack of commitment to transport to accommodate this amount of new houses	The feedback is clear, sort the transport problem that everyone knows exists and then people won't oppose the development
Cherene	Oppose	Wanting to develop the area but in a terrible manner.	Your travel assumptions are ridiculous. Do any of you drive from lake Hayes/SC at the moment? It's already heavily congested and you guys are happy to build an area and have 0 plans to decongest this other than hope people will start to bike and walk more? Let's hope we all survive frostbite over the winter months! The bus either gets us to work late or way too early. It shouldn't have to be like that. You need another bridge or a 4 lane bridge and possibly a 4 lane highway from ladies mile with proper and early signage to what lane you need to be in.	

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Carol Gardner	Oppose	Nothing	Can't think of anything	The concept is disastrous
Blair Wilkins	Oppose	High density in the area	Traffic congestion is going to be grid lock. We need another Shotover river crossing for traffic.	
Peter Thompson	Oppose		Lack of reality when considering transport.	
Amanda	Oppose		It's too much, the amount of people that would be living in such a small area with traffic backed up for miles	
Helen	Oppose	Nothing	I feel there should be no further development especially high density housing. Building up is causing road chaos school chaos and removing the vibe of the town. It has lost what made Queenstown special. We don't need more housing. There has been plenty of empty houses after covid. We need to stop them all being used for air bnb. This extra sub division is not needed, especially without road structure	

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Laura Brown	Oppose	Green space and increased amenities that side of the shotover bridge	<p>Far too much intense development- an eyesore as the entry to Queenstown but more importantly Shotover Bridge CANNOT handle any more traffic. It is terrible already, especially in Winter, and to even contemplate more housing, especially to this degree, is outrageous.</p> <p>Yes you have added a few small amenities but the majority of these residents would work in Frankton or Queenstown and need to cross the Shotover Bridge regardless.</p> <p>I understand Queenstown needs development but on that side of the Shotover bridge, on the main highway into the town, without the bridge being first expanded into a 4 lane, is not the answer.</p>	See above. Strongly oppose whilst the Shotover Bridge stands as it is.
Tess	Oppose	Including a "town center"	Expanding shotover bridge to be 4 lanes	
Zsuzsi Toth	Oppose		Need more roads, wider roads. Not more houses, specially not flats at all.	We do not need more houses without proper infrastrucutor. Promote more bus routes.
Camiller Joshua	Oppose	Nothing !	Road Infrastrucure to accommodate the already inadequate houses within the area.	Stop fill green spaces with houses and spend more money on upgrading the road infrastructure first !!
Greg Large.	Oppose			This will be another development that will ruin Queenstown. This towns beauty is built around it's small, friendly community. However, some of that beauty had already been lost and this

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				development will only ruin Queenstown further
Liane ingberman	Oppose		Too many people and no road structures	
Rebecca Nilsen	Oppose	Reserve areas	NONE of this area should be high density. It is such a shame that the current area being proposed for high density isn't being considered for a large private hospital.	
Anonymous	Oppose	NA	Not taking in consideration the opinion of the residents of the area.	Please consider all proposals against a higher density apartment's that will bring immense amount of issues with the traffic if not infrastructure is proposed for the area. Thanks!
Helen	Oppose	Green spaces. Facilities	Too many houses. No improvement in traffic/roading etc in an already clogged congested and I safe roading area	
Brigitte Schurr	Oppose	actually nothing	the whole layout is absolutely ridiculous, considering the traffic, the roads and the whole area is not made for such a big development. We already having trouble with traffic and you even push it. Don't you see what's happening???? listening to the residence here, but that's not what you want. Money counts. You ruin the whole environment here.	I am disappointed

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AbbeMoffatt	Oppose	Nothing	Too many houses, not enough roading.	
Hannah	Oppose	Nothing. I work in strategy and programme design. I'm usually pretty good at seeing something from multiple angles and perspectives, I cannot see a positive in this.	Massively missed the need for better roading. The congestion on these roads is already disgusting. Missed that queenstown is loved for its gorgeous landscape, untouched, unblemished, clean. Stop building high density housing for air bnb or young temporary staff. Surely covid has taught qtn to focus on sustainable and diverse economies such as tech and banking. Encourage those companies down here, with permanent staff, and more families.	Stop building. Definitely stop building high density.
Alan Spencer.	Oppose	Nothing.	Listening to the community and not your purse strings	Roll on election time. This plan is an outrageous money earner for developers and council. The word corrupt says it all.
Gerard Hyland	Oppose	High density housing	Wrong place for more people, no supporting infrastructure for utilities, and most particularly transportation infrastructure. The roads are FULL already!	
Steph Burbidge	Oppose	Nothing	There's not enough infrastructure to support such an expansion. With such an increase in population density there must be better infrastructure. Where's the parking?! People live here for a lifestyle which includes going up the mountains or visiting the local area, with an already poor and expensive public transport system of course people need and want cars. These days most people have 1 per person. Where are the spaces for people. You need to meet peoples needs not think that you will change peoples lifestyles by not creating spaces.	There is such an issue in queenstown of a lack of support which comes with a lack of community. How is this development going to foster community connection. The area has such a problem with mental health and social welfare which is going completely ignored and one of the most contributing factors behind this is social isolation. Where is the community

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			The area for granted needs better social housing and more affordable places for people to live but its ridiculous to populate one area so densely when it already cannot support the amount of people who currently live here! How on such a high volumn road can you support more people without widening it for safety and traffic?	connection going to be built in such a vast complex that is so dense?
Becky Imber	Oppose	Retail	Housing, current road can't handle the additional numbers. Just look at what Upper Hutt has done to SH2 in Wellington. Exact same issue. Increased housing using original roaring infrastructure equals awful traffic jams at peak times.	Get waka kotahi on board to change the shot over bridge to 4 lanes.
Claire	Oppose	Not alot that I can see.	Significant and realistic transport solutions. This is what I am most concerned with. Happy for growth and development but you will need a significant change in road structure all the way to Frankton atleast. With this type of growth we will always have traffic issues going into Queenstown as Frankton Rd is obviously hard to expand to a 2 lane road but at the very least another double lane Bridge from Shotover to Frankton is required or 2 lanes going into Frankton on current road. With this type of population density proposed 100km/hr is also not safe or reasonable so that would need changing along Frankton - lake Hayes Rd and improvements to intersection entering into lake Hayes estate. This all happens before construction on ladies mile plan begins!	
Pete Whittaker	Oppose		There needs to be a plan for traffic across the bridge. The plan needs to be for a double lane. It's the only solution. The traffic is already a nightmare. Stop repeating past mistakes and plan infrastructure pro actively in this town.	

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Kimberley Proctor	Oppose	Not a lot	A traffic plan, including having a 4 lane bridge.	This can not go ahead without the already congested and extremely bad roading issues being sorted first
Amanda Viana	Oppose		There is a total lack of consideration for increased traffic congestion, which will no doubt occur. We live in a cold climate, people don't want to bike or catch a bus in the middle of winter. Also people need places to park their cars so as not to have roads narrowed. The 'entrance' to Queenstown will no longer be the picturesque drive that it is.	
Jason Smith	Oppose	There is no option to disagree	Development without two extra lanes across the Shotover is not on.	Offices, industrial and commercial buildings need to be built on the Lake Hayside side if the bridge isn't being fixed which would stop the need to cross the river
Caleb Macdonald	Oppose	Another school is needed	It's all about the roading, unless it is fixed to handle the increased traffic at peak times it should not go ahead!	Please, don't go ahead with this plan until the infrastructure that supports it properly is put into place...
Claudia Richardson	Oppose	community and service centre	Impact /increase on already existing traffic	I believe the affordable housing is the way forward if done with the infrastructure in mind. Current increased traffic is only going to get worse if nothing is done before thousands of new residents move to the area
Jay berriman	Oppose	Additional walkways/cycleways Native plantings Use existing road entry points onto main road	This should not be high or medium but rural zoned - the traffic is already dangerous and congested on ladies mile - please do not add the the existing problem. If you build more houses we will need more people to build and service them which requires more housing - lets not ruin the Wakatipu. It's not a rite to be able to live where ever	

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			u want at the expense of social and environmental negative impacts. We still do not have a descent Hospital or retirement hospital - -can we please have some infrastructure before piling in in more people into the district.	
Euan Whiteley	Oppose		I don't think this is workable with a large increase in people that will supposedly rely on public transport. The congestion it will create to local and through traffic will be very bad.	This area is more suited to low density housing.
Rachel	Oppose	Absolutely nothing	Everything.	This is all about greed. Absolutely no thought has been put into this plan whatsoever other than milking it for all it's worth at the expense of residents of the area. Where are the jobs and the space at the local schools for all these new residents never mind the car parks, new roads and other infrastructure.
Amanda ODonoghue	Oppose		high density housing as a gateway to Queenstown is appalling, no planned good upgrade of traffic management which will put existing routes under severe strain	don't do this to Queenstown!
Ashley robb	Oppose		Major infrastructure is needed before any zoning changes can be made	I oppose any large scale development along ladies mile. There is insufficient infrastructure, and it takes away from the beautiful landscape we have. High density housing and tall buildings do not have their place along ladies mile
fumie	Oppose		plan first/ properly about how to reduce the traffic.	we need more community buildings we can use for socializing with cheap cost to use. I used to see people using Arrowtown hall for adult dancing,kids dancing and more

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				but I don't see now.some people said it's expensive to use for small groups.
Jackie	Oppose		Visual impact on entrance to Queenstown Lack of parking No consideration for additional traffic using already congested route into Frankton/Queenstown	
Phillip Bunn	Oppose	Not Much	Completely the wrong place for high density.	Low density - Fine. But not height density here
Kat	Oppose	Nothing	Don't ruin Queenstown	Proper plans to deal with increased traffic on the roads
Monique	Oppose		No updated infrastructure in form of a multi lane bridge to cope with the increase of traffic has been planned. You must address this before cramming more traffic into this densely proposed area. This ladies mile area should not be rezoned into medium or high density. Rezoning while not allowing for the additional infrastructure will put too much pressure on on the current system. Building apartment blocks and not requiring more car parking that already proposed will cause additional pressure on the close by subdivisions. It is naive to think that everyone living here will use public transport and not have their own vehicles.	

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Cisca McNay	Oppose	Nothing	A four lane bridge, four lanes all the way to Five mile.	Without this it will be ridiculous. Please let someone who is for this project to exit Shotover country after 8.15 on a week day and see how they think that it'll all be right with another 10000 homes nearby.
Roger Somerville	Oppose	Absolutely f*** all. Shame on you.	It seems reckless and irresponsible to not plan for widening the shot over bridge to four lanes to mitigate the inevitable choke point the extra 10,000+ people you are trying to bring to ladies mile. You shouldn't be allowed to do this without planning for appropriate infrastructure to go with any expansion.	
Sara	Oppose		Infrastructure for vehicles and community services High density housing is wrong oppose this strongly	
Fiona Stephenson	Oppose		Im very worried about the traffic and the affect to lifetsyle of the population. The areas roads and parking arent set up for another huge increase in population. I'm opposed to further development here.	The infrastucture wont 'magically' cope with the increase in population. Do any of the developers live in this area, as they must be able to see what an impact to delay living the traffic issue has in the area.
Kate McRae	Oppose		To high density, no plans for increased bridge lanes, adding traffic to already overloaded roads.	
Rebecca	Oppose		No good options to alleviate our traffic	

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Georgie	Oppose	Consulting the community before making this mistake.	This would be a traffic nightmare. It's a terrible idea. It would make getting into town extremely difficult, it's already bad enough! I can't believe this being proposed.	This would negatively impact a lot of people who live in the area.
Sara Clark	Oppose		This is the wrong place for the development of additional housing - the geography and the infrastructure will not cope with this. The roading system is already struggling and failing to cope with the current usage levels - THIS WILL NOT WORK	
Jane Douglas	Oppose	Nothing. Yes we need more housing but we need the infra structure FIRST	Housing too intensive, not enough car parking. Most people NEED a car, not necessarily to use every day but it's NOT practice to expect people to rely on our very minimal public transport system. Need more green spaces . Residents want to enjoy where they live not just live!	You need to listen to what the population wants, you are elected to represent what the community wants!
Angela Maxwell-McRae	Oppose	Not alot.	The existing roading infrastructure is inadequate at peak times already. I cannot imagine how bad it will get with thousands more residents vying for space. Large multistory buildings with inadequate amounts of parking. I think it is ludicrous to think most people will use public transport as their main means of getting around and even if some people do most will still have a car for journeys to Wanaka/Cromwell etc. Where are the all going to park??? I hate that such a pretty area has already been spoiled with the relatively low density Queenstown Country club development. To suggest that this area is the right place for high density housing is ridiculous in my opinion. High rise apartments will ruin the serenity.	I think this development plan needs to be halted until a way to improve the roading infrastructure for existing residents can be found or you are going to make the lives of the existing residents much worse.

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Abby	Oppose	Not a thing	Too populated	
Susan Weggery	Oppose	Some new housing does need to be developed	The scale of the development is too large and the traffic congestion created along ladies mile will be seriously detrimental. I also disagree with the high density zoning and the multi-storey apartment buildings this will allow	
Kate Russell	Oppose	The green space	High density housing (multiple stories) at the entrance to Queenstown will be an eyesore. The natural landscape is what makes Queenstown attractive and should remain rural/rural residential. I understand the need for more housing but unless there is significant upgrades to the roading network, which already struggles with backlogs of traffic with a lot of residents relying on their vehicles for work (tradies etc.) this will only serve to create more frustration with everyone needing to get to Frankton or into town.	
Jessica C	Oppose	More housing is needed	Infrastructure. The area is already too congested. Roding and Shotover Bridge need to be expanded to accommodate	
Luke Ashall	Oppose	Open / community spaces	4 lane bridge over shotover river to alleviate traffic, parking, 7 storey high density too high for the area	Development needs to be consistent
Siobhan Early	Oppose	Nothing	1) Traffic issues with all the additional population. If you think everyone there is going to get on a bus you're dreaming 2) eyesore on arriving into Queenstown. Put 7 storied	Please don't do it

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			accommodation around the back of 5 mile not right on the main road in	
Janet	Oppose	Maybe the sports fields and community centres that you will demolish in town then can be built out here, QPCT rooms etc	Four lane bridge first. Too close to road. No high density. Say no you are the council so you literally have the right to control what happens to the land. We are zoned rural and have done everything you asked but now you just go straight to high density. Why not fill in Frankton as it's already got houses on it so maybe make that all high density. This is rural. We came to live in Queenstown because it didn't have the big city issues and now you are giving us big city issues without having any infrastructure. Why not build everything in order, like hospitals and bridges first rather than more housing?	Do not let this go through the way it is. Listen to your community who live here. You will not change the habits of this community to buses, you have modelled it incorrectly, look at similar cities, you have tradies who need their cars/vans/4WD cars are not going to catch the bus. It will be spectacularly unsuccessful and will ruin our town and that will be your doing. You can stop this and that is your job. You don't have to do this at all
The Lightfoot Initiative	Oppose	House zoning, school zoning, some aspects of transport design. The intent of not building another bridge. Less parking provision. The desire for 40% mode shift enabled by high density residential. Bus lanes.	More retail/commercial to ensure self sufficiency. Transport infrastructure to link the proposed development with the other adjacent suburbs and wider suburbs. In our opinion, there should be a plan that extends beyond bike/bus. Light rail could be considered. Consideration of how the development links in with the inevitable development of Dalefield (which will eventually be rezoned).	Thank you for trying to put rules in place so that developers have to create usable community spaces, develop basic infrastructure and transport planning.
Hefin Evans	Oppose	not much!	The high density in such a visible area of what is the natural beauty of our basin	Please listen to your residents who generally oppose the plan
Nicola price	Oppose	I believe we need apartment style living in cheaper areas than central Queenstown.	Car parks. Even if people can commute to work they'll still need to drive to the supermarket or to go away for the weekend so will still have cars. These apartments need carparks. And it's ridiculous to think people will suddenly stop owing cars when we live in such an	Traffic is another reason to reject this plan. The bridge needs to be replaced with a bigger capacity bridge before development is approved.

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			isolated destination. You can't go to Riverton or the Catlins without a car, or to Glenorchy, or to any of the other holiday spots locals will travel to. And what about tradies who need their vehicles for work. So even if people commute for work they will still need a parking space.	
Melanie Elia	Oppose		Way too many properties	
Justin Crane	Oppose	Amenities	Infrastructure and assumption that private land owners will sell into this	Includes a storm water area on Threepwood Farm which can not sell into the development
Sally Marriage	Oppose	Community hub and roundabout at the entrance to howards drive	You need to firstly widen the bridge. Leave zoning as low density. No high rise apartments. More parking, less houses.	Leave it as the beautiful entrance to Queenstown that it currently is.
Nico Negri	Oppose	The need for more low cost housing options.	Road infrastructure is already bad enough with frequent traffic and congestion issues.	
Dayna Simpsons	Oppose		Traffic management, already heavily congested at peak hours. we need a new bridge before any new developments out this way. more traffic coming from Cromwell everyday too.	

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Alex McCrossin	Oppose	Consultation	High Density without the town traffic & road infrastructure to support these developments	
Jodie thompson	Oppose		<p>It is our opinion that the proposal to change the zoning of the Ladies Mile area from rural to a master planned, high density development is flawed. This does not represent intensification; it represents greenfield, dispersed development.</p> <p>As outlined above:</p> <ul style="list-style-type: none"> - Ladies Mile is a greenfields site and is physically separated from services and employment. Whether it provides 1100 homes or 2300 homes, it will increase traffic movements in an already congested environment. Traffic is already causing significant adverse effects to our community's wellbeing. Until such time as the existing traffic issues are resolved, then there should be no further development at Ladies Mile. - We have taken on board Mr Avery's concerns around existing zoning not being adequate to 'stop developers doing what they want'. We propose a deferred zoning. Any development must be deferred until such time that <ul style="list-style-type: none"> - Traffic issues are resolved; there must be a workable public transport system in place, and the Shotover Bridge provides four lanes. If these actions are not taken then traffic congestion will only get worse. - The school sites are confirmed - Community facilities for the existing community are provided, and there is capacity for future development. - Existing centres are intensified to accommodate growth. <p>Until the traffic issues are resolved, the existing</p>	

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			community is provided for, and greater certainty provided that the master plan can be achieved, then we oppose the Ladies Mile proposal.	
Kati Mannisto	Oppose		While I understand the 'increased bus services' by creating high density areas, are the people living there going to fit into the bus schedules or will they be requiring 24/7 bus transport to make it viable for them to get to work?	If QLDC is focused on getting cars out of the road, proper alternatives need to be in place ie. safe bike routes which do not add an extra 30 minutes to the commute.
Peter Warmington	Oppose		Prefer to see trees, mountains and beauty, not development, we should be protecting the environment, not destroying it for greed!	
Liz Dickie	Oppose			

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Jenny Parkes	Oppose	Nothing!	To even consider changing the zoning of this area to high-density is ridiculous This area is a stunning rural space on the entry into our beautiful town. To replace this land with high-density apartments with no car parking (you cannot expect everyone to be able to bus to work) and to add even more traffic to the already heavily congested road into town is a joke. I lived in Shotover Country for five years and the morning and evening traffic rivaled that of a big city.	The development of our beautiful town needs a lot more consideration towards what makes it special and the environment than what the current council is giving.
Paz	Oppose	Just the problematic to get affordable houses	Missing a plan for traffic Get apartments changed the look of a rural and peaceful place	
erica	Oppose	it does need to be developed but not over developed with large buildings as is proposed. This will impact the look of this area and overpopulated which is pure greed	it does need to be developed but not over developed with large buildings as is proposed. This will impact the look of this area and overpopulated which is pure greed	
Janie Reese	Oppose	Trying to create a new community with high quality housing and great public spaces and community and educational facilities.	Cannot develop without more infrastructure. Shotover bridge already crammed at peak times. This part should stay rural.	You cannot take people out of their cars even though the plan is to develop public transport and cycling. So many people need a car to get around such as tradies And especially in winter!
Emily Dennison	Oppose	nothing	prediction of traffic numbers and behaviours of residents	

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Anonymous	Support	Affordable housing	Bridge upgrade	Yes this development should go ahead
Melissa Read	Oppose	<p>I applaud the provision of community facilities in the plan for Ladies Mile - in particular the sports fields and community rooms, the high school and the additional primary school, and the shopping centre. Lake Hayes Estate and Shotover Country combined have a larger population than Arrowtown and we have almost no community facilities. This means we struggle to have a sense of community spirit, a sense of place. Such facilities on this side of the bridge would surely ease the traffic congestion by allowing residents (especially school children) to walk and bike to much of what they need, and decrease the number of people adding to the bottleneck caused by the merging of traffic on to the Shotover Bridge.</p>	<p>Creating a high density urban environment on Ladies Mile is just so very wrong. I spent the first half of my life living in urban centres, and never owned a vehicle. I was able to walk or bike to work and study. I purchased my first car to move to Queenstown, because even in the mid-nineties the town was too spread out to get around any other way. High density living belongs where people can access almost everything they need by foot, and this is never going to be at Ladies Mile, especially work. This plan relies on future residents using public or active transport, and I am 100% certain the targets will not be met. The weather is too inclement for consistent active travel, and the masterplan does not have any commuter routes to make cycling easier, but instead still relies on the existing recreational trails. There have been no studies on where people are going around the district. There are four people in our household, and on weekday mornings we all leave in separate forms of transport. Only one goes by public transport (school bus), and only one is going into town, and I believe we're a fairly typical family. Queenstown is not a city where the majority of people flow in to the centre for work in the morning, and back out to the suburbs at the end of the day. For public transport to be viable you would need a very complicated system that worked efficiently. Even then, you would not negate the need for cars entirely, and the lack of parking in the masterplan would cause very undesirable consequences for congestion and public amenity. Another consequence of creating this high</p>	<p>At the public meetings that I have attended the response to any criticism of the masterplan has been to suggest that if we don't accept the masterplan then the separate land owners will run carte blanche and do whatever they like in an ad hoc fashion, which will have even worse consequences for the Ladies Mile area. I would suggest that it is the Council's job to ensure this doesn't happen. I am very appreciative that some effort is being made to put right historic wrongs whereby developers were able to supply housing with little or no community facilities, but I strongly feel that the current masterplan is based on false premises, and if the plan goes ahead in it's current form it will have catastrophic consequences on the standard of living for the existing and future communities along Ladies Mile.</p>

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			<p>density urban area will be more strain on an already overloaded roading network. The plan does nothing to mitigate the bottleneck caused by the merger into single lanes over the Shotover Bridge, and already if there is bad weather or roadworks or an accident the Ladies Mile highway is nearly impassible, and there are long queues and wait times to even exit Lake Hayes Estate and Shotover Country. The current masterplan will make this far worse.</p>	
Sue Slee	Oppose		<p>Youth facilities/activities need to be incorporated into the plan and also some offices so people can work this side of the bridge and don't need to travel over it.</p>	<p>Could this additional housing be located on the land near the jacks point end of town?</p>
Karen Ryall	Oppose	<p>Nothing . High density housing will only add more problems to our already struggling congested roads.</p>	<p>Please keep this area 'rural'</p>	
Jenna Sayer	Oppose			

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jo cheifetz	Oppose	The thought that it is inevitable that it would be developed.	The gross underappreciation for the infrastructure that is required to sustain such an increase in dwellings/population.	Keep the zoning as it is and fix the infrastructure to account for the existing immediate need. Otherwise be prepared for more disgruntled locals and unhappy tourists who will not only think QT is expensive but more so, that it is more hassle that warrants a visit.
Annie Tapper	Oppose	Nothing of note.	The plan is a rehash of the original one. It has not taken into consideration the views of the community nor that of Government post COVID. Services will not sustain increase population forecast.	'I oppose -the medium to high density housing planned for Ladies Mile. - using the free space / golf course at Frankton Corner for Emergency Services.
Melanie Seyfort	Oppose			
Annette Bashford	Oppose	Community facilities	Bridge congestion is not addressed. The road (SH6) is congestion now, during quiet times. The transport plan is not logical nor credible.	

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Emily Grace	Support	I like the community hub, commercial, and education areas. I think they will be really helpful in building a connected community, helping to join up the new community with the existing Lake Hayes and Shotover Country.	I would like the residential densities to be higher, so we get efficient use of the land resource. Flat, sunny, hazard-free land adjacent to a main transport route is rare in Queenstown, and we should get the most out of it that we can. This helps protect remaining rural land by reducing the sprawl effect. High density is needed if there is to be a chance of the public transport and mode shift that is sought. I think the Country Club development is an example of a very inefficient use of land that shouldn't be repeated.	I'd like Council to be bold and make a strong commitment to a well planned, high density urban development on Ladies Mile. I especially want Council to not be restricted by NZTA - Council should go for the outcome it wants, regardless of NZTA. Traffic effects are one of the tradeoffs for intensification, and an effect that is generally tolerated, to a point. NZTA has it's own drivers that appear to not line up with Council's drivers and obligations, and in that situation I think Council should pursue its own course. My understanding of economic assessments is that they favour short-term investments with quick returns - once a demand exists (through the high density development of Ladies Mile), then the economic assessment of a new bridge will be more favourable. We should also recognise that there are ways to manage traffic impacts outside of a master plan, such as the flexible working arrangements that are more common since Covid-19. I also think we should give weight to the views of the future residents of the Lades Mile area, and not be driven entirely by existing residents. Those existing residents have enjoyed the benefits of intensification, and should be willing to let others enjoy the same benefits.

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Bhushan	Oppose	Nothing	Traffic situation is not being considered at all	This development will give houses to people in need, however its not considering the inconvenience that it will cause to people who already live around this area
Rebecca	Oppose			
Warren	Oppose	Nothing	No vision. Not caring. No planning consequences.	
Lana Beer	Oppose		Roads are already severely congested, you need to address and fix this issue before going ahead with this plan that will only make things worse and create longer term issues.	
Kate Hill	Oppose	N/a	No solution to traffic or increase in people/ parking/ shotover bridge being jammed ewwryday as it is!	
Aftaab Sandhu	Oppose	The development of this area is a good idea.	The fact that you are proposing it to be high density. Whatever number of dwellings you are proposing, it should only be half that. No more than medium density should be allowed in this area.	Medium density, not high density, should only be allowed in this area. Thank you.
Rachel Sydney	Oppose	'If development is to go ahead (see my concerns below in relation the significant adverse effects	Overarching concern is whether Ladies Mile is the right place within Queenstown district for urban intensification and whether the resulting significant adverse environmental, social, cultural and economic	'- Public parks and playgrounds should be designed collaboratively and in partnership with the local community to ensure they meet the community needs

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		<p>not being adequately mitigated at this time), I support -</p> <ul style="list-style-type: none"> - Provision of social and community infrastructure (although this is not sufficient to significantly reduce the need for trips across Shotover Bridge). - Support the provision of quality public open spaces and community spaces and the integration of stormwater treatment into the masterplan. <p>Support mixed use development to maintain active, lively and vibrant spaces that create life between buildings (along with public spaces).</p> <ul style="list-style-type: none"> - Support improved connection between any development along Ladies Mile and the existing communities of LHE and SC - Support reduction in speed limit along Ladies Mile - Support improved public transport connections on this side of the Shotover Bridge to connect with Frankton, the Queenstown CBD and Arrowtown 	<p>effects can be appropriately and adequately mitigated. In particular:</p> <ul style="list-style-type: none"> - Significant concerns around impacts on the transport network from the proposed development of up to 2400 dwellings and whether such significant adverse effects will be able to be appropriately mitigated. - The proposal relies on a large modal shift but there is no evidence within NZ or a comparable overseas location of this being achieved. While public transport and the provision for active transport modes needs to be much improved, LHE and SC are home to a large number of trades people who rely on work vehicles or private vehicles to carry tools to work sites and for whom it is not practicable to take public transport, along with young families where travel by private car is a necessity in order to enable daycare and school drop offs on the way to work and then transport children to after school activities, the majority of which are on the other side of the bridge. Queenstown's alpine climate will also add further challenges in achieving the required modal shift. - Growth within surrounding areas (Cromwell, Gibbson etc), along with the existing development in Arrowtown, Wakatipu Basin, LHE and SC is placing the existing SH6 transport network under increasing strain. Council and Waka Kotahi must work collaboratively and collectively to improve traffic congestion though adding additional capacity to the Shotover Bridge and improving public transport. - Ladies Mile is a rural location that is physically separated from Queenstown's key town centre areas, associated social and community infrastructure and employment. The proposed town centre development within the Ladies Mile masterplan is such that it will not provide sufficient employment opportunities or services 	<p>and bring the local community together - evidenced by the lack of appropriate public spaces and playgrounds in the wider LHE and SC. This has resulted in excellent community outcomes in other locations (the Waterview Connection Project for example in the design of the Waterview Reserve Playground - a concept design was developed following a series of interactive consultation and design workshops with members of the local community)</p> <ul style="list-style-type: none"> - What is the specific open space zoning of the stormwater management areas - informal recreation? This should further inform the purpose of these spaces and how they may be designed and used.

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			<p>such as supermarkets, core everyday business/commercial services and amenities such as cafes and restaurants to reduce the requirement for travel across the Shotover bridge.</p> <ul style="list-style-type: none"> - The Ladies Mile development will result in urban sprawl of Queenstown rather than urban intensification - do we want to become another Auckland? Furthermore, there is not adequate infrastructure to support development of the land and the creation of self sustainable communities as per the masterplan design principles. High density development should be accommodated within the Queenstown CBD area and more appropriate locations such as Frankton where employment is concentrated and there are commercial/business and social infrastructure already in place so service future population growth. - Strongly opposed to the proposed walking trail through Threepwood Farm/slopehill area. This will result in significant health and safety impacts given the operation of Threepwood Farm - how will the public and dogs be kept out of the farm so as not to interfere with its operation and enable the farm to remain commercially viable? The commercial viability of the farm enables the amenity of the western shores of Lake Hayes and the area of the farm fronting Ladies Mile to be maintained and enhanced, which would be adversely impacted through the provision of the proposed walking track. - Do not support the stormwater management areas and open space areas being shown as high density residential on the zoning plan (page 98) - these should be zoned open space only to ensure any development gives effect and implements such spaces which are critical social infrastructure - Similarly, the building heights plan on page 105 - 	

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			<p>buildings within open spaces that are for the purpose of informal recreation (as I assume the public spaces would be?) should not allow buildings greater than 1 storey (6m as per the proposed district plan provisions) or buildings (other than associated facilities such as toilets) should not be provided for in such spaces (should be a non-complying activity)</p> <p>- Do not support sub-development area G as this is within Threepwood Farm - this should not accommodate medium density development but should be maintained as open space or an ecological corridor to connect through to Lake Hayes / landscape buffer against the adjacent rural environment</p>	
Kristel	Oppose	Keeping green, community spaces	High density residential with lack of carparkimg. Roads not equipped to handle this additional traffic.	We cannot keep adding more housing and cars without increasing the roads accordingly.

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Danny van Beek	Oppose	Nothing, traffic out of Shotover Country and LHE is congested as it is already at certain times!! Adding more residential properties to it, will only increase the the problem already existing.	A proper plan or a 4 lane bridge to prevent more problems regarding traffic coming with more development.	Families and locals will need much more travel time as it is already, if this goes thru
DAVID TAYLOR	Oppose	Nothing. Please leave this green area alone.	You're wanting to build more houses to house builders to build more houses.	
Marcia Meagher	Oppose	Not a lot	The high density zoning at Te Putahi Ladies Mile and lack of consideration for traffic management.	Be honest ... not driven by greed. Care about everyone in Queenstown & our desired lifestyles.
Naomi	Oppose	Providing cycleways and walkways	Putting in medium and high density housing	How on earth is the area going to cope with the demands of this many extra people living in the area?? Ladies mile is already a nightmare during rush hours, it would be hours of waiting to get anywhere with all the extra. And not widening the shotover bridge? Daft. And if it is to go ahead, at least build plenty of carparking (underground?)

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Diana Baker	Oppose	Absolutely nothing	<p>No thought about how the traffic will be. It's bad enough right now and will get a whole heap worse if this goes ahead. You are wrong about everyone getting buses or cycling. Have you ever tried doing a weekly shop for a family by bus or by bike??? Or taking kids to after school activities in the rain by bike. Or walking from home in the rain to wait for the buses that are always late so the kids will miss their dance class. It's all nice in theory but it won't actually happen. People will use their cars just like they do now. And there's no parking for the people in these new units so they will park on the streets. That will look nice to all the visitors as they drive into town! If there was an emergency in peak traffic at LHE the road is so congested an ambulance would struggle to get through now, so imagine what it will be like if this goes ahead? This will put peoples lives in danger. Having 2 kids, the thought of that really scares me. The Shotover bridge needs to be widened before you can even consider anything else. Please do not let this go ahead. It is just ridiculous.</p>	
Terri	Oppose			
Yasin Tekinkaya	Oppose	Nothing is right.	<p>I do not think the council is assessing which problems this plan is going to make; this being extra traffic in peak times (mornings, nights 4:30pm-7:30pm). The Lake Hayes, LHE, Shotover Country area is already congested with enough cars and houses. This is only going to make things worse. I do not support high-density housing, nor extra housing in the Wakatipu basin.</p>	<p>It's extremely frustrating the council being unable to see the the problems which will definitely impact that area, and Queenstown in general. The bridge won't even be upgraded with the draft proposal so how is this new "subdivision" going to carry the extras? The council, ("QLDC") hasn't opened its ears to NZTA as they had suggested having only 1100 newly</p>

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				built houses but QLDC reckons that they need double when this project shouldn't even go forward.
Lance Cunningham	Oppose	We need more houses	We need a better road	Build some more infrastructure first
Grant Jackson	Oppose	Nothing	Too much development for the area without the necessary infrastructure to support it	Please slow down and think about the future of our beautiful area
Sarah Broderick	Oppose	Nothing	Everything	This is not Queenstown...protect this town
Michelle	Oppose	Extra ammenities and proposed school	High density housing and no thought into infrastructure to support existing and all of this extra housing.	Surely you people see that there will be huge traffic problems once this commences. Where is the thought for the commuters? Everyone is not going to just get the bus like you think when the bus is stuck in the traffic along with everyone else.
mark	Oppose	I find some a very few aspects of the plan right, however the planning and implementation and staging of the works to not be in line with the current status of the district. I think in	The High density zone needs to be on the frankton side of the Shotover bridge. having this on the Shotover our Even Kawarau side of the bridge creates much greater problems with infrastructure	I feel that this High density housing "solution" is not a solution. We need this to be in Frankton central where facilities, existing school, healthcare, airport etc... are an easy walk or bike. The in ground services are there and the frankton hub is set up for this type of urban living. Trying

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		general it is too excessive and is not solving a problem but creating a bigger problem for the district		to bring this to a rural location will not work. you are trying to solve a housing crisis by attracting much more workers to the area that will be needed to construct the facility. once built you will have attracted another group of workers that then need more housing - creating an even bigger problem.
Ben White	Oppose	Looking for ways to add high density housing	Traffic infrastructure not supportive for the population	Can't expect public transport to be the only way to ease congestion in a town with hospo and trades workers as such big components. It's not a case of all workers go to a central cbd hub for work so public transport can only have limited use.
Nick McKillop	Oppose	Creating plans for more housing.	Lack of solutions to ease traffic congestion. Multi story apartment buildings will ruin landscape.	
Sophie	Oppose			
Kellie	Oppose	Schooling here seems like a viable option	This must sound like a broken record but for a high density housing plan the roading plan is way out	I recently read the QLDC article in the mountain scene that high density housing shouldn't bring more traffic as people will use public transport. Do u have a plan in place then for if the traffic is much more congested? Is there a plan for that option in place.. I don't see one.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Aimee Prendergast	Oppose	Nothing	Everything. You say this council is about protecting our environment and land and keeping the area green, pristine and for everyone to enjoy although you are now letting a bunch of dirty developers in who just want to tear apart our beautiful landscapes in order to make a quick buck. We live here because we enjoy the lifestyle Queenstown offers but if you jam us in like sardines and create enormous ugly high rises then this is no longer a town I want to live in. If I wanted to live in a place like this I would move to Auckland. Get it right QLDC and stop being greedy.	
Robyn Francis	Oppose	Consultation	Focussing on growth. We need to focus on protecting our environment and the quality of life of those that already live here.	We should consider working toward making this area a national park and stopping further commercial and population growth.
Mackenzie Ravenwood	Oppose	More affordable house		
Richard Mcleod	Oppose		No provision for four lane bridge makes this plan entirely unworkable.	
Adam browell	Oppose	Nothing	Queenstown is turning into a s*** place to live and is being ruined by needless expansion	Its only developers that want queensyown to expand

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Emily Wills	Oppose		Not thinking about the significant increase in traffic when its already congested	
Kirsty Morrison	Oppose	At the moment, nothing!	Improved roading to facilitate the extra people/ cars along ladies mile / through the already congested shotover roundabout and crawl over the single lane bridge. We struggle everyday already! Limited resident Parking! Even if (although you are dreaming) many of the residents took public transport, this is a town where people need their cars, will have them either way and will park them wherever they can creating on street parking issues, more congestion and a suburb of discontent	
Rachel Burt	Oppose		Provision to address the current traffic congestion issues Provision of services for the current community	I strongly oppose any rezoning Ir development and think the land should remain rural
Simon	Oppose	Very little	Current traffic issues leaving shotover and lake Hayes and going to get far worse, the shotover bridge needs to be expanded	
Rebekah Hensman	Oppose	I think more development is a good thing in the district as it promotes growth	I think the sheer amount of houses that is proposed to be put in that area versus the traffic management is not going to work. There needs to be a 4 lane bridge put in before the development goes ahead to manage the traffic between there and Frankton.	Please seriously consider the happiness and why people want to live in Queenstown over money/ find a happy medium between the two. I'm not against development I just believe it needs to be sustainable and supported by the infrastructure to work correctly

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Ashlee Lyford	Oppose	N/a	Plan for 4 lane bridge to alleviate existing traffic congestion in order to cope with additional residents in the area	I oppose the rezoning to high density
Maryann Bailey	Oppose	This development is not 'right' It should not go ahead due to traffic levels as they are & infrastructure is lacking	Provision to address the current traffic congestion issues Provision of services for the current community	Do not allow this development to go ahead!
Christina Vaughan	Oppose		The essence of why people choose to reside and visit the area, the development and commercialisation in the past decade leaves little regard for the environment and landscape - the why that is the Queenstown Lakes area.	
Sam	Oppose		Parking and traffic is already a struggle In the area, more roading infrastructure needs to be planned	
Shaun Kelly	Oppose	Whilst a pre-occupation with increasing housing volumes and encouraging public transport usage is on the right path, there is nothing about this proposal that is actually 'right'	This is an ill-considered development move. We have already understood the vast volumes of residential traffic and bottle-necks in the area this development is proposed. Current subdivisions in the area are already lacking in the appropriate infrastructure to service them, let alone adding to the issues. The region needs to concentrate on re-developing our current roading networks to ease congestion before adding more and dealing with the issue after the fact - we continually 'chase our tails', instead of actually considering the long term implications of our decisions. Encouraging 'active travel' is great, but if buses are stuck in the same traffic congestion, why would anybody use them? And asking residents to walk/ride is all well and good on certain	There is NO way current or future residents will use public transport options, if buses are hemmed in by the same traffic. Concentrate solely on how to release the buses from current congestion. Eg - consider redeveloping frankton track (widen, roof, lighting), and boardwalk over Frankton road at regular intervals. Take all foot/bike traffic off Frankton road, and widen existing roading to include bus lane/3+ person car lanes to encourage car pooling and public transport. Frankton road is only one current bottleneck, but FIXING the issue

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			days, but our weather and distance to travel makes this unreasonable on many days in a calendar year.	and making those 'active travel' networks the best option will encourage people out of cars, and alleviate congestion elsewhere as well. There is potential to then lengthen this system through from BP roundabout to Ladies Mile.
Graham Mills	Oppose		To double the residential density with no car parking & then expect residents, young families to catch buses to work, school, sports in an alpine environment doesn't seem to be practical.	It has been reported with higher density housing allowed that this will create its own industry meaning less private trips across the bridge does this mean we will have a new high school built new supermarkets etc etc I don't think so. We need high density housing on the Frankton side of the bridge where the infrastructure is already there. Any further development of the ladies mile is going to cause congestion on state highway 6 this must be acknowledged even with the best efforts of the urban planners to get us into buses.
Robin spittle	Oppose			
Danny Luke	Oppose			

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Andrew Morris	Oppose	Concept of some densification in the district is valid.	Major transport issues. Need to create real transport solutions, ie 4 lane roading corridor and bridge or maybe yet another proper town centre, maybe they'll call it Queenstown Central 2! But another town centre will simply end up with Qtn losing more soul and appeal, so a no to that too.	Recommend further densification of town centres (ie Qtn & Frankton) and sorting long term transport solutions before further densification of satellite communities that already suffer transport issues.
Emma	Oppose	Nothing. Infrastructure needs to be sorted first before anything else is even discussed	Infrastructure - traffic is at its limit already! Keep it rural lifestyle	I moved to Shotover country because I thought there would be no more development. This decision is going to effect many people's lives in a negative way.
Rachel	Oppose	Community town	Shotover bridge expansion , roads and parking. Underground parking for all these apartment blocks?? Another entrance into lake Hayes. Too many apartments not enough 2-3 bed first homes for young families	
Mark Bain	Oppose	School & green areas	<p>Why ruin prime rural land and over populate with housing. The appeal of living in Queenstown use to be the community feel of living in a town (not a city) without built up areas all around us. We already have 3 perfectly good shopping hubs, without adding another</p> <p>Council are also hell bent on pushing the public transport option- we don't have a built up industrial area or inner city office hub that people go to each day. Yes buses work for some (school groups, airport) but a high population of people need there vehicle to use to & from & for work each day i.e. tradies, Reps, Service people etc</p>	Please listen to the public, we want to stay a town not a city. Lets work on what we've got and look at ways to make this better (roading, infrastucture etc) not bigger
Stephen Farquharson	Oppose	Parks and sports grounds	<p>Your not Listening to the local that live here. Infrastructure is not there.</p> <p>You're not allowing that people will and always going to have two cars maybe more per house per unitThen fat mate I can't have the same thing and I'll go on and on.</p>	Why Cut this section of ladies mile be Large lifestyle block with higher rate . Think you need to focus on Kingston area..

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Yann lor	Oppose		Transport infrastructure. Population increase	
Federico Gandolfi	Oppose	Nothing so far.	The whole plan is not sustainable and does not seemed to be at all connected with the actual needs and necessities of the area and its residents. Building high density residential areas in a location already afflicted by high traffic congestion without first addressing and fixing the existing problem its simply not a viable option. For the Qldc to green light to such atrocity would be a clear demonstration of how the council is not looking after the citizens interest but its simply being driven by the pursue of economical gain while completely disregarding the residents well being.	Queenstown does not need this
Marcus Fung	Oppose	Recognising the fact 96% of households owns at least 1 car.	Assuming building a town centre will reduce the need to go to frankton or town. Adding a bus lane will not promote the usage of public transport. Reducing the speed limits on lady mile will further delay traffic.	
LucilA	Oppose	You need to think about the nature and the impact	How are you managing the traffic and there is not a sustainable proyect. Why you don't build green houses, with solar energy?	Please think about the impact thAt this proyect have on the earth
Kaspian Sutherland	Oppose	Nothing, so out of touch with everything	Not everyone wants to or can use public transport so stop pushing for that. Also all the new houses will be brought by investors and then rented out for top dollar to struggling families or migrants.	Traffic from lake Hayes/Shotover is already bad enough.

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Barry Pick	Oppose	The Vision Aspirations & Objectives - great ideas but not realistic at this location at this time	No future development at LM until the infrastructure can cope with what we currently have, especially roading/Shotover bridge restrictions.	
Timothy Finlay	Support	Pushing public transport and cycling is good for the environment and general wellbeing. Apartments are more efficient than		
Nicole Robinson	Oppose	Nothing	Better road plan. We don't want anymore houses. We want community centres and family friendly facilities only	
Gareth Edwards	Oppose			
Rachel	Oppose		A firm plan for dealing with traffic congestion before any development goes ahead.	
Laura Moore	Oppose		There does not appear to be any consideration for the increase in residents in this area and how our infrastructure will support that.	
Debbie Bergin	Oppose	Nothing.	There is so much wrong with this plan - rather than repeating - my thoughts are totally in line with the submission Lake Hayes Estate & Shotover Community Group have done.	I don't believe the communities feedback and submissions will influence how the council proceeds. It hasn't in the past.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Dylan	Oppose	nothing	roads need to be fixed first	
Jane McCurdy	Oppose		Too many houses, too many people, not enough space, not enough roads.	Its rubbish to think that more houses/ higher density will be less cars.... check out the streets of shotover country esp in the higher density areas. There is still at least one car per house if not 3,4,5 if its rented to a group not family.
Jason	Oppose	Nothing. Its a stupid idea made by money hungry developers, get the bloody roading and infastructure right before adding another 5-10k homea there. I cant afford to buy here and i think having this development will force me to move out due to traffic. Sort your b***** s*** out qldc	You cant tell me, that you agree to this development without fixing the road network into queenstown. Your heads must be so far up each others a**** if you think everyone will take buses. Why can we not just slow the growth down, fix the problems and they are major problems first. Then continue. Stop being money greedy for god sakes	Sort it out!
Guy	Oppose		Need to fully sort existing traffic issues before creating more and making it worse.	Oppose till traffic is sorted
Alejandro Dellacanonica	Oppose	Keep the building industry moving	Poor planning of the infrastructure around the development. Road planning, zero. Access to and from development, zero. 7 storey building, not looking attractive as "first thing you see upon arrival to Queenstown".	Please, review all of the above.

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			Car parking space for the residents of the new development, zero.	
Michelle Warrens	Oppose			
Sarah McCammon	Oppose	Definitely not. There's already long queues of traffic every morning out of Shotover Country and more housing will only increase that as there's going to be high density housing areas.	You need to put more infrastructure in place if you're going to add more housing like a two lane bridge over the Shotover river but there are no plans for this at all.	
katie deans	Oppose	green spaces	traffic issues need to be priority cars will not be substituted for other transport and if people do...it will be a bonus ...so more lanes and wider bridges and roundabouts needed ..etc	redesign needed
Joe Zhang	Oppose	Traffic issue. Queenstown is too small to fit that much of people.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Wayne Stiven	Oppose	<p>Pretty well nothing is right, it needs to be binned and started again, its so far out that it cannot be recovered even if its moderated in a major way</p> <p>See attachment A containing the emailed submissions - page 5</p>	<p>Pretty well everything is wrong, in particular the assumptions that folk will live and work in the subdivision and not use cars or need to cross the bridge as often. There is no consideration given to the fact that the council have no idea how it would work with multiple landowners and the traffic assumptions are just plain wrong. The laurel hills area is proposed to utilise access that is a safety hazard and is in no way suitable for higher density. The whole master plan needs to be binned and started again, there is no way this can be allowed to go forward in anything like its current form.</p>	<p>I think the council planning staff and consultants need to have a serious reflection on what they have created here, the proposal looks like something that would be ideal in a city not a suburb where the people who live there will need to transit the bridge for many reasons. My question to you is, if this proposal is predicated on a transport mode shift of x% what if in reality your model is wrong and the mode shift is only half of that modeled? The result will be a complete mess of congestion for anyone living east of the bridge and that includes Wanaka and Cromwell residents who work in Queesntown. The reason people want to live here is to take advantage of the lifestyle opportunities which will involve private cars for many, public transport and living and working in a contained area and not driving is just a crazy pipe dream. Again, this might be fine in a city but is not appropriate in the Wakatip basin. Ladies mile and shotover country traffic is already too congested and cannot take anymore traffic until there is a multi lane bride established. (also see page 42 for emailed feedback)</p>
Wayne Dowman	Support	Housing but concerned about infrastructure	<p>We need a community club based at 5 mile which needs to allow for a covered in lawn bowls green , tennis courts, darts and other sports facilities that managed clubs have. Queenstown needs this community club. This would be a real community club !</p>	Please plan for this I'm sure you will have full community support

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Christy Brennan	Oppose		<p>Changing the zoning to med and high density, not improving infrastructure to suit that many people, assuming the residents will not have cars they will want to park and use on the roads is ludicrous. The impact to traffic will be huge.</p> <p>The area is beautiful and carving it up to put so many buildings and with such tall height limits will ruin the aesthetic of our area of outstanding beauty.</p>	Don't. Keep the area rural.
Krista officer	Oppose	Absolutely nothing	Already congested roads with no solution for the current problem	
Michael Hanna	Oppose	Very little	<p>No consideration for infrastructure or transport to support this proposal.</p> <p>No option to scale it back substantially</p> <p>No consideration to traffic management both crossing the Shotover and further all the way to QT</p>	<p>This is a very based one sided option to further ruin our natural environment Council and councilors have once again proved their inability to get it right for everyone's benefit not just the developer's</p> <p>Wrong model and out of step with ratepayers.</p> <p>With the track record of the council, rate payers need to be extremely careful trusting them not to ruin this opportunity</p>
John Callaghan	Oppose	I agree that the area needs to settle extra residents.	I think the plan tries to settle too many residents in such a small place. The road and bridge are already maxed out. I can't see how the extra residents can live here without major traffic congestion issues. Also, I think the area should not have high density residential zones. It will kill what makes QLDC special.	Perhaps spread some of the proposed extra population southwards towards Jacks Point.

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Rebecca marshall	Oppose	The community side of things.	Another area in Queenstown without car parking facilities is poor planning. The traffic is already awful on ladies mile highway towards shotover.	Why do QLDC keep building places without car parks for workers and locals in the area? It's driving people away from working and living here, and with the last year we've had , it's evident that locals are the people you need to keep here - not necessarily rely on tourists.
Louise	Oppose		Infrastructure to deal with the already chaotic traffic	
O Brummer	Oppose	Potentially trying to reduce vehicle trips	Too much development, destroying an area of natural beauty, vehicles won't reduce, it's not possible to live here without a vehicle	
Marcia	Oppose	Some faculties	Lack of foresight as to how this will affect the test of us living here. You will ruin if for us all. We have to cap this sort of development without the right infrastructure to support it	Stop and think about your legacy
Erica Walker	Support	I think high density is the way to go, to reduce urban sprawl. The focus should be put on walkability and public transport for Queenstown.	The roading infrastructure is terrible in Queenstown, and I think QLDC should work with NZTA to upgrade the shotover bridge as traffic is horrific already. Emphasis needs to be put on a solid public transport system with appropriate cycleways and walkways to make it easier to get into town.	Queenstown has a huge bottleneck problem with traffic
Kathleen	Oppose	Doing a survey	Eyesore, traffic management and parking, too intensive,	

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Anthony zsey	Oppose	Not much	Too many people in an area without the infrastructure to support it, especially roads.	Please don't ruin Queenstown completely. Changed so much in the 16 years I have been here, and mainly not for the better.
Olivia	Oppose	Not a lot.	Traffic is not catered for now, let alone having an extra 10,000 people. Traffic everyday workday of the week is crawling and bottlenecks along Ladies Mile most mornings. This would add to the already traffic nightmare.	Keep the land rural. Move residential areas away from already problematic areas. Solve the problem before throwing fuel into the fire.
Natalie	Oppose			
Gary Hall	Oppose	The need for more, hopefully cheaper, housing	Underestimating the impact of so many new residences on increased traffic congestion and parking on an already inadequate road infrastructure. Overestimating the expected use of public and active transport, which I'm sure will increase but won't counteract the increase in population and car use.	
Zoe	Oppose		Big developments there aren't a good idea, will cause even more traffic problems than there already is. It is a lovely area to drive through because of the open space and this development will take that away.	
Mary Kate Kelly	Oppose	The need for more housing that is affordable and for expansion.	Infrastructure, planning, literally any operations or thought into how how this can be integrated and not a royal f*** up like the rest of the council plans. Just have some common sense for once in your lives.	Don't be greedy. Expansion is inevitable but don't sell out. Get infrastructure in place, have a plan, and then stick with it. Stop selling out and over developing for the short term gain.

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Amber	Oppose		No way would a 7 story building be good , to much traffic as it is and will be hectic! On environment!	As above
steve young	Oppose		Too many buildings without the road network in place. Traffic is already an issue.	
Alastair Blakeley	Support	Open space and community facilities. Particularly the location of the sports hub, community centre and the location of schools. Shopping centre will be good for the community so we don't have to go to Frankton for everything. Agree this general area is the gateway to Queenstown, think that the true gateway should be Lake Hayes, then the urban gateway be the ladies mile. Will provide good housing options for people.	Internal connection to public transport could be improved. The state highway may be too far away for people to walk to the bus, especially for those who are less mobile and rely on the bus for transport. Would be good to include facilities for kids to hang out in, maybe a library or other social indoors space. Would be good to have an indoors bus hub/info centre including info on buses and a warm, safe place to sit and wait for a bus similar to what they do in Christchurch.	Retention of existing trees is very important to me, this is important for reducing the visual impacts of the development and maintaining how the area looks at the moment. I have been made aware of the comments made by the community association. While I am part of the community, the community association and the views of the association do not represent me or my view. The rural nature of the area has already disappeared with the Country Club development. Intensive development would help with improved public transport provision, there is currently a lot of people using the bus from Shotover Country to Frankton and town and more people will hopefully mean there is better bus provision. I would support intensive development on the ladies mile provided that the trees currently along the roadside are maintained in order to reduce the visual effects of the development from the road. There also needs to be some

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				certainty that the masterplan will come to fruition and that developers will not just do a plan change to get their own way as they did with the shopping area that was planned for Shotover country.
Anisha	Oppose	Nothing.	<p>Better roads for traffic!</p> <p>The whole reason people come to Queenstown/arrowtown and in between, is because of our beautiful scenery and how we are still have kept most of our areas original.</p> <p>You will ruin it with high rise buildings. Why don't you put that government money towards our children's schools, or I'm sure you can find something more appropriate then destroying our surroundings</p>	
Jodi currie	Oppose	Community facilities	<p>Far too many people with no supporting infrastructure. More congestion, more over priced housing which will only provide further investment opportunities rather than housing opportunities for families.</p>	
Vivienne Smith	Support	people friendly development	<p>too 'high rise' plus looks crowded with appartments - may end up creating problem areas?</p>	<p>greatly appreciate the effort and thought that's gone into the documents, however I'm concerned too much development and not enough open space. Lower story - maximum two or three stories per unit I think:)</p>

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Jane Bamford	Oppose	Not a lot. Queenstown does not currently have the infrastructure to support this much development.	Infrastructure	<p>Having lived in Queenstown for the last 21 years we have seen rapid growth combined with poor investment into infrastructure. Consistently developments have not delivered what they promised (affordability) and QLDC (ratepayers) have had to pay to pick up the pieces. Aside from the extremely obvious problems such as traffic we are also putting our community at risk. Lack of infrastructure means our community becomes exceedingly disconnected. With no community centres, no easy access to events/sports/festivals etc, high traffic volumes, poor public transport and ever increasing pressure on the facilities we do have people drop out of community activities.</p> <p>For instance in kids sports alone - access to sports fields is becoming exceedingly difficult - not just having lack of sports fields but the ability to access the fields in the first place. I recommend you all go to the events centre on a Saturday where netball and rugby are both on.</p> <p>The "hope" that people will use public transport is just that - a hope. There are no statistics to back it up and there is not any work in the immediate area that could support the residents who choose to walk. No bus lanes means commutes are still timew asters and as such, inconvenient and poorly used. The high school is not confirmed nor are the sports</p>

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				<p>fields or anything else that is on the plan. NZTA have already said they will not increase the bridge and so we will have more bottlenecks</p> <p>The fact that QLDC is supporting the draft plan because they feel that they have no other option means that you don't have faith in your ability to do your job. I have no confidence that the developers won't change the plans anyway (and experience of developers shows me they would).</p> <p>I support the submission by the Lake Hayes Community Group who suggests a deferred plan. Until certain major infrastructure agenda items are met - do not proceed.</p> <p>The job of the QLDC is to listen to its community - and so far the community has very strongly said no. We have become disenfranchised with the agenda of the QLDC and feel that our voices are not heard - I would suggest that a lot of people won't even submit because they believe they will not be listened to. QLDC has a LONG way to go for the community to have its faith restored.</p>
tom adams	Oppose			

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James & Sara Waggett	Oppose	Not keeping this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential'. We oppose the rezoning of this land to medium and high density.	Allowing 10,000 new residents without first putting in place suitable infrastructure such as a new 4 lane Shotover Bridge. How will SH6 cope ?	This medium / high density development & associated traffic will further undermine the key reasons why living in the Whakatipu Valley so special. STOP !!
Jo Rewi	Oppose	Nothing	Traffic congestion. It won't go away fix the problem now before creating a bigger problem. There is no need for more housing in this area. Leave the beautiful open spaces.	Would like to know who is going to benefit from this its certainly is not the local resident.
Anonymous	Oppose	Nothing	No point in planning more housing without a new bridge or hospital Traffic will be impossible Need infrastructure before housing	Dont do it ! This plan should not even be discussed before a new bridge is budgeted and approved and a large hospital is built
Anna Boulton	Oppose	Need for more (affordable) housing	The road infrastructure. You cannot possibly increase the number of occupants in this land area without a better road infrastructure. It barely copes as it is (without extra residents AND reduced visitors). DO NOT GO AHEAD WITHOUT MORE ROADS AND BRIDGES.	DO NOT GO AHEAD WITH LADIES MILE WITHOUT MORE ROADS AND BRIDGES

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Sam Lees	Oppose	Very little. The fact that there is a demand for more housing in Queenstown.	<p>The transport report and plan is ridiculous and fundamentally flawed. It assumes that people want to take a bus but that the facilities just aren't up top scratch which puts people off using them.</p> <p>In reality people don't like to take buses because they limit your freedom of movement and are a painful experience. In cities they work only because of sheer volume of people (much larger than Queenstown can hope to achieve in our lifetimes) and even then well developed cities quickly move away from buses to trains due to their efficiencies and the fact that people like taking the train more than a bus. Developing an extra 2500 residences in Ladies Mile is not going to change this for people. The only thing it is going to do is increase congestion on the main road and the bridge.</p> <p>While I agree that higher density residential areas are needed to meet the demands of the growing population, I think the proposal for Ladies mile flies in the face of common sense and shows how little thought has actually gone into what people want the future Queenstown to look like. Apartments have no place in ladies mile. Apartments belong in Frankton, 5 mile and the centre of town. These are the areas where people can walk and bike to work and may be able to live without a car. The fact of the matter is that people aren't going to be giving up their cars any time soon.</p> <p>Queenstown is not a city. It is a mountain adventure town. The whole appeal and reason people come here is for the mountains and the natural landscapes of the district. You can't take a bus to Moke lake, Wye Creek or the Routeburn. Realistically people will keep having their cars because these are the things they live here for. By allowing development without parking requirements you're just creating problems for the people who end up</p>	Get your b***** act together and actually talk to the community.

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			<p>living there. You already see this effect in Shotover Country. The narrow roads with defined parking bays means people park up on the footpath, verges or just take up some of the road.</p> <p>During my time living in Queenstown its easy to see that the council takes a very piecemeal approach to the planning and development of the region. There is no vision for what Queenstown could be. The ladies mile proposal is just another reactionary idea that attempts to ease a problem and in doing so poses several more. It will create more of the same hodgepodge unconnected c*** which risks ruining the appeal and lure that Queenstown has.</p>	
Nick Endean	Oppose		Too much traffic. Too much greed.	
Kristy	Oppose	Nothing	Too many houses, too many cars, bridge too small. Traffic already horrendous. People will not use the buses when they have a car.	Something needs to be done about traffic/ shotover bridge before any more cars added to the road.
Leon	Oppose	Nothing your ruining a great area in the Whakatipi basin by proposing to over populating it.	To many houses and to much congestion (the traffic is already so bad) planned for the ladies mile area which will affect existing residents in lake hayes and shotover country and others. You should be building a new development at malaghans road where there is lots of	

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			space and no traffic issues. With the future gibbston development you will wreck the main road into Queenstown. The proposed bus uptake will not work people will use cars and you will make a current problem worse. From a 35 year plus local please proceed with minimum impact on on our area (ladies mile etc), keep it beautiful and don't over populate it!!! Thanks	
emily spicer	Oppose	nothing	I don't think that we should develop any more buildings around that area as we cannot hold 10,000 more people around that area, it also would ruin the views that we luckily have and spoils the gorgeous drive into queenstown that travellers get to witness. people come here to experience the nature and how beautiful queenstown is not to look at ugly buildings everywhere. we are not a city	think about saving the looks of queenstown and the logistics of us locals getting around
Jan rae	Oppose	Keep this area rural. It is our entrance to our beautiful town.	Robust Transport systems should be built first before any further development this side of the shotover bridge	Development for developments sake is just wrong. It's not sustainable, it ruins our fragile backyard. It is shortsighted. Someone speak up and tell the emperor he is naked!!!
Polly Caldwell	Oppose	Recreation field	High density housing	
Alex Boyes	Oppose	Nothing. Leave it alone	There is nothing to protect this beautiful avenue. First impressions are powerful. Transport routes better than current need to come first or else traffic will just back up to Cromwell. We have an option to get this right. Pause. Breathe. Proceed	We don't have to cover every piece of flat land with ugly high rises and giant grey roofed mushroom. Slow down

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Emilie Bean	Oppose		A complete disregard for infrastructure required in order to support this development considering the already constrained movement around the area due to traffic and construction supporting the already swollen residential areas	The council seems adamant on going ahead with this development despite a resounding sentiment that opposes it. Given the planning is incomplete, evidenced by a lack of thought around infrastructure development and the burden this will be on current residents, I find this unconscionable.
Patricia linhares	Oppose	Not much.	You should fix the issue with traffic first before thinking of start building more houses. No one will stop driving their cars to be in a bus, this will not happen. New roads need to be built first.	
E Murphy	Oppose	You spent a lot of time on it, well done. I still oppose the plan.	You've a lot more work to do. Back to the drawing board. Things are not looking that exciting at the moment for future generations. The environmental impact of endless overpriced developments will be a massive headache.	Have a break. No more ridiculous development for a wee while. Work on making QLDC an affordable and enjoyable place for its residents and visitors.
Amy	Oppose	Nothing	Do not build at high or even moderate density in this area. It is already too populated	Please consider the major impact on current residents and future road infrastructure. So many are against this.
Molly Powers	Support	Use of cycle trails, shared bus lane, integration of green space around the higher density areas. Fully support that the land should not be zoned rural residential. Prefer medium to high density, however prefer both to rural residential.	SH6 is a major road and simply can't have pedestrian crossings on it; needs to be more under or over passes to allow safe crossing. When the school day ends and all the kids try to cross the road to Lake Hayes/lower Shotover, SH6 will turn into a parking lot. Additionally, it is already a long wait to get out of Shotover during the morning rush hour, the impact on lower shotover commuters needs to be considered. Lastly in considering views from SH6, trees should not be cut down to give a view of Lake Hayes; rather, Lake	

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			Hayes should continue to be sheltered/shielded from the roads wherever possible.	
Lo	Oppose		<p>Traffic and congestion considerations - the current levels are already an issue without adding to this problem</p> <p>Parking requirements - is there enough parking provided for new development?</p> <p>Development of existing community spaces should be actioned before building new communities</p>	
Caroline Lane	Oppose	I'm not opposed to a subdivision in the future but not until traffic issues are addressed	Not addressing the traffic issues, I would like to see a 4 lane bridge over the Shotover before any more subdivisions are allowed.	Expecting all residents to catch buses is unrealistic people like the freedom of cars
Ben kent	Oppose		<p>Infrastructure first, we need a bigger bridge.</p> <p>Parking, just because it's high density doesn't mean we don't need parking. All cars need to be parked off the road. Look at shotover country, you let the developer get a way with murder by not enforcing wider roads and more parking. If you want high density housing with small section sizes you need to make extra allowances for additional parking close by. No point relying on the bus system they can't even fit down the roads you allowed. QLDC dictates what the developers can get a way with, they will always take profit over outcome as they don't have to live there.</p> <p>We don't need to develop everything ASAP, slow down and do it properly with a better quality outcome or we will ruin this beautiful town.</p>	

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Jorja Lane	Neutral	turning ladies mile into a subdivision is not a bad idea.	It would be much better if a four lane bridge was added over the Shotover river to ease congestion in the Shotover/Lake Hayes/Ladies mile area. I also feel that buses are great for transport but not all people are able to take a bus (like tradies etc...)so plenty of parking outside buildings is still necessary. Making sure not to aim accommodation at students is important because there are no universities in Queenstown.	
Jorge Contreras	Oppose	Nothing	Everything	We don't want this
Micaiah Neale	Oppose	For as long as nothing is done to address the traffic choke point of the Shotover bridge, then you have done nothing right at all.	Failure to appropriately address the effect that this development will have on the already loaded peak hour traffic congestion.	Appropriate infrastructure must precede any significant development on the eastern side of the Shotover river.
Fraser Maclachlan	Oppose	Forsight to see that we need my appropriate housing	The obvious one, infrastructure. Roads/ traffic are terrible as is.	
Jo	Oppose	To be honest, I don't feel there was much right as I disagree with having more houses in this area.	This area is too congested already. It's losing its charm and is growing into a big city.	I disagree with this proposal.
Vanessa koch	Oppose		The infrastructure issue of increased traffic To the Shotover bridge area. It is already too busy and with no tourists. And ruining the landscape we call Queenstown with high rises as you enter the city.	

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Irshaad sayed	Oppose	Not much	Infrastructure, planning	Don't build it until the roads can handle it
Arrowtown Village Association	Oppose	See attachment A containing the emailed submissions - page 7	See Attachment A	See Attachment A
Jane Hamilton	Oppose	<p>I think it is good to try and front-foot development and get a plan and some guiding principles in place for future development.</p> <p>Looking at proposed locations for new primary and secondary schools in this direction is good</p>	<p>There are many better places to look at developing before developing Ladies Mile. Ladies Mile is a greenfield space that is separated from any urban amenities. Defer development until other areas, e.g. Remarkables Park, Gorge Rd, Frankton, Arrowtown are fully developed.</p> <p>Why allow development in this beautiful rural area when other areas are already urban?</p> <p>The proposed intensity of development does not suit the environment, traffic congestion or needs of the residents. While it is understood that behaviour changes are required, as can be demonstrated by Lake Hayes Estate and Shotover Country, parking and space are required for residents. Apartments separated from any sizable urban precinct are not desirable, especially for the majority of people choosing to live in Queenstown.</p> <p>People in apartments still require vehicles, and adequate parking has not been allowed. The height of the proposed buildings will cause a significant negative shift in the outstanding natural landscape. As this is the gateway to Queenstown, should this area not be protected from further intensive development?</p> <p>Traffic congestion is a problem already. With a population of only half a small city Queenstown already has traffic congestion to rival many larger urban areas.</p>	

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			<p>Until a real plan that addresses the current and future traffic needs is developed the Ladies Mile development should be deferred. While it is clear that behaviour needs to change, the Council needs to be realistic that there are many barriers to using alternative or public transport, and simply creating bus lanes is not going to solve these underlying drivers of behaviour. The types of occupation, location of schools, location of shops and amenities and location of workplaces mean that a multi-layered approach is required, plus a realisation that just by making it less comfortable for people to use vehicles doesn't mean they will come off the road.</p>	
Hugh Clark	Oppose	Providing community facilities	No scope for low or medium density housing, an incorrect assumption that everyone will utilise public transport, not dealing with current traffic issues first.	
Chris Seymour	Oppose	Nothing	The amount of density and lack of infrastructure planning is appalling.	This plan is short sighted and seems to be nothing but a cash grab for developers. It will sully the natural landscape and cause more congestion to an already congested area.

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Innis Hamilton	Oppose	<p>Good to be thinking about planning / development in the future</p> <p>Good to be planning for schools</p>	<p>There are many better places to look at developing before developing Ladies Mile. Ladies Mile is a greenfield space that is separated from any urban amenities. Defer development until other areas, e.g. Remarkables Park, Gorge Rd, Frankton, Arrowtown are fully developed. Why allow development in this beautiful rural area when other areas are already urban?</p> <p>The proposed intensity of development does not suit the environment, traffic congestion or needs of the residents. While it is understood that behaviour changes are required, as can be demonstrated by Lake Hayes Estate and Shotover Country, parking and space are required for residents. Apartments separated from any sizable urban precinct are not desirable, especially for the majority of people choosing to live in Queenstown. People in apartments still require vehicles, and adequate parking has not been allowed. The height of the proposed buildings will cause a significant negative shift in the outstanding natural landscape. As this is the gateway to Queenstown, should this area not be protected from further intensive development?</p> <p>Traffic congestion is a problem already. With a population of only half a small city Queenstown already has traffic congestion to rival many larger urban areas. Until a real plan that addresses the current and future traffic needs is developed the Ladies Mile development should be deferred. While it is clear that behaviour needs to change, the Council needs to be realistic that there are many barriers to using alternative or public transport, and simply creating bus lanes is not going to solve these underlying drivers of behaviour. The types of occupation, location of schools, location of shops and amenities and location of workplaces mean that a multi-layered approach is required, plus a realisation that just</p>	<p>Despite the constant narrative of needing a shift towards public transport, there seems to be no desire to admit that even in a place like Melbourne which has one of the most effective and well used public transport systems in Australasia the use of the system is still only by 19% of the population. With the population volume of the proposed development the existing Shotover bridge will still be running at over capacity until another bridge has been provided by the MoT.</p>

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			<p>by making it less comfortable for people to use vehicles doesn't mean they will come off the road.</p> <p>There is a lack of local amenities to service such a proposed development and recent developments reflect a misalignment between developing residential properties before having the local amenities in place. The proposed commercial and recreational amenities need developed before more residential is developed, and doesn't appear to be any provision for this in the masterplan.</p> <p>Schools are needed in the area, especially if more residential development occurs, however as far as I am aware there has been no undertaking from the MoE to site schools along Ladies Mile. Until such undertakings are confirmed the Masterplan for Ladies Mils should be deferred.</p>	

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Kerryn Boniface	Oppose	<p>I like the provision for greenspaces and the community/social/recreation facilities provided for at the Council-owned property 516 Ladies Mile-Frankton Highway is positive. Some of the planning considerations are sensible, especially the Stormwater Strategy Key Features.</p>	<p>The density of development is simply too much for the area, and the Ladies Mile Masterplan seems overly focused on the scale of the housing development - high-density housing needs to be scaled back to reflect the beautiful, unique landscape we have the privilege of using. The data and evidence-base for the transport problem is out-of-date, lacks validity and does not give confidence to enhancing the ability of a growing population to move freely with greater ease, comfort and pleasure. The significance and impact of the transport issues for what is a small town are not given the priority or focus they deserve - transport options and new infrastructure must be planned for now as the network is already at full capacity, or beyond - particularly at peak times. The assumptions made around creating such a modal shift in transport simply don't "stack up". Where's the evidence to support this in terms of prospective residents, car-loving Kiwis will be more difficult to shift into the required behaviour change and the climate is cold in winter - meaning cars will remain the preferred primary means of transport. If better data was used and applied for the modelling then I might have a higher degree of comfort - I am concerned the Ladies Mile Masterplan will move us backwards in relation to traffic congestions. More innovation is needed for additional transport routes in and around the Eastern Corridor - with one tributary running from SH6 to serve the south-west from the Shotover Bridge; and another tributary running from SH6 to serve the north-west from Shotover Bridge or joining Hansen Road as a means to relieve pressure on the network and "loop it" through to Arthurs Point Road and/or the northern section of Gorge Road. This need not be a traditional roadway, but the "one road in, one</p>	<p>Yes - looking at the Community Presentation Slides and slide 24 specifically, I am concerned why we have 'NEW INFRASTRUCTURE' as a Consider Last option. This ought to sit directly at the bottom - Consider First, alongside 'INTEGRATED PLANNING'. The infrastructure must be designed and delivered according to future needs, and this needs to happen before any housing development occurs. People will choose to live elsewhere if the LMC and Elected Members don't get this critical decision right - it needs to enhance outcomes for the community and the people who live here now need to be the most important consideration in that. Does it take us all forward? Or, are the costs or implications too great on the wellbeing of our communities and/or the special characteristics that define Ladies Mile as it is?</p> <p>There is some good work and thought that has gone into shaping up the Ladies Mile Masterplan to this point. Some final analysis is essential before we move into a phase that will commit our community/District to what will be a radical new direction/way of life. So, exploring and drawing from the right data is imperative to sufficiently test a number of assumptions behind the Masterplan. Similarly, testing the variable impact/s of</p>

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			<p>road out" transport infrastructure is no longer sufficient for our current population, let alone a future-proofed District that will be attractive to new residents and international visitors. What are the impacts on traffic congestion with the addition of the proposed roundabouts on SH6 along the Eastern Corridor?</p> <p>Regarding the proposed height and density of housing development (refer to the Community Presentation Slides and slide 19 specifically), the northern side of Ladies Mile-Frankton Highway ought to be limited to 8m max., the 3 red areas in the middle ought to be no more than 13m max. and the northern-most area only ought to provide for 24.5m max. height. Effectively, the housing would be in three progressive bands of low/medium/high density from south to north.</p> <p>Finally, the data needs to be better established, tested and applied specifically for the Ladies Mile Masterplan so that all implications re scale, size, transport impacts and amenity are clearly understood before a Masterplan is advanced for a decision by Council. Comparisons to Aspen, Colorado need to be taken with a "grain of salt" and variables like free buses there to \$2 buses here will render the necessary modelling inaccurate at best.</p> <p>- Commenting as a private individual/resident</p>	<p>all the proposed design elements interacting with one another in a "real world way" will be crucial. That should target and prioritise finding an optimal and cohesive balance out of this opportunity to elegantly shape a proactive, sustainable and responsible approach to urban development. I do not want to see the character, natural beauty or current level of enjoyment of the neighbourhoods that make up Te Pūtahi Ladies Mile eroded because of excessive housing scale or unbridled freedoms via the RMA/proposed Planning 'Variation' - whereby the Developers have the ability to focus solely on their commercial interests at the expense of fulfilling the design principles intended to benefit, uplift and serve our local residents.</p>
Jess Warren	Oppose	Attempting to preserve the entry and exit views of queenstown	missed the mark completely with transport. Already there is huge pressure and congestion across the bridge, until this is resolved high density you seeing should not go ahead. the practicalities of queenstown mean relying on bus transport is not viable now or in the next ten years. Given the types of people that live in queenstown households require cars. Any high density housing should be located in hubs such as five mile. public	please keep this zoned rural, rural residential. this is not the right place for another subdivision let alone high density that doesn't allow for parking

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			transport is currently prohibitive from shotover and lake Hayes estate.	
L. Boniface	Oppose	The greenspaces are nice, and there's need and value in Site 516 - giving a way for people to better connect.	<p>The traffic congestion on the Shotover Bridge, in Shotover Country and right along the main road to Frankton and Queenstown is already a problem we all encounter. Why are we proposing more people and 2,400 more units within an already jam-packed area? Two new schools and all of the people who will live here will detract from being able to enjoy life, live well and access other parts of the District with relative ease. Take a walk from Lake Hayes Estate to Lake Hayes - do we really want to sacrifice all of that beautiful scenery, enjoyment, rural character and freedom for dense residential/commercial development that doesn't belong here?</p> <p>Focus on getting the transport system right-sized and fully functional first, improving connections and ease of movement by more innovative choice. Multiple transport modes need to be thought about and there just isn't the capacity in this area to "house" such a large-scale mix of new housing and the like. The disruption to locals will likely be significant and the timeframes seem loose in terms of what, where and when things will happen.</p> <p>Who will control the proposed development? I'm gathering there are multiple land developers who may not share a common goal. This is not the right area to grow in, and more concentrated growth seems like a bad idea because it will take away from the best things about this special part of Queenstown, and NZ. I imagine international and domestic visitors will be disappointed</p>	We have a big District that has a lot of space available. There must be better locations for us to "grow out" instead of putting so many people into pretty much the same spot. Surely, that approach would make their lifestyles better, maintain the quality of life for Ladies Mile residents and be smarter for planning for the future as our population rises. The cons of the Ladies Mile Masterplan outweigh the pros. If we need to build more houses, why choose to do so in what's now "the middle" of Queenstown and on the main road that is the only throughway to Queenstown, Arrowtown, Wanaka, Cromwell, Dunedin and Invercargill for the thousands of people already inhabiting the area, or in close proximity.

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			seeing a generic-looking housing development instead of the trees, rural farmland and greenery that makes the journey into/out of Queenstown so memorable.	
marina	Oppose			

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Shane Vallance	Oppose	Additional schooling and keeping green areas by greenhouse	Not fixing the infrastructure that is already causing major issues.	<p>' It is our opinion that the proposal to change the zoning of the Ladies Mile area from rural to a master planned, high density development is flawed. This does not represent intensification; it represents greenfield, dispersed development. As outlined above:</p> <ul style="list-style-type: none"> - Ladies Mile is a greenfields site and is physically separated from services and employment. Whether it provides 1100 homes or 2300 homes, it will increase traffic movements in an already congested environment. Traffic is already causing significant adverse effects to our community's wellbeing. Until such time as the existing traffic issues are resolved, then there should be no further development at Ladies Mile. - We have taken on board Mr Avery's concerns around existing zoning not being adequate to 'stop developers doing what they want'. We propose a deferred zoning. Any development must be deferred until such time that <ul style="list-style-type: none"> - Traffic issues are resolved; there must be a workable public transport system in place, and the Shotover Bridge provides four lanes. If these actions are not taken then traffic congestion will only get worse. - The school sites are confirmed - Community facilities for the existing community are provided, and there is capacity for future development.

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				<p>- Existing centres are intensified to accommodate growth.</p> <p>Until the traffic issues are resolved, the existing community is provided for, and greater certainty provided that the master plan can be achieved, then we oppose the Ladies Mile proposal.</p>
Cassie Dayman	Oppose	Happy to have quality low density housing	High density housing	Similar layout to bridesdale farm should be the aim... Quality living not cramming in as much as possible. Landowners and council aim to squeeze as much cash and use out of the land. This should not have priority over the environment and the rest of existing residents quality of life.
Deborah Palmer	Support	pleased you kept green open spaces, sports grounds, parks and views of mountains. Also the		Please retain as much of the rural feel as possible and protect the outstanding natural landscape- the areas near lake and rivers, keep this for walking cycling so people have access to natural areas and

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		provision of cycle trails and walkways- important.		can enjoy these places.(no other development)
Rachel Taylor	Oppose	Nothing		This is just going to add more traffic to an already overloaded road system. More houses more cars more people travelling, no matter what they think about living and working there.
Darls	Oppose	Not too much	<p>Many things stand out, but a couple in particular. High density apartments that have no parking seems irresponsible for a start. New Zealanders, many with growing families are typically attracted to this area. You cant build assuming residents won't have cars. Each dwelling will have an average of 2 or 3 (plus caravans, boats, toys in general). Please imagine your own family life day to day without a car to gain perspective (then argue this point realistically and honestly). A person living in an apartment not located in the middle of a city block will expect access to their own personal transport. If not, they will need access to a reliable public transport. This is still adding to road/ bridge congestion and has potential to be unreliable for anyone hoping to get to work on time (for example)</p> <p>This development in general seems overly large and intense. This will ultimately add more stress and congestion to an already at capacity road system (and this is with our borders closed), during construction and ultimately permanent road users. The finished development itself is wrong for the area and the further disruption this will cause to the road system is unthinkable (think back to when it was just roundabouts going in). I don't agree with this development.</p>	This development will be entirely out of place and I can't think of this being good for anyone other than those who will benefit initially and then be able to walk away (to homes that enjoy views, peacefulness and roads without Auckland level traffic congestion). This is not future proofing with responsibility.

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Matthew Parker	Oppose	No single family dwellings	<p>The location for the intensification. It makes no sense to build another town centre a couple of kilometres from Frankton, where all of the shops, services and other amenities have been located. There is plenty of available flat land for development, with existing infrastructure already in place, in a location where people actually won't need so many cars. Creating a new town centre around Ladies' Mile is going to require huge investment in new infrastructure, and place unreasonable demands on the transport corridor. It's naive to think that the majority of residents who live there won't want or need a car, and those that do have to travel to work will have to cross the Shotover bridge.</p>	<p>Why are we still looking at greenfield development? Intensify existing developed areas and leave greenfields undeveloped. The only people who win from more greenfield development are the developers, everyone else has to pay the price in providing infrastructure and dealing with more people in the area.</p> <p>Have a conversation as a community about whether we actually want more people living in this area.</p>
Sabrina Poulin	Oppose		<ol style="list-style-type: none"> 1) A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6. This is fundamental infrastructure this development needs or it must not go ahead. On peak traffic hours, one line in the traffic direction should be for buses only/carpooling/taxis/scooters. No one wants to take the bus to be stuck in the same traffic as everyone else. 2) 10,000+ new residents will be crammed in to this densely populated area - doubling the current population of Lake Hayes & Shotover Country and likely doubling the amount of traffic. 3) We are seeing ever increasing traffic on Ladies Mile/SH6 entering Frankton and Queenstown from Arrowtown, Wanaka, Cromwell, Alexandra, Dunedin. This road will become unusable if this development goes ahead and will prevent residents and visitors from getting around for work or leisure. 4) Huge 7 Story apartment buildings are planned to occupy most of the land located in the orange high density zones on the map below. Half of all apartments 	

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			<p>will not have a car park, so cars will likely block streets. 5) Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential' – please state that you oppose the rezoning of this land to medium and high density.</p>	
Lynette Warmington	Oppose	Not much, doesn't look like you're listening to the wider community here :-)	<p>Placing high density housing in a rural area is somewhat flawed. There are no jobs in this locality, they are all in Frankton or Queenstown, therefore everyone will need to commute for work. Even though you are proposing public transport and no personal parking; people will always have/use cars. You cannot suppose that this will not be the case just by ignoring it.</p> <p>I am opposed to seeing the high-density apartments in this area which is out of town. Would it not be better to have these closer to where people work, like in Frankton on the north side of SH6 (opposite K-Mart shops area)??</p> <p>I oppose the development of this land to medium or high density zoning.</p>	
Ken Sommers	Oppose	I think the necessity to have a plan for this region is good, development is inevitable, and certain aspects are worth considering regarding residential use.	High/Medium density planning is not sustainable without a firm plan for infrastructure and traffic management. Without that, this plan cannot be acceptable to go ahead and would be plainly irresponsible.	I do not see how addressing the traffic and roading issue is even an "option". Every time a development goes in, where these aspects are not looked after, it turns into a disaster for everyone. Why is Council not doing this as MUST DO?

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Lynley Illingworth	Oppose	NA	Lack of serious consideration of and planning for significant increase in traffic in area. Inadequate planning on how to address impacts and ramifications of population growth, and impacts on wider community.	No
Karen Whittaker	Oppose	open spaces, recreation facilities, council purchasing 516 ladies mile (use for community facilities/sports fields not park n ride)	too high rise/houses too close together, no parking. Incorrect assumption that people will take public transport/bike to work - for any people ie tradies, people with non-set work patterns, people who attend out of work activities, people who are not fit enough to bike/walk to bus-stop etc. Not enough thought/future planning into widening bridge or new bridge to be built, more pressure on NZTA needed.	
Emily	Oppose		I oppose the rezoning. The current problem with traffic must be addressed prior to increasing the QT population. Traffic along SH6/Ladies Mile is already a nightmare and will only get worse with the planned development not to mention once borders are open and tourists return.	
Threepwood Farm Residents Assoc/Threepwood Custodians Ltd	Oppose			Reserve open space and stormwater management requires the use of Threepwood Custodian land. - Part of the high density zoning

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				<p>along the base of Slopehill is on Threepwood Custodian land</p> <ul style="list-style-type: none"> - The walking/cycling trail at the base of Slopehill is through the most productive farmland and would cut through the only access between the farm and the farm buildings, including the woolshed, stock yards and heavy equipment sheds. - Compromises the farming operation with high density neighbouring the property in its ability to operate from a Health and Safety perspective and problems associated that greater population brings in the form of dogs and the ability to ensure public do not access same. - The combination of the above would result in reduced income from the farm lease but more likely the farm becoming unviable - An additional effect of the farm becoming unviable, beyond the loss of revenue from the farm lease, is the deterioration of Slopehill as an Outstanding Nature Feature, as it is currently maintained by the farm operations <p>Threepwood Farm Residents Assoc have suggested a possible solution but have had no response</p> <ul style="list-style-type: none"> - As a qui pro quo for not establishing the Walking/Cycling trail at the base of

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				<p>Slopehill and enabling farm operations to continue, Threepwood owners may consider</p> <ol style="list-style-type: none"> 1. Providing an easement for the Connected Bus Network and part of the Walking/Cycling trail on the Ladies Mile on Threepwood common land that adjoins the State Highway <p>Other more general comments:-</p> <p>Traffic</p> <ul style="list-style-type: none"> - Congestion to be addressed prior to any development occurring - NZTA strategic model does not identify queue levels increasing traffic from 1800 to 2400 would increase the queue length by an additional 1km - No consideration for a 4 lane bridge to alleviate the already traffic jammed Ladies Mile/SH6 nor structural fatigue on current bridge - Melbourne is recognised as a city with good public transport yet only 7% use it - the figures given by the consultants at 40% by 2028 and 60% by 2048 are flawed <p>Parking</p> <ul style="list-style-type: none"> - 7 story apartment buildings in the high density zoning with very little allowance for carparking .5 for 1 bedroom, 1 for 2 bedroom, 1.5 for 3 bedroom. - No allowance for parking of boats or caravans <p>Trail Network</p>

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				<ul style="list-style-type: none">- Not direct for commuters Covenants- 26 separate landowners - who would start and pay for what?- Covenants not enforceable by QLDC

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Tom Jordan	Neutral	The region needs more low-income and higher density housing. There is a national housing shortage and prices are too high as a result.	Not enough infrastructure planning. There are already fairly major congestion issues on ladies mile and coming out of Shotover Country and Lake Hayes. This will certainly exacerbate the issue. A new 4 lane Shotover Bridge is the minimum required to ease the issue. More car parking planning is required. Underground car parks are likely the best solution. There should also be over/underpasses built for pedestrians. A pedestrian crossing on a 100km/h road is not safe or practical.	
Trish	Neutral	Setbacks and green space to SH6. Retention of the ladies mile property as green space and community facilities. Retention of Threepwood and Lake Hayes frontage as rural. Inclusion of space allocation for additional educational facilities and some commercial opportunities to support the local residents.	Would prefer the high density housing being a terraced housing community rather than multi story apartment buildings - doesn't seem to be a natural fit with the rural setting. Would prefer multi-story apartment style living in Frankton or Queenstown CBD	
N Allen	Oppose		Far too intense housing without proper infrastructure-bridge and traffic congestion. Not to mention ruin the rural aspect.	Intensify within the town peninsula: over the Shotover river. Spreading the population out over the Basin makes transport and services expensive and difficult. Workers do want cheaper accommodation, apartments can be great, but they should be in town areas where infrastructure is able to support them.

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Rob Lee	Oppose	Nothing - the plan is fundamentally flawed - see below.	<p>The plan is fundamentally flawed because development in this area should not occur, so there should be no plan. Pre-Covid 19 Queenstown complained of over-tourism and over-development. Post-Covid 19 calls have been made to re-evaluate what Queenstown should be. We have a unique opportunity to preserve the incredible natural wonderland we live in. That opportunity will be lost forever if it is not taken now. We should be aiming for less development, less growth and much higher value, environmentally sustainable tourism to sustain the integrity of the area. The question that should be being asked is what is the ideal size of the Queenstown population and restrict future growth to that. Why is growth necessary? Take a stand Queenstown and preserve the area for future generations and, in doing so, help prevent further climate and environmental degradation.</p>	<p>'Should the plan become a reality, there are multiple issues:</p> <ul style="list-style-type: none"> - Nothing should be allowed to proceed until long-term, realistic solutions are found to reduce current traffic congestion issues. People are not going to get rid of their cars in droves. - The consultants' estimates of uptake of public transport look ridiculously optimistic. The climate here makes it unlikely people will cycle or walk much during autumn, winter or much of spring. Maybe ok in summer, but the rest of the year won't work. - Car use for many is to move around the district, not simply from home to work or school and back - tradespeople, retired people, sports activities, recreation, visiting our beautiful outdoors, touring the area - very little of which could be satisfied by public transport - Inadequate parking - again, the estimates of car ownership look extremely low. - No parking allowance for boats and caravans. - Coordinating developers, managing multiple ownerships of land, and enforcing rules to obtain the original planned outcome seems unlikely to be possible. - Covenants are not enforceable. - If Threepwood Farm becomes unviable due to development, Slopehill, an

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				Outstanding Natural Feature will deteriorate as it is currently maintained by farm operations.
Kelly Saxton	Oppose		Traffic management Not the place for so many houses	
Dominic Hazell	Oppose			

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Colin Sydney	Oppose	<p>Not much. It feels like the planning team and QLDC are prioritising the interests of people who don't even live in the area yet ahead of people who DO live here. IF you can get a school located there that would be great as well as additional retail and other services. If this has to happen it has to feel like a community, like a lovely city, and feels the same as queenstown (not some cheap knockoff sprawl built down the road).</p>	<p>My family lives in Threepwood and we have a number of concerns. First - thanks to the operation of our operating farm we are able to maintain Slopehill which is classed as an Outstanding Nature Feature. Your team has repeatedly and willfully ignored our concerns around the impact of unnecessarily threading a track through the middle of our farm which will reduce our farm revenue to the point where it might not be able to function. You are planning to cut our farm in two, with the track through the most productive part of our farm, it creates numerous health and safety issues, lead to loss of stock and difficulty of operating machinery, and impede on privacy of the private community.</p> <p>Slopehill is maintained by Threepwood for the benefit of everyone in the community - it is an iconic and prominent point on Lake Hayes and Ladies mile. The operating farm front paddocks are attractive and add rural character and compliment the lack. Don't put all this at risk when you can simply extend the track that already partially exists on ladies mile.</p> <p>Lastly, I think you are nuts for assuming you can dramatically increase public transport and modal shift to the extent you have hung your hat on. It was flipping -3 degrees yesterday. Its dark, wet and cold, and kiwis are stubborn. Get this wrong and you will have crushed Queenstown and it will forever be your legacy.</p> <p>Lower the apartments, lower the density, invest more in infrastructure and you could be on to something. We will not willingly go along with this plan.</p>	
Melanie	Oppose		Please don't rezone rural land to medium or high density	The infrastructure cant cope with this influx of high density. It ruins the landscape and is further urban sprawl. Think of 5 mile. How many shopping

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				centers are lucky enough to have a paddock of sheep across the road.
Poppy Simpson-Wells	Oppose	I like the idea of the community playing fields and the potential for new school sites this side of the bridge.	<p>High rise apartment blocks and high density living. I am not against these in Queenstown, but they need to be in central areas such as Queenstown CDB and Frankton at the centre of business to avoid urban sprawl.</p> <p>No consideration for the new levels of traffic. There is already an issue here and this masterplan only adds to that. It is naïve to believe that all the new residents will take the bus and cycle. I am a keen cyclist and refuse to cycle in less than 6 degrees...which can even happen in the middle of summer. Further, the bus is a great service but not everyone will adopt this. Look at the bus user numbers when the service was free last year.</p> <p>The street layouts look very narrow in the designs. These should be widened and lessons learnt from narrow streets used in Shotover Country development.</p> <p>The adverse amenity effects on the entrance into Queenstown. Changing a beautiful rural setting into high rise apartment blocks will have considerable effects on amenity.</p>	I do not think that this masterplan, its current form will increase the wellbeing of our community.

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Kiri Rasmussen	Oppose	<p>The need for additional low-cost housing in the Wakatipu basin. I just don't believe the Ladies Mile as the gateway to Queenstown is the correct location at the density proposed.</p> <p>The public spaces and additional public transport proposed are a positive.</p>	<p>Continued development along the gateway road to arguably the most beautiful town in NZ is difficult to understand from a tourism welcome experience, town and traffic management or local resident's perspective. Most people's current quality of life and visitor experience will be decreased from this development and that seems to contradict the role of Local Government in management of the district's resources and improving all resident's quality of life.</p> <p>The need for low cost housing is very important, but developments of this scale and density should happen in</p>	<p>Yes. We are residents of Threeewood Farm Development, on the Slopehill Road side. There are several elements of this proposal that will significantly effect the current arrangements for land management of the wider Threeewood Farm, that in itself are land areas of significance in the context of the current visual gateway to Queenstown surrounding Lake Hayes and Slope Hill. I am repeating key points from our Threeewood Residents Association</p>

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			<p>areas closer to where the jobs are so walking to work is an option, or in a location that the added impact of people and vehicles will not have such a great impact on an already stressed transport route. I would expect around Five Mile, Frankton (behind the High School), or towards Arthurs Point would be much more suitable options for high density housing developments. These locations are not on major arterial routes, but are still well serviced by public transport or walking distance to areas of employment.</p> <p>Changing signature rural land to 7 storey residential apartments is a significant and irreversible change to the local landscape. The environmental impacts will be significant for such a beautiful and untouched area, and I think will be one that will be regretted if this plan continues.</p>	<p>submission below:</p> <ul style="list-style-type: none"> - Reserve open space and stormwater management requires the use of Threepwood Custodian land. - Part of the high density zoning along the base of Slopehill is on Threepwood Custodian land - The walking/cycling trail at the base of Slopehill is through the most productive farmland and would cut through the only access between the farm and the farm buildings, including the woolshed, stock yards and heavy equipment sheds. - Compromises the farming operation with high density neighbouring the property in its ability to operate from a Health and Safety perspective and problems associated that greater population brings in the form of dogs and the ability to ensure public do not access same. - The combination of the above would result in reduced income from the farm lease but more likely the farm becoming unviable - An additional effect of the farm becoming unviable, beyond the loss of revenue from the farm lease, is the deterioration of Slopehill as an Outstanding Nature Feature, as it is currently maintained by the farm operations <p>Threepwood Farm Residents Assoc have suggested a possible solution but have</p>

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				<p>had no response.</p> <ul style="list-style-type: none"> - As a qui pro quo for not establishing the Walking/Cycling trail at the base of Slopehill and enabling farm operations to continue, Threepwood owners may consider: <ol style="list-style-type: none"> 1. Providing an easement for the Connected Bus Network and part of the Walking/Cycling trail on the Ladies Mile on Threepwood common land that adjoins the State Highway <p>Other more general comments:-</p> <p>Traffic</p> <ul style="list-style-type: none"> - Congestion to be addressed prior to any development occurring - NZTA strategic model does not identify queue levels increasing traffic from 1800 to 2400 would increase the queue length by an additional 1km - No consideration for a 4 lane bridge to alleviate the already traffic jammed Ladies Mile/SH6 nor structural fatigue on current bridge - Melbourne is recognised as a city with good public transport yet only 7% use it the figures given by the consultants at 40% by 2028 and 60% by 2048 are flawed - Public transport works when doing one trip per outing. When you factor in work, school pick ups, activity drop-offs etc, public transport just doesn't meet the needs of most working families in a timely

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				<p>or efficient manner.</p> <p>Parking</p> <ul style="list-style-type: none">- 7 story apartment buildings in the high density zoning with very little allowance for carparking .5 for 1 bedroom, 1 for 2 bedroom, 1.5 for 3 bedroom.- No allowance for parking of boats or caravans <p>Trail Network</p> <ul style="list-style-type: none">- Not direct for commuters <p>Covenants</p> <ul style="list-style-type: none">- 26 separate landowners - who would start and pay for what?- Covenants not enforceable by QLDC

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Marie-Claire Henderson	Support	<ul style="list-style-type: none"> -Leading the development with a plan for the area rather than letting than leaving the area to develop ad-hoc. -High density - this area is a great opportunity to provide housing and amenity to the growing population -Emphasis on sustainable transport networks (supported by the higher density living) -Emphasis on quality of the urban environment -Emphasis on quality and liveability of housing 	<p>The plan should be more ambitious in addressing the transition to sustainable transport networks.</p> <ul style="list-style-type: none"> -Shared carparking and the reduction of reliance on the private car is a great ideal but many desirable destinations in our region are not sufficiently serviced by public transport and transitional options need to be considered. Shuttles, car-share co-operatives, electric bike hire schemes etc. could support increases in bus services to help bridge that gap. -Consider wider sustainable connections ie. links to ferries or to a larger train network for intercity travel in the longer term future -Prioritising pedestrians, cyclists and users of public transport is referenced in the masterplan but the provision of a 'safe crossing via underpass' suggests that this may not be followed through. Landscaped over-passes like New York's highline, slow landscaped shared spaces and underground vehicle tunnels are all different methods of prioritising cyclists and pedestrians over cars, while underpasses prioritise cars. -Similarly its worth noting that the current development around Frankton shows a half-hearted effort to cater to parties other than motorised vehicle users. Cycleways are provided but take more convoluted routes and are diverted off to the sides around intersections to streamline the flow of cars. Pedestrian routes are incidental to roads and carparking and the pedestrian experience generally goes unconsidered (except perhaps when pedestrians get close enough to shops to be considered consumers). There are limited safe options for crossing busy roads. The new masterplan intends to do better but is at risk of being watered down to give us the same unhealthy and unsustainable urban environment. 	

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			<p>An additional point under density and shared amenity is that all units should be provided with service and storage spaces appropriate for long-term accommodation.</p>	
Tim Stevens	Oppose	I'm get really fine with the layout and density of the development.	Realistic traffic solutions.	Ladies mile does not function efficiently. As I read NZTA's report even with a change of behaviour and increased use of public transport, there will still be capacity issues. It does not make sense to add to the existing issues with further development. I dare say there is another bridge that should be completed before Ladies Mile is developed.

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Paul Anderson	Oppose	The need for more room for housing and the fact that this corridor provides good flat land.	<p>You only get one chance to make this right so there's no need to cut corners now.</p> <p>The provision for infrastructure is inadequate to carry the amount of traffic required either now or into the future. Ladies Mile and the Shotover bridge requires four-laning now so to proceed with this plan without any firm plan to do this work is myopic.</p> <p>There is also the issue with Threepwood Farm; it is proposed to put a walking and cycling track through a working farm. The walking/cycling trail at the base of Slopehill is through the most productive farmland and would cut through the only access between the farm and the farm buildings, including the woolshed, stock yards and heavy equipment sheds. This raises fundamental health and safety issues for users of this track as well as operational issues for the farm which ultimately reduces the land's efficiency. Also, it is possible that the farm will suffer from the introduction of domesticated dogs, which pose a threat to the stock. This track is unnecessary because it would be attractive to build an excellent access for walkers and bikers alongside Ladies Mile. This could be planted in trees hence improving the aesthetics of this key approach to Queenstown.</p> <p>Threepwood Farm Residents Association have suggested a possible solution but have had no response. As a <i>qui pro quo</i> for not establishing the Walking/Cycling trail at the base of Slopehill and enabling farm operations to continue, Threepwood owners may consider providing an easement for the Connected Bus Network and part of the Walking/Cycling trail on the Ladies Mile on Threepwood common land that adjoins the State Highway.</p>	

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Justin Ralston	Oppose	Taller building to back.	Density is to high, building are to big and the traffic stratergy is un likely to work.High Scholl is on wrong side of road and should be at 516.	
Joann	Oppose	Community facilities and schools	Shouldn't include High density housing	
AJ Mason	Oppose	The "walkable village" concepts within the masterplan should, of course, be a minimum requirement for any new development, and a priority remedy for existing developments.	It is in entirely the wrong place. "Walkable village" concepts, including public transport, are a mitigation against the embedded evils of urban sprawl, not a goal in and of itself - is must not be our goal to sprawl, merely so that we can enjoy a mitigation. That would wrongheaded to the same degree as deliberately giving ourselves diabetes, so that we can enjoy giving ourselves insulin shots. Prior to any considerations of mitigations within a proposed development must be a foundational and essential requirement for the most compact and energy efficient overall urban forms possible. In this specific case, Ladies Mile must be off the table until and unless the Frankton Flats are infilled. (and yes, of course, that infill should follow the forms and functions of walkable villages).	Pre-emptively resiling from decisions based on merit, merely because you are afraid those decisions may be overturned, is - to say the least - disappointing. The dictionary is full of far less flattering terms for such behavior. To the contrary, I urge QLDC to have the courage not to abdicate its ultimate responsibility of being our community champion, deferring instead to developer lawyers: I strongly urge QLDC to oppose bad ideas, requiring no more justification than that they are bad: That should be enough to demand your opposition.
Ada Cheung	Oppose	School and community services facilities	Oppose to high density housing	

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Monika Fry	Oppose			
Glenpanel LP	Neutral	<p>If Council were to form a strategic partnership around delivery of services, specifically the collector road and potentially stormwater, then the development of Ladies Mile is more likely to eventuate as envisioned by the re-zoning, and the masterplan objectives realised.</p> <p>See attachment A containing the emailed submissions – page 10</p>	See Attachment A	See Attachment A
LHESC Community Association	Oppose	See attachment A containing the emailed submissions - page 14	Please see attached our submission based on feedback from residents of LHE and SC	Please see attached our submission based on feedback from residents of LHE and SC
Fraser Sanderson	Support	Please see attachment A – page 26	Please see attachment A	Please see attachment A

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Alessia Bibby	Oppose	N/A	<p>Ladies Mile is not the place for high density housing and therefore I strongly oppose this proposed change in zoning.</p> <p>Frankton or central Queenstown is where there should be a push for more housing to be built as this is where people can walk/bike easily to amenities that exist along with being close to the majority employment hubs. If you want people to get out of their cars don't build more houses away from our main centres.</p> <p>The traffic is appalling. It is extremely unrealistic to think that new homeowners will not have cars. Until CURRENT traffic issues are resolved and a convenient, usable, high frequency public transport is in place any further housing developments on this side of the bridge should not even be considered.</p> <p>It is also ridiculous to justify this type of housing by saying there will be a school and a four square. Neither of these are guaranteed - we are still waiting for some sort of cafe/store option in Shotover Country and we have been living here for YEARS. There should be no further development until such things are confirmed rather than just pie in the sky drawings QLDC has mocked up.</p> <p>The park and ride is unlikely to be utilised and that space would be best served for the local community to provide some sport/recreation options - arts centre or studio for dance/drama classes etc.</p>	<p>If you want people to get out of their cars you need to incentivise them to do so. Subsidise e-bike schemes, make the buses free, provide more amenities close to established housing so people don't need to drive everywhere</p>

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Suzannah Dowling	Oppose	Importance of community space.	<p>No requirement by developer to upgrade road, bridge, and utilities in order to approve.</p> <p>The high density development is isolated and out of touch. The idea of no cars only works for those that can walk to employment and the minor few die-hards. High density living needs to be approved with performance requirements for buildings, confirmed bus schedules that suit all workers and shifts.</p> <p>Too much traffic - double what is present currently, and nothing to support it. This is a paperwork dream, and a nightmare in reality.</p> <p>It gives developer better returns at the expense of the community and our tourists.</p>	The zoning needs to be retained Rural, Rural Lifestyle or Large Lot Residential. There are much better areas to encourage high density than here.
Fabíola Letieri	Oppose		Understanding the needs of the community and not the corporations	Unreasonable proposal
Peter	Oppose	Not a lot.	Density of housing, traffic management. Green space.	
Dennis Dowling	Oppose	<p>The whole idea is great, but 100% in the wrong location. Anything that relies on public transport and personal transport (feet, bike) needs to be centred around an existing hub. Much of Frankton could benefit from the rule changes proposed.</p>	<p>You're not making any tough decisions. Taking land easy to develop, which could be developed in a way to maintain a rural boundary around Frankton & Queenstown, and making this land more valuable to the private developer, without retaining the wider benefits to the community surrounding.</p> <p>High density development is great for Queenstown and Frankton and surrounding Queenstown Central where there is no need to install new bridges.</p> <p>The existing amenity in Frankston & Queenstown Central areas will change by going high density, but not be</p>	

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			destroyed which is what this proposal does to the Ladies Mile area.	
Rebecca Machej	Oppose		<p>Effects on transport congestion.</p> <p>Effects of residential development in greenfields sites that is physically separated from urban centres (and the ongoing effects on traffic)</p> <p>The effects on intensification in existing centres by enabling further sprawl; i.e.enabling greenfields development reduces demand for intensifying within the existing centres)</p> <p>Use of prime agricultural land for residential development instead of intensifying existing urban centres Potential for residential development without the infrastructure and community facilities that are needed for the existing community.</p> <p>We request that the Ladies Mile is managed via a deferred zoning. As such, any up-zoning will be deferred until such time as: -</p> <p>Traffic solutions are found that meet the needs of the existing community. -</p> <p>There are community facilities established that provide for the existing community and any future growth. -</p> <p>There is certainty that a high school and primary school will proceed.</p>	

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Sara Machej	Oppose		<p>Effects on transport congestion.</p> <p>Effects of residential development in greenfields sites that is physically separated from urban centres (and the ongoing effects on traffic)</p> <p>The effects on intensification in existing centres by enabling further sprawl; i.e.enabling greenfields development reduces demand for intensifying within the existing centres)</p> <p>Use of prime agricultural land for residential development instead of intensifying existing urban centres</p> <p>Potential for residential development without the infrastructure and community facilities that are needed for the existing community.</p> <p>We request that theLadies Mile is managed via a deferred zoning. As such, any up-zoning will be deferred until such time as: -</p> <p>Urban centres are intensified (Queenstown, Arrowtown and Frankton). -</p> <p>Traffic solutions are found that meet the needs of the existing community. -</p> <p>There are community facilities established that provide for the existing community and any future growth. -</p> <p>There is certainty that a high school and primary school will proceed.</p>	

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Konrad Machej	Oppose		<p>Effects on transport congestion.</p> <p>Effects of residential development in greenfields sites that is physically separated from urban centres (and the ongoing effects on traffic)</p> <p>The effects on intensification in existing centres by enabling further sprawl; i.e.enabling greenfields development reduces demand for intensifying within the existing centres)</p> <p>Use of prime agricultural land for residential development instead of intensifying existing urban centres</p> <p>Potential for residential development without the infrastructure and community facilities that are needed for the existing community.</p> <p>We request that theLadies Mile is managed via a deferred zoning. As such, any up-zoning will be deferred until such time as: -</p> <p>Urban centres are intensified (Queenstown, Arrowtown and Frankton). -</p> <p>Traffic solutions are found that meet the needs of the existing community. -</p> <p>There are community facilities established that provide for the existing community and any future growth. -</p> <p>There is certainty that a high school and primary school will proceed.</p>	

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Fiona Peat	Oppose		<p>Effects on transport congestion.</p> <p>Effects of residential development in greenfields sites that is physically separated from urban centres (and the ongoing effects on traffic)</p> <p>The effects on intensification in existing centres by enabling further sprawl; i.e.enabling greenfields development reduces demand for intensifying within the existing centres)</p> <p>Use of prime agricultural land for residential development instead of intensifying existing urban centres</p> <p>Potential for residential development without the infrastructure and community facilities that are needed for the existing community.</p> <p>We request that theLadies Mile is managed via a deferred zoning. As such, any up-zoning will be deferred until such time as: -</p> <p>Urban centres are intensified (Queenstown, Arrowtown and Frankton). -</p> <p>Traffic solutions are found that meet the needs of the existing community. -</p> <p>There are community facilities established that provide for the existing community and any future growth. -</p> <p>There is certainty that a high school and primary school will proceed.</p>	
Les & Lesley Huckins	Oppose	<p>Creation of a potentially *'self-contained' satellite community with good internal pedestrian circulation and community greenspace.</p> <p>*Whether or not this concept will work, as</p>	<p>Placing this kind of 'strip' development along Ladies Mile will bring a stretch of suburbia to what is currently a pleasant 'scenic' entry into Queenstown.</p>	<p>Despite efforts to provide a self-contained community and to encourage the use of buses/cycles, the number of residents this development is planned for will inevitably increase traffic congestion on the main road to Frankton/Queenstown.</p> <p>Will QLDC water supply and sewerage infrastructure have the capacity to service this development?</p>

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		proposed, remains to be seen.		
Jennifer Smart	Neutral	<p>The separated cycleways are great to see, but there needs to be a much larger network of them, rather than just on the Type A street. Residents of Shotover COuntry and LHE also need safe cycle access to the separated route.</p> <p>The underpass is an excellent idea but there will need to be more than one to ensure residents of Shotover Country and LHE don't have to travel too far to access the crossing point. To achieve the mode shift required (reducing car trips by 40%), active travel must be the easiest, safest and most efficient option.</p>	<p>The street network still prioritises cars as the main form of transport.</p> <p>There's no mention of a library in the community facilities but this is essential to any community. This growing community needs to be able to walk to a library.</p> <p>The high school site is unusually close to an existing one.</p> <p>How does the council propose to zone students for the two high schools?</p>	

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Jo Stewart	Oppose	<p>I believe we definitely need a plan for the area to stop developers just doing as they please. Developers at the moment seem to be able to do and change their plans as they choose. Example Sanderson Group development sub dividing sections approved by council for 79 sections and will now go on the market 110 sections.</p> <p>We do need to look to the future for transport options. Option to have community centre Schools</p>	<p>A new subdivision as in the plan will not change the traffic congestion along SH6. Lake Hayes Estate and Shotover Country do not cause this congestion, it has many different traffic flows feeding into this area coming from Arrowtown, Wanaka and Cromwell directions and this will continue to increase every year.</p> <p>The Shotover bridge needs to be four lanes or another bridge installed. At this rate the traffic backup will be back to the bottom of the Crown Range before we know it. This is the cause of the congestion stopping the free flowing traffic.</p> <p>Adding the Sylvan Street link will be detrimental to the affected Sylvan Street Residents. Their privacy will be intruded upon and in some particular case will have no privacy, the constant added traffic flow and pedestrians encroaching on their property, noise pollution, light pollution and air pollution and unable to modify their homes in any way. Property boundaries decreased to make way for buses and pedestrians. This link is a last minute ditch effort by the council to rectify allowing developers over the past 8 years to subdivide properties into smaller sections without completing the paper road Alec Robin Road as was always part of the Lake Hayes Estate plan. Sylvan Street is not large enough for buses to turn in and out of and the new intersection will not adequately accomodate the buses or new traffic.</p> <p>Parking is already an issue along Sylvan Street which makes the Street a single lane street and buses damaging vehicles as they move along Sylvan Street.</p> <p>High Density housing will be a complete intrusion on our natural landscape and entry to the Wakatipu. As well as not accomodating vehicle parking, high density housing brings another diversification of people into the area.</p> <p>High density does not promote family living or our</p>	<p>Consultation for this development has been pushed by the Lake Hayes and Shotover Residents. QLDC have not been forth coming with consultations or information, listening to the actual communities it affect and will continue to affect. As rate payers in this area, we are the ones who pay their wages/salaries, they work for us. This has proven loud and clear to not be how QLDC is working and they are purely working in the interests of the developers who will not live here or have it affect their lifestyle, mental health and well being.</p>

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			<p>outdoor kiwi culture of gardens, lawns, areas to play in your back yard. Instead children are force to live in concrete jungles which creates problems. High density living create higher pollution in the area. How will the Wakatipu cope with the increase in landfill rubbish, recycling, sewage, waste water, the gas change over in years to come etc...</p> <p>By creating this new development with the idea that people will not need to travel across the Shotover Bridge is unrealistic. This hub will not provide enough jobs, shopping options, eateries, medical services, etc to cater for this development. There is no inclusion of emergency services to be based in the area. We need Police, Fire and Ambulance services to be based here to service this area.</p> <p>The council can put this forward and get it approved however individual developers can and will do what they want as they always do. It will not follow the plan and the council will allow it. There is no accountability for what happens now with developers and the changes they make seem to go un notified. The QLDC have said developers will be held to plan but cannot enforce specifically the development resource consent which means individual developers will develop their land to make it work for them which will not flow with the next developer. If QLDC want this to happen, they need to purchase all this land and develop it to plan.</p>	
Paul Bibby	Oppose		High density housing on this side of the bridge is madness. Should be in QT or Frankton.	

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P J De La Mare	Oppose	<p>Development is inevitable so needs to be planned for.</p> <p>Also see attachment A containing an emailed submission page 32</p>	<p>This is too far from either Frankton or Queenstown for high density zoning. High density needs either a robust public transport system, or be within walking distance of workplaces/shopping centres/hotels, etc. See attached.</p>	See Attachment A
Karina Reid	Oppose	<p>The Queenstown Country Club development on the other side has been tastefully developed.</p>	<p>I am totally opposed to high density development in this beautiful area which until now has always been fiercely protected.</p> <p>I don't accept that most Kiwis actually want to live in high rise apartment buildings in communal areas. This isn't the Kiwi or the Queenstown way of life. Most continue to want the simple privilege of owning their own home and land and are entitled to it whether council considers it 'efficient' or not.</p> <p>To allow a 6 storey monstrosity here would be a complete blot on the landscape and should never have ever been contemplated.</p> <p>In terms of transport it is an idealistic, utopian notion to suggest that everyone can just bus, cycle or walk everywhere. This will never work for the bulk of the population i.e. mothers with toddlers/babies, elderly people, people with disabilities, tradies etc etc and it's not the role of council to manipulate people out of using or owning their own vehicles.</p> <p>As elected officials you need to listen to and respect the majority view and not impose other agendas.</p>	
Anne Hutchison	Oppose	<p>Sustainable, future forward green spaces. Community hub.</p>	<p>High rise, high density housing is not in keeping with the area or Queenstown. The idea that higher density population will encourage more to use public transport is a lovely idea but highly flawed. The restricted parking provision will only cause parking chaos. A lot of people</p>	<p>Protection of the farming activities on slope hill should be a priority too.</p> <p>Proposed recreation routes will jeopardise safety of both farm and public. This area</p>

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			will still want a car to access places out of town and off the bus routes, especially for recreation. People will still want to access shops and services not based in ladies mile. The traffic congestion will be worse than it already has been.	should maintain appropriate zoning to allow farming to continue here.
Pete Valentine	Oppose	Inclusion of Green Space, transport hub.	There is still too much development without any solution to traffic issues. The statistics quoted do not align with other centers. Multistory building is not in keeping with the environment and the gateway to queenstown.	Protection of Lake Hayes and farming in the immediate area.
Anna	Oppose	Too much medium and high density housing, not the infrastructure to support. Do we really need it? Is it in the right place? It's ruining the look of Queenstown. We have enough shopping centres, we don't need any more.	Wrong place. density of housing too many. Should be lifestyle blocks if anything that blend into the neighbourhood. Farm land is perfect! Transport is a nightmare now. People aren't going to use public transport as you propose. I think it will become more popular but not to the degree you're talking about. You have based your research on Aspen, it has a population of approx 7,500. It is a resort town but you're talking significantly different numbers and diversity.	There are 26 land owners, how are you going to get a consensus amongst them all? Do they all want what you have proposed? Currently we don't have ammenities to support the community, enough sports fields and facilities at them, Lower Shotover country has a field but no running water, parking or facilities to support any sports clubs. Let's get things right at other parts of Queenstown first. Schools use this ground and can't utilise it properly. Event the events centre fields don't have running water tap or fountain to refill or get water from (soccer fields but small airport). Let's get these things sorted and we'll start to plan for the future.
Nicole Fairweather	Oppose	Nothing - we don't want further development in Queenstown. Leave it the way it is. If we have to have development along Ladies	We don't want high density housing - this is not a city. It looks ugly on our beautiful landscape. You also got wrong the assumption you made about more people using public transport if areas are more densely populated. This doesn't happen, many people living in this area have kids and need to be in multiple places at	Please leave this beautiful area alone. We don't need more housing. Use/renovate the existing buildings we have. Stop allowing people to build more an more big businesses.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
		<p>Mile it not the best location. There is already extensive congestion along this stretch from the current population</p>	<p>varying times. The bus routes do not link these places up.</p>	
Sarah OO'Donnell	Oppose		<ul style="list-style-type: none"> ' Reserve open space and stormwater management requires the use of Threepwood Custodian land. - Part of the high density zoning along the base of Slopehill is on Threepwood Custodian land - The walking/cycling trail at the base of Slopehill is through the most productive farmland and would cut through the only access between the farm and the farm buildings, including the woolshed, stock yards and heavy equipment sheds. - Compromises the farming operation with high 	

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			<p>density neighbouring the property in its ability to operate from a Health and Safety perspective and problems associated that greater population brings in the form of dogs and the ability to ensure public do not access same.</p> <ul style="list-style-type: none"> - The combination of the above would result in reduced income from the farm lease but more likely the farm becoming unviable - An additional effect of the farm becoming unviable, beyond the loss of revenue from the farm lease, is the deterioration of Slopehill as an Outstanding Nature Feature, as it is currently maintained by the farm operations <p>Threepwood Farm Residents Assoc have suggested a possible solution but have had no response</p> <ul style="list-style-type: none"> - As a qui pro quo for not establishing the Walking/Cycling trail at the base of Slopehill and enabling farm operations to continue, Threepwood owners may consider <ol style="list-style-type: none"> 1. Providing an easement for the Connected Bus Network and part of the Walking/Cycling trail on the Ladies Mile on Threepwood common land that adjoins the State Highway <p>Other more general comments:-</p> <p>Traffic</p> <ul style="list-style-type: none"> - Congestion to be addressed prior to any development occurring - NZTA strategic model does not identify queue levels increasing traffic from 1800 to 2400 would increase the queue length by an additional 1km - No consideration for a 4 lane bridge to alleviate the already traffic jammed Ladies Mile/SH6 nor structural fatigue on current bridge - Melbourne is recognised as a city with good public 	

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			<p>transport yet only 7% use it - the figures given by the consultants at 40% by 2028 and 60% by 2048 are flawed</p> <p>Parking</p> <ul style="list-style-type: none"> - 7 story apartment buildings in the high density zoning with very little allowance for carparking .5 for 1 bedroom, 1 for 2 bedroom, 1.5 for 3 bedroom. - No allowance for parking of boats or caravans <p>Trail Network</p> <ul style="list-style-type: none"> - Not direct for commuters <p>Covenants</p> <ul style="list-style-type: none"> - 26 separate landowners - who would start and pay for what? - Covenants not enforceable by QLDC <p>Kind Regards</p>	
Melanie	Oppose		Alternative land area to develop for example Dalefield	
Seng Lim	Oppose		Traffic is so bad in the morning and evening working hours	
Jonathan	Oppose	Queenstown needs more housing so the idea itself isn't bad.	There is absolutely no way the road infrastructure could support doubling the population. Already traffic in Queenstown is a nightmare, especially getting out of shotover in the morning- I can't imagine having twice the amount of traffic. With all of the developments going on	Expand the roads please, this town is already busting at the seams.

Name:	Position on the draft Masterplan	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
			it seems that roads have been severely sidelined, as if the future- or present- is being considered at all. Queenstown isn't a sleepy town anymore, we need two lane roads! The only way I would support this development is if highway 6 was expanded to 4 lanes and the bridge was widened or another bridge (with 4 lanes) was constructed elsewhere to ease traffic congestion.	
Hisato Ibe	Oppose	Traffic will gone worse unless alternate road to cbd	Same as above	Build house frankton flat
Samantha	Oppose		Little consideration for traffic. I understand public transport is important, but with 2 young kids at two different childcare facilities and a job requiring me in different locations, public transport is not an option.	It all feels very irresponsible.
Jeana	Oppose	Nothing!	Leave the beautiful countryside! The drive into Frankton and Queenstown is turning into a concrete, overcrowded jungle. It's an eyesore. Shame on you all for allowing this to happen to such a magnificent area.	Greed. Pure and simple. It is such a shame that this is what motivates the councillors and developers in this once beautiful town.
Mike Bonn	Oppose	Nothing	Everything	
Hans and Dot Arnestedt	Oppose	See attachment A containing the emailed submissions - page 33	See Attachment A	See Attachment A

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Robert Eymann	Oppose	See attachment A containing the emailed submissions - page 34	See Attachment A	See Attachment A
Michael Ramsay	Oppose	See attachment A containing the emailed submissions - page 35	See Attachment A	See Attachment A
Anita Golden	Oppose	See attachment A containing the emailed submissions - page 36	See Attachment A	See Attachment A
GW Stalker Family Trust	Oppose	See attachment A containing the emailed submissions - page 41	See Attachment A	See Attachment A
Grant and Sharyn Stalker	Oppose	See attachment A containing the emailed submissions - page 44	See Attachment A	See Attachment A
Shotover Country No 2 Limited	Oppose	See attachment A containing the emailed submissions - page 48	See Attachment A	See Attachment A
Corona Trust	Neutral	See attachment A containing the emailed submissions - page 53	See Attachment A	See Attachment A

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Roman Catholic Diocese	Oppose	See attachment A containing the emailed submissions - page 56	See Attachment A	See Attachment A
Southern District Health Board	Neutral	See attachment A containing the emailed submissions - page 60	See Attachment A	See Attachment A
Ladies Mile Property Syndicate & E&O Property Syndication Ltd	Oppose	See attachment A containing the emailed submissions - page 62	See Attachment A	See Attachment A
Maryhill Limited	Oppose	See attachment A containing the emailed submissions - page 68	See Attachment A	See Attachment A
Ministry of Education	Neutral	See attachment A containing the emailed submissions - page 77	See Attachment A	See Attachment A
FlightPlan2050		See attachment A containing the emailed submissions - page 80	See attached. The SH6 landscape plan must specifically ensure the future potential use of this roadway as a runway for Hercules C130J aircraft during times of civil emergency. This would require the landscape plan to use only plants that could be restricted to 2 m height within 30 m of the road centreline, and to 4 m for the remainder up to 40 m from the road centreline.	See Attachment A

Attachment A: Te Pūtahi Ladies Mile Masterplan - feedback received via email

Ladies Mile Masterplan Feedback

I oppose this masterplan. These are the reasons why:

1. The whole positioning from Council from start of this consultation to now has been delivered very much within the context that this masterplan in some form is *going* to happen and for that reason, at no time has this been an equitable nor fair process

My rationale for that perspective is as follows:

- The investment that has been placed into this project. It would have cost QLDC (the rate-payers) millions of dollars to get to this stage through consultancy and associated 'experts' spending their time on developing these plans. The council is hardly going to walk away from this project now.
- QLDC itself (if not yet the councilors) are clearly advocating for this project regardless of the impacts. Tony Avery was harking on about it in the Mountain Scene only last week
- The plan has a brand name foisted upon us. Te Putahi – by providing this plan an identity, it becomes more than a concept.
- I've had the sense all the way through this process that QLDC is merely boxing ticking via its engagements with the residents. There's not been any sincerity in the delivery of truly wanting to understand what impact this masterplan could have on the communities.
- It's interesting that one of the largest construction companies in town (Naylor Love) already has an employee working on this project. If this project *was* at risk those commercial wheels would not be turning.
- The plan has been written very much with the potential positives in mind – no negatives have been considered.

2. I have serious concerns over the detail of the plan, namely;

- The poor residents of Sylvan Avenue who are suddenly going to have a new road placed upon them with regular busses, cars and noise impacts in what is currently an enjoyable green space. They will lose privacy. We will lose the soft tree landscape. etc
- I have significant concerns at the Lower Shotover Road end of the development, we will eventually begin to see development creep down Lower Shotover Road into Dalefield. It won't be zoned for development, but neither was Ladies Mile. WHERE DOES IT STOP!
- The previously named 'Laurel Hills' development that was shelved is clearly now given the tacit go ahead, completely ignoring the challenges and impacts of development in this parcel of land.
- The fact that this plan will facilitate high density housing. We are told the density level is needed to support the proposed transport infrastructure. But if we didn't have that many people planned to live there, we wouldn't need the increase in transport provision. It's almost as if the planners are trying to come up with solutions to problems that they have caused.

Having 4, 5, 6 story blocks next to or adjacent to Slope Hill is simply outrageous.

- The impact this plan will have on people's existing homes and also livelihoods such as the Pet Lodge seem to hold no sway at all.
3. I have serious concerns over the concept and strategic positioning of this plan.
- The risk of clogging Queenstown's traffic is incredibly real. NZTA provided the advice that 1,000 residences was the maximum that the road could handle. This has been ignored.

- The planning team have offered spurious explanations about the impact of traffic but ultimately have simply not been able to adequately answer how traffic congestion will be handled – aside from suggesting it is part of a bigger issue and thereby trying to deflect the reality that no matter how much public transport you have available, Kiwi's are wedded to their cars and if you flood this area with more residences you are creating a very, very big mess
- The traffic presentations at the information evenings have been atrociously poor. The traffic specialist (Colin ?) for the last meeting at Shotover School could only tell us how little time he had to present and was an incredibly weak link in being able to satisfy concerns. There was no concrete information to back up his perspectives aside from some vague reference to traffic modelling. For the most important issue of this development and to simply refer to his self-proclaimed global experience was laughable. We want and need facts around traffic impact and what NZTA have to say. This could not be delivered.
- I congratulate the council in trying to attain a 40-60% modal shift away from car usage BUT Ladies Mile is not the place to use as an excuse to start to make this happen. Start in Frankton and work out.

Queenstown is not a city. It is not as simple as putting on busses and expecting residents to use them. Or having a local takeaway and expecting people won't then use their cars.

If you live in a city, you normally have multiple means of public transport. Train, tram, public bus, cycleways. People who live in this development will still need and want to use cars because they will need to and want to get to places beyond just the Wakatipu basin. What real study has gone into how people use their vehicles and why? This plan has not satisfactorily answered those questions and has been

conveniently been smudged into a wider Queenstown traffic issue.

- This whole development is predicated on the QLDC panicking that another area will be developed without their control. Trying to deliver high density housing and a town centre is complete overkill. I understand that not all landowners are intending or wanting to develop their land at all. But if there were some landowners wanting to deliver low density, low impact development in this area, then that would be a lot better than forcing tower blocks and urban infrastructure on a community that simply doesn't want it.
- Why does this land even need to be considered for development? Okay it is flat, but there are so many other areas that could be focused on and fast-tracked. What about the Council takes an even braver decision and zones this land out of the reach of developers and so we can preserve that rural aspect that everyone enjoys when driving into Queenstown.

Ultimately, this masterplan creates and compounds issue around;

1. Horrendous visual pollution – killing the goose that lays the golden egg
2. Major traffic congestion with no strong answers
3. Urban creep...where does it stop?
4. Serving the needs of developers and not listening to the community

The masterplan does not solve any of these issues and should not be accept by councillors.

From: Wayne Stiven [REDACTED]
Sent: Saturday, May 15, 2021 12:42:40 PM
To: Liz Simpson [REDACTED]
Subject: Ladies Mile Master plan Feedback

Hi Liz,

I could not work out how to register to give feedback as it took me straight to a login screen, so here is my feedback on the proposed master plan for Ladies Mile.

1. Assumptions

I think there is a fatal flaw with the core assumptions that are driving this master plan. The assumption that stacking in high density will not result in traffic grid lock is just nonsensical. The assumptions that a large proportion of residents will live and work in the subdivision and not need to travel over the bridge is just crazy, I note that the NZTA's submission says the same thing. This flawed assumption seems to be the main driver for the high density areas on the premise that you can jam 100's more dwellings in and it won't make any difference because these people will not need to travel or have cars. If this is allowed to proceed the council, planners, and consultants will have what amounts to one of the worst planning outcomes on their CV's going forward.

2. How's it going to work

With the area in question made up of approx 20 landowners is another fatal flaw, my understanding is the council have no idea how its going to work trying to wrangle 20 different landowners there will be winners and losers in terms of how the land is developed, how is that equalised? is it just bad luck is one owners property is to be a sports field and another is high density, until there is an agreement on how this works there is no way this master plan can be allowed to proceed.

3. Transport and Traffic

As mentioned in the assumptions, the utopian idea that somehow the residents won't need cars or travel is just crazy, there is no way this master plan can proceed until there is a viable transport solution, having residents e-scooting and biking or waiting for a bus in -10 degrees in winter is another fatal flaw.

4. Laurel Hills High Density

Laurel Hills has already been consented under the current district plan utliising a to be built access road halfway up the Stalker road hill, a number of residents have pointed out to the council planners that this is a very dangerous location to have cars pulling into and out of, alas that was not considered with the granting of the consent. I note in the prosed master plan that the Laurel Hills areas is proposed to be high density, which means many more cars than modelled for the current consent can be built. This is another fatal flaw, and another contributor to a grid lock outcome for a road (stalker road) that is already over capacity at peak times.

It seems that the developer and council have granted consent for a medium density

subdivision with the road access granted on a modelled basis of a number of movements, now that access is granted the actual number of movements will be multiples of the initial model which will become a unsafe and congested road.

5. What would I do

The first thing Council need to do is completely bin this master plan, its so out of touch and smacks of idealism, this sort of plan may be ideal in a city, but this is a suburb so needs to be treated as such.

I would leave the current district planning rules in place and leave this area to be developed as a low/medium density suburb with some good public transport options. with the number of landowners involved this is the only way if can work.

I think the consultants involved in this master plan should be removed immediately as they have got it so wrong they will not be able to get it right.

I just hope that the council will listen to the overwhelming feedback that this proposed masterplan need to start again or be completely overhauled as it is so wrong on so many levels.

Regards

Wayne

Arrowtown Village Association
Submission to Ladies Mile Development Proposal
May 2021

Introduction

The Arrowtown Village Association (AVA) is a volunteer-run incorporated society that works in an energetic, co-operative and organised way for the benefit of the village of Arrowtown. The AVA is a recognised community association by the Queenstown Lakes District Council and is the appointed guardian of the *Shaping Our Future Arrowtown (SOF) 2017 Report*. SOF is the most recent visioning document for the future in Arrowtown compiled following intensive community consultation.

Arrowtown Village Association wishes to provide the following feedback on the Ladies Mile Masterplan.

We take an opposing stance to the Te Putahi Ladies Mile Masterplan due to the proposed rezoning to high density housing.

Our concerns relate to the following:

1. High intensity multi-storey development changing the character of the Whakatipu Basin
2. Potential traffic congestion
3. Parking Issues
4. Potential alternative of intensification in other built-up areas in the Whakatipu Basin
5. Loss of greenspace
6. Other Effects

1. High intensity multi-storey development changing the character of the Whakatipu Basin

- a) Potential exists for the Ladies Mile development to become a precedent for other high to medium development areas in the Whakatipu with six to seven storey buildings, inadequate parking, difficult vehicle access, limited green space and the risk of public transport being too infrequent with limited destination options to replace private vehicles

Our view is that a multi-storey high-rise development in Ladies Mile is inappropriate land-use within the given landscape.

2. Potential Traffic Congestion

Our reference point is taken from the SoF (2017) Visioning Report for Arrowtown:

Community Pillar 6.4 p12

*Recommendation: QLDC/ORC provides a regular, cost effective public transport system that enables **easy access** between Arrowtown and other districts in the region*

- a) Appendix b 2 Transport Strategy in the Masterplan states that only 17% of residents in LHE/SC are tradesmen. This is a group who may well be attracted to living in Ladies Mile

and, unable to utilize public transport, would contribute to traffic congestion particularly in early evening when returning home.

- b) Current Traffic congestion is attributed in part to 34% families dropping their children to school. The plan intends to reduce this stating on p4 that 57% people would be non-car alone travellers ie bus, e bike, walk, still leaving 43% of an increased population using car alone mode. This remains a significant impact on congestion. In our view, not enough effort or thought has been put into public transport solutions to ease the inevitable congestion problems – for example effective bus lanes etc
- c) A second Shotover Bridge has been deemed unnecessary. No matter what plan is accepted, the wider community is still contending with an increased population, and it must be remembered that people will still be commuting from Wanaka, Cromwell and Arrowtown.
- d) It is not readily apparent in the Masterplan how the timing of any infrastructure for traffic management will be put into effect. In our view, any introduction of bus lanes would need to be prior to the onset of the proposed development, and changes to bus scheduling would need to be implemented concurrent with the development since the development itself is likely to cause considerable disruption to traffic.

Our view is that this commuting population will disproportionately suffer from increased commuting times due to the congestion, and that more thought needs to be put into solutions for this interest group.

3. Parking Issues

- a) The Ladies Mile Plan allows for a high-density development of 6 storey buildings with limited provision for parking vehicles. There is an assumption that a small provision of parking spaces will decrease traffic volumes.

Our view is that as well as impacting on Ladies Mile this would create a precedent for other areas in the Whakatipu.

4. Potential alternative of intensification in other built-up areas in the Whakatipu Basin and generally setting a precedent for other high- medium density development

Our reference point is taken from the SoF (2017) Visioning Report for Arrowtown:

Heritage appendix 1 p16

Long term aspirational goal: 2(b) Trees, streetscapes and greenspaces are protected and enhanced to reflect the character of Arrowtown – continually maintaining the heritage of buildings, greenspaces and local environment

Character appendix 2 p18

Related Key Issue: The character of Arrowtown is defined by the heritage of the town. The historic part of town has set a template for scale that is a significant contributor to the town's character. Small, simple building forms on large sites. Large, mature trees and green spaces further enhance the low impact the built environment has on the landscape.

- a) Arrowtowners remain relieved that the Intensification proposed several years ago has been put to rest. Our community values highly the special character we have due to relative low density with reasonable greenspaces. This, with our historic management zone, is a real drawcard for both residents and visitors alike. We wish to express concern should any changes to the Ladies Mile Masterplan result in intensification being considered in our small village, recalling that we were voted NZ's most beautiful small town in 2020.

5. Loss of greenspace

- a) From the perspective of residents in the wider Whakatipu, Arrowtown Village Association expresses concern at the continual eroding of greenspace and agricultural land in the Whakatipu Basin. We wonder at what point will there have been enough development in this area, despite it being a sought-after place to live?

Our view is that greenspaces are a key feature of the wider Whakatipu district

6. Other Effects

- a) Disposal of Sewerage

We enquire as to the disposal of sewerage. Media reports indicate that the Whakatipu Basin is potentially at maximum level for disposal at the Shotover ponds and excess is already transported to the Awarua site in Central Southland. Our view is that this is an unfair situation which would be further exacerbated by increased housing development.

- b) Impact of COVID on Whakatipu Growth

No consideration seems to have been given to the impact on growth of the pandemic, the slump in tourist numbers and the desire of the Government to ensure that New Zealand does not return to unbridled and uncontrolled growth lead by tourism in the future.

- c) Overall Growth of the Whakatipu

The Masterplan supports the idea that all growth must be accommodated regardless of whether the resulting change in the area's character creates considerable overdevelopment. The masterplan for Ladies Mile on the main entrance to Lake Whakatipu seems to be setting the tone for turning the region into another overdeveloped tourist town that people used to like to visit.

Our view is that the very attraction of living in the Whakatipu is going to be eroded by it becoming a mass of urban sprawl. Where is the plan that shows the roading into and around the region, water supply, sewage systems, electricity supply and environmental crisis management that can cope with the increasing numbers?

Arrowtown Village Association thanks you for the opportunity to provide feedback on this issue.

Kind regards,

Susan Rowley

Chairperson

Arrowtown Village Association

GLENPANEL LP SUBMISSION: QLDC LADIES MILE MASTERPLAN

Introduction

1. This is a submission made to the QLDC Te Pūtahi Ladies Mile Masterplan in relation to developers and Council partnering on the delivery of infrastructure.
2. It is our understanding that the QLDC led Ladies Mile Masterplan was initiated by Council to enable co-ordinated development along Ladies Mile. By doing a masterplan, there is ability to think strategically about the design and objectives for the area. The objectives of the masterplan project, as stated on QLDC's website, are:
 - *A land use solution is delivered in a timely, integrated and organised manner, avoiding individual applications*
 - *Increased liveability, well-being and community cohesion for existing and future residents of the Ladies Mile area*
 - *Improved access to and from Ladies Mile with a transport network that can deliver its functions efficiently and effectively*
 - *Supporting enhanced public transport and walking and cycling options through land use solutions*
3. Council has been the driver and lead development in the Ladies Mile masterplan area through the provision of a shared masterplan and subsequent plan change. For the co-ordinated development vision set by the masterplan to become a reality, we believe core infrastructure, primarily the three collector roads (shown in Figure 1 below), needs to be implemented upfront with continued Council lead involvement.

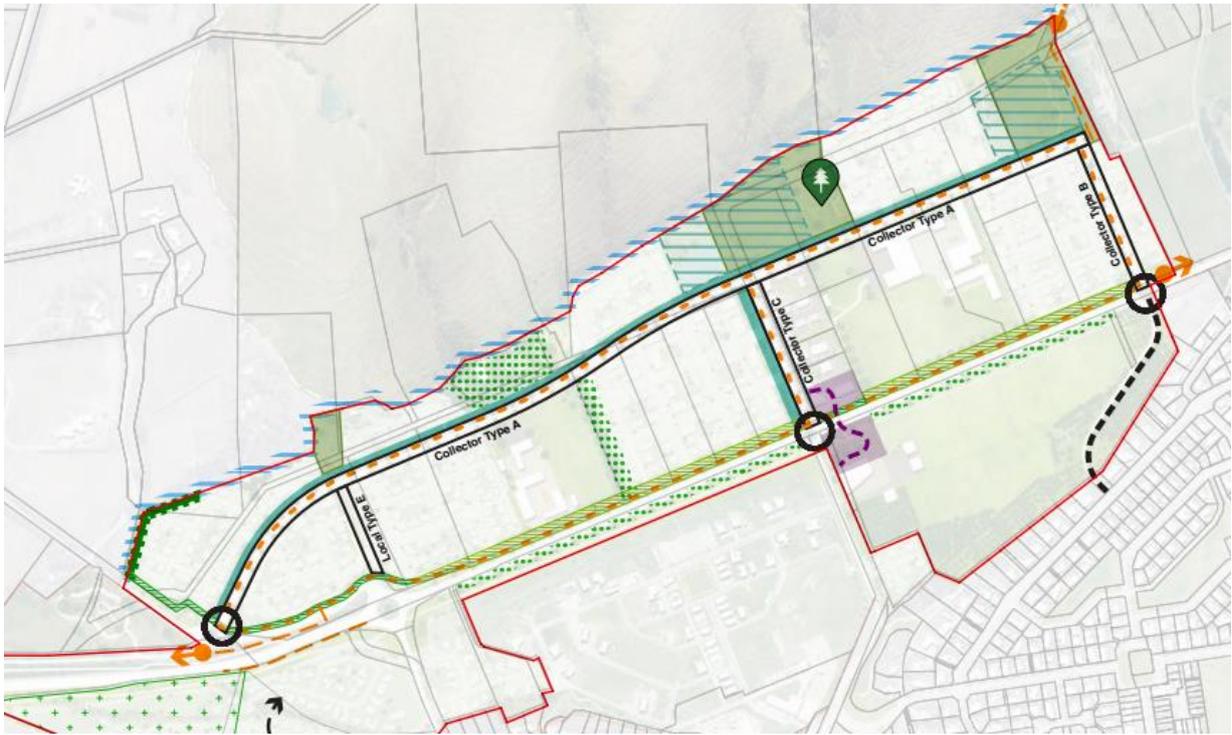


FIGURE 1 MASTERPLAN COLLECTOR ROADS (IN ORANGE DASH)

Infrastructure Delivery

Infrastructure Timing

4. The Ladies Mile provides the opportunity to establish dwellings at a density that can support improved community facilities and recreational areas to what will likely become the largest population centre in the Wakatipu Basin. The challenge with this area is that it needs to be properly planned to support such a large population and also to ensure that the development supports passenger transport modal shift.
5. It is important to note that development on the northern part of Ladies Mile will not happen overnight. Without core infrastructure laid out early, outcomes that align with the masterplan design, but not philosophy might eventuate.
6. We believe the way to deliver quality outcomes is through principle-led comprehensive development that aligns with and delivers on the 'Grow Well' or 'Whaiora' framework from the Spatial Plan, and objective of the Te Pūtahi Ladies Mile Masterplan, including 'timely, integrated and organised' development.
7. We believe development of the collector roads early will enable the development along Ladies Mile to occur in an efficient manner to help meet the housing and associated community infrastructure needs of the Queenstown community.

Infrastructure funding

8. The Infrastructure Funding and Financing Act 2020 (IFFA) was created to ease the pressure on councils to fund infrastructure for greenfield and brownfields development. By making provision for off balance sheet funding models to lead and facilitate development. The IFFA was developed with high-growth councils such as Auckland, Tauranga, Hamilton and Queenstown in mind, in an attempt to alleviate escalating land costs due to the inability of a council or developers to fund the up-front costs of infrastructure.
9. The IFFA allows councils to finance infrastructure through the creation of a Special Purpose Vehicle ('SPV') such as a company, limited partnership, Crown entity etc. when requested by any person proposing the use of a levy for the purpose of installation of infrastructure. The SPV will act as the entity that obtains financing for the purposes of the installation of infrastructure.
10. As per section 8 of the IFFA, infrastructure which can be funded by the IFFA is limited to:
 - Water services
 - Transport
 - Community/Community Facilities
 - Environmental Resilience Infrastructure.
11. The effect of the IFFA is to allow a council to provide debt funding for the installation of infrastructure within new developments and then for a levy to be attached to a rating unit. Levies proposed under the IFFA are extremely flexible and can be used within the following parameters, namely that they can:
 - Be proposed by any person
 - Be proposed for new infrastructure or upgrades of existing infrastructure
 - Do not have time limits for collection (outside of that which is initially proposed)
 - Be used for infrastructure on Māori land.
12. The effect of the IFFA is to allow a council to provide debt funding for the installation of infrastructure within new developments and then for a levy to be attached to a rating unit. The IFFA could allow QLDC to get a loan from this infrastructure fund to develop the collector roads in Te Pūtahi Ladies Mile. We believe the IFFA and the fund was created specifically for situations like this and that QLDC should be utilising the tool Central Government has very intentionally provided, and provided with high growth Council's in mind.

Strategic Partnership

13. Currently QLDC are actively facilitating up-zoning of Ladies Mile via a master plan and the ensuing district plan amendment. It is our opinion that this proactive approach to delivery of infrastructure would complement Council's vision and provide well-rounded project outcomes.
14. If Council were to form a strategic partnership around delivery of services, specifically the collector road and potentially stormwater, then the development of Ladies Mile is more likely to eventuate as envisioned by the re-zoning, and the masterplan objectives realised.

Conclusion and Relief Sought

15. We believe for the Te Pūtahi Ladies Mile masterplan to be implemented efficiently and effectively and meet the project objectives, there needs to be strategic partnership between Council around the funding and delivery of critical infrastructure.
16. Instead of developers building core roads bit by bit, Council can do it in one go. There are off balance sheet funding models from Central Government to enable Council to take such initiative.
17. We seek that Council investigate and potentially utilise the IFFA or another funding alternative to deliver the Te Pūtahi Ladies Mile's collector roads.

LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHESC)

26 May 2021

To Whom It May Concern

The Ladies Mile masterplan and proposed plan change is opposed while key issues remain outstanding. As we do not support the proposed masterplan we have not submitted on the draft planning guidelines separately but we would like it noted that

We would like to identify also that while the Council has pushed ahead with this master planning process, the community has never been in support of the Council's master planning of development at Ladies Mile, particularly when this is paid for by ratepayers and has been prioritised above other areas within the district with better ability to absorb development.

Our community has now organised two, very well attended, public meetings with residents at each to express our concerns to the Council. The following is collated by input from the LHE and SC Residents.

It is important that these concerns are addressed. To date they have not.

Our key concerns with the proposed development at Ladies Mile are as follows:

- **Effects on transport congestion.**
- **Effects of residential development in greenfields sites that is physically separated from urban centres (and the ongoing effects on traffic)**
- **The effects on intensification in existing centres by enabling further sprawl; i.e. enabling greenfields development reduces demand for intensifying within the existing centres)**
- **Use of prime agricultural land for residential development instead of intensifying existing urban centres**
- **Potential for residential development without the infrastructure and community facilities that are needed for the existing community.**

We request that the Ladies Mile is managed via a deferred zoning. As such, any up-zoning will be deferred until such time as:

- **Urban centres are intensified (Queenstown, Arrowtown and Frankton).**
- **Traffic solutions are found that meet the needs of the existing community.**
- **There are community facilities established that provide for the existing community and any future growth.**
- **There is certainty that a high school and primary school will proceed.**

The following provides further explanation of our concerns.

Transport

Based on the feedback to our queries, we believe that the transport effects of increased residential development at Ladies Mile can not be mitigated. The level of congestion currently experienced will, based on the proposal, only get worse. For this reason the community is opposed to any residential development at Ladies Mile. The proposal relies on a mode shift of 40-50%. We recognise that there needs to be a mode shift and would like to see incentives for modal shift occurring now in order to see what is realistic or achievable in easing the existing commuter congestion. Examples provided by the traffic expert of places where there has been significant mode change are not in New Zealand, therefore we question their relevance; a mode shift has not occurred in Auckland or Christchurch and we question whether it will happen in Queenstown? We are aware of the difficulties faced given the different roles of Waka Kotahi, ORC and QLDC. We are concerned that these organisations are not working together to reach solutions.

It is our submission that before Council considers enabling residential development at Ladies Mile, solutions to the existing traffic issues must first be resolved. This is a wider issue than the existing residents within Lake Hayes Estate and Shotover Country, it is an issue resulting from the wider development and growth in areas such as Cromwell, Wanaka and Gibbston. It is not reasonable to pin the blame on our community. If traffic is to be managed, then regional public transport initiatives must first be in place and proven to work.

Ladies Mile is a rural site that is physically separated from any town centre and its associated services and employment, the plan change is attempting to suggest that it can create a live-work environment but based on our experience with previous local subdivisions, achieving commercial development is always difficult. In reality Ladies Mile will also become a commuter suburb.

We disagree with those saying that a new bridge would only move the problem up the road. When heading into Frankton the roads turn off in many directions (Glenda Dr, Remarks Park, Qtn Central, 5 Mile, Jacks Pt and Downtown Queenstown. And the opposite is the case at the end of the day when you have all these locations merging to get back over the bridge. If NZTA has no budget to upgrade the bridge then QLDC cannot approve a plan that adds extra traffic to the congestion creating further problems. We have requested that the Council survey our community, and Cromwell, Arrowtown and Wanaka and find out where they are travelling to, and what solutions may then work. It is preferable to use information on the ground rather than rely on traffic models that even the traffic expert admits he doesn't understand. Queenstown's situation is distinct; we have different drivers and we live here for different reasons (than for instance why someone would live in central Wellington). Comparing Queenstown to the likes of Aspen also does not work because we have different legislation and governance structures.

Further more the continual construction of buildings at Ladies Mile will add more traffic to the exciting traffic in the form of earth works and construction vehicles and trade vans from the initial ground works (plumbers) to completion (carpet layers). There is no possible way a mode shift can happen for these workers therefore the masterplan is adding to traffic congestion long term with no adequate solution to reducing traffic.

Please also see attached a further document prepared regarding concerns around the traffic modelling and transport strategy provided for consultation.

[Feedback on Traffic Management Modelling](#)

The Consortium has provided no assurance that traffic effects can be adequately managed. Our community is already affected by traffic congestion and this will only get worse. For this reason we oppose the proposal to develop Ladies Mile.

Car parking

We are concerned by the limited car parking provided in the master plan. Ladies Mile is not located in a town centre, and it will be extremely difficult for a town centre to establish here, maximum car park rules only work in town centres where there is existing employment and services. Remarkables Park and the existing Queenstown Town Centre are good examples where such rules could work. This is because people can live in these locations without the need of a car. Lake Hayes Estate and Shotover Country currently attracts families and "tradies " who rely on cars and work vans. Further, it needs to be recognised that we live in the lakes district, there are adventure activities, walks, biking, and sites to see in so many random places not to mention kids sports/activities. Alongside that a significant proportion of families also own some kind of recreational vehicle such as boat, caravan, motorbike which also need parked. The pretty pictures of green will be covered with cars backed up on kerbsides around the neighbourhood. We do not agree with the masterplan as adequate car parking is not provided.

Active Travel

In order to encourage active travel a more direct commuter route needs to be established. This was not shown on the masterplan. Long detours across the old bridge does not encourage active travel or modal shifts. Building a new active travel bridge or connecting one under the existing bridge may help achieve more mode shift but this is not shown on the masterplan. In terms of connections, and contribution towards active travel, there are no linkages proposed up Slope Hill, or through to Lake Hayes. Therefore based on the above lack of detail to increase active travel we oppose the proposed Ladies Mile masterplan.

National Policy Statement – Urban Development (NPS-UD)

In our opinion the proposal to develop Ladies Mile is contrary to the objectives and policies of the NPS-UD.

The objectives and policies refer to ‘urban environments’ and therefore they do not actually apply to Ladies Mile. Ladies Mile is currently rural. However, in comparison, Queenstown, Frankton and Arrowtown are urban areas. It is these areas that should be addressed first, because they contain the services and infrastructure to support intensification. It is these urban areas that should be accommodating intensified development. By doing so these issues of transport, effects on emissions, are better resolved.

In terms of Ladies Mile, while it could be said that the master plan proposes intensification from its current zoning, it is a significant change in zoning from one purpose to another; i.e. from rural lifestyle to high density residential. It is more a fundamental change than intensification. Further, as above, it is not intensifying an urban area, but creating a new urban area.

The following provides our brief assessment of the proposal against the relevant objectives and policies of the NPS-UD

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

The Ladies Mile is not an urban environment and its development, as currently proposed, does not enable our community to provide for their social, economic and cultural wellbeing.

A key issue is of course transport. It is our understanding that the level of congestion experienced now is a best case scenario moving into the future. That is because even if 50% of the existing community and 50% of the new residents within Ladies Mile use public transport or alternative modes, then the level of traffic remains the same as it is now. This reduces our community's wellbeing significantly.

Further, there is no ability to control the traffic movements from Wanaka and Cromwell. These towns are growing, and the number of people commuting to Queenstown is increasing year by year.

Objective 6: Local authority decisions on urban development that affect urban environments are: integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive, particularly in relation to proposals that would supply significant development capacity.

Because of the traffic issues Ladies Mile does not represent integrated management with infrastructure planning.

Objective 8: New Zealand's urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.

Providing for future growth in a greenfields location that is physically separated from services and employment is contrary to objective 8. Ladies Mile provides productive soil, and is flat and (mostly) sunny. While the plan change proposes some commercial uses so that there may be some live-work created, to achieve a live-work environment requires the creation of a new town centre. This is instead of intensifying residential development in existing centres that already have those services.

What plans are in place for ensuring developers are doing their bit to overt climate change ie what systems will be rewarded or enforced such as solar or wind power?

Vision 2050 - Our district is a place where our quality of life is enhanced by growth through innovation and thoughtful management"

Unless there are incentives for innovation (green roofs, green walls, tennis courts/pools on roofs, solar, wind etc) we are concerned the developers will continue to build to minimum and uninspiring standards. QLDC have the opportunity to reward innovation that supports "Live. Work, Play" and climate change but there is no indicated to this effect on the masterplan.

Wakatipu Basin Land use Study

The Wakatipu Basin Study identified that there are two areas where comprehensive planning should be undertaken. At paragraph 1.26 it identifies two areas, being Arrowtown and Ladies Mile. It is queried why focus has only been applied to Ladies Mile? Is it developer driven?

Extract from PDP:

Ladies Mile is currently zoned Rural Lifestyle Zone with a minimum lot size of 2ha. The description in the PDP reads:

The Rural Lifestyle zone provides for rural living opportunities with an overall density of one residential unit per two hectares across a subdivision. Building platforms are identified at the time of subdivision to manage the sprawl of buildings, manage adverse effects on landscape values and to manage other identified constraints such as natural hazards and servicing. The potential adverse effects of buildings are controlled by height, colour and lighting standards.

Many of the Rural Lifestyle zones are located within sensitive parts of the district's distinctive landscapes. While residential development is anticipated within these zones, provisions are included to manage the visual prominence of buildings, control residential density and generally discourage commercial activities. Building location is controlled by the identification of building platforms, bulk and location standards and, where required, design and landscaping controls imposed at the time of subdivision.

The rules provide:

Building height more than 8m= Non Complying

Residential density more than 1 house per 2ha= Non Complying

The proposed rules for the Ladies Mile propose non complying where activities or development are contrary to the Structure plan. That gives no greater certainty than the existing zoning, given that it is the same activity status as what currently exists. As we have identified above, a preferred option is a deferred zoning- enabling Council to freeze development of the land into 2ha lots until such time that capacity is needed.

The Ladies Mile is outside of the Urban Growth Boundary. The urban growth boundary wraps around the existing urban settlements of Frankton, Quail Rise, Shotover Country and Lake Hayes Estate

The relevant provisions are contained within Chapter 3: Strategic directions and Chapter 4: Urban Development. We consider the following of particular relevance:

Policy 3.1.13

Apply Urban Growth Boundaries (UGBs) around the urban areas in the Wakatipu Basin (including Queenstown, Frankton, Jack's Point and Arrowtown), Wānaka and where required around other settlements. (relevant to S.O. 3.2.2.1)

3.1.14

*Apply provisions that enable urban development within the UGBs **and avoid** urban development outside of the UGBs.*

Chapter 4: Urban development

Policy 4.2.1.2 Focus urban development primarily on land within and adjacent to the existing larger urban areas and, to a lesser extent, within and adjacent to smaller urban areas, towns and rural settlements.

4.2.1.3 Ensure that urban development is contained within the defined Urban Growth Boundaries, and that aside from urban development within existing towns and rural settlements, urban development is avoided outside of those boundaries.

Policy 4.2.1.5 When locating Urban Growth Boundaries or extending towns and rural urban settlements through plan changes, protect the values of Outstanding Natural Features and Outstanding Natural Landscapes

Ladies Mile is outside the urban growth boundary. Therefore, its change from rural to urban requires an amendment to the UGB. Such a change needs to be assessed against the strategic objectives and policies. It is concerning that this analysis does not appear to have occurred.

Ladies Mile is adjacent to an ONF (Slope Hill) and is in close proximity to Lake Hayes (also an ONF, and extremely sensitive to land use change), and on the entrance to Queenstown. It is a highly valued landscape that will be adversely affected by the proposed level of development. We are concerned that the proposed built form would be visible from the State Highway as it passes Lake Hayes, and would block views of the Slope Hill outstanding natural feature.

An assessment of whether the Ladies Mile area should remain rural as opposed to becoming urban has yet to be undertaken. That assessment is needed to determine whether it is appropriate to extend the UGB.

Our community has been told by Mr Avery that 'if the developers wish to develop, then Council and the community can not do anything to stop them', then is the council going to stop the developers for obtaining non complying activity consent for development contrary to the master plan?

Recent ORC Submission

We agree with the reasons ORC put forward recently to decline the application for a 12 Lot subdivision at 466 Ladies Mile. We believe these reasons also stand for 200 times more dwellings proposed for Te Pūtahi/Ladies Mile.

[ORC Submission requesting decline of application 466 Ladies Mile](#)

Density

Within the guiding principles which state *“Do density well, provide quality and diverse housing”* it is unclear how the new masterplan provides diverse housing? Although it is marketed as Te Pūtahi which includes the existing LHE and SC, there is very clearly a physical divide in the way of SH6 and the masterplan creates one side of high density and one side as less dense. This divide becomes even more obvious when a further primary school (although needed) is established as this creates two quite different primary school communities – the diversity is no longer shared across the whole of Ladies Mile/Te Pūtahi.

Who is the target market for high density living? Is it younger people - do they want to live so far away from amenities such as supermarkets/bars/cafes/restaurants/ attractions? Is it Families – do families want to live on the 4th floor with half a car park? Is it “tradies”, as this existing area appears to attract but where will they park their work vans? Is it retirees –again would they prefer to live closer to amenities and recreation activities?

We would expect to see an allocation for affordable housing and for the Community Housing Trust to be involved. How do you ensure that developers are contributing to this at an acceptable percentage?

Self Sustained & Connected Communities

Can there really be sufficient amenities within Te Pūtahi to create a self sustained community? It cannot be self sustaining without a town centre that provides work, live and play options. The commercial area is only really viable for small business owners therefore how much “work” will this really create in this area?

How long will it take for developers/business to want to buy into and set up commercial - they need the population first to sustain a business - therefore we are left with the scenario we have seen in the past - residential comes (a long time) before commercial which equals traffic on the road. We are concerned that the Council can not force developers to construct and operate commercial uses. Even Hobsonville in Auckland has struggled with this, and it has become a commuter suburb. It is based on this lack of trust in both developers and QLDC to simultaneously develop commercial, community amenities and residential that we oppose this masterplan.

Secondary School

Our community association has been told that the Ministry of Education does not wish to locate a high school in the proposed drawing on the masterplan, and that its preferred location is 516 Ladies Mile. We understand that this is the result of an extensive assessment by the Ministry to determine the most appropriate site.

The community is not opposed to the location of a high school at 516 Ladies Mile, but this is subject to co-location of the high school with community facilities. We believe there is actually significant benefit in such co-location. There is 14ha available, so even if the school requires 8ha, then of that remaining 6ha the community could have community hall/facilities, and could share the sports fields/courts with the School. This would cost-share the construction and ongoing maintenance of sports facilities.

It is our understanding that the high school will be needed by 2030 whether or not Ladies Mile proceeds. There is an opportunity for the Ministry of Education to work with the community to achieve a facility that provides for both the needs of the Ministry and the needs of our existing community, in addition to future communities.

We believe that a win-win solution could be achieved here. We request that the Council and Ministry engages with the community to find a mutually beneficial solution. Providing both education and community facilities is extremely important to our community, and there is an opportunity to achieve both. We support the school at 516 also because it avoids the situation whereby we get more residential development without the promised infrastructure and facilities.

We also note that the community feedback on the three options preferred the location of the High school at 516. Therefore it is odd that there is a suggestion that our community would be opposed to that proposal.

Secondary schooling on Ladies Mile, will potentially ease traffic volume over the bridge and allow a significant number of children to walk and bike to school.

In summary, if the school can co-locate with community facilities at 516 Ladies Mile, then its location at this site is supported. The community supports the provision of a high school and sees benefit in a high school co-locating with community facilities.

Entrance to Queenstown

“We are the place the rest of the world cannot be” quoted from QLDCs own Vision 2050. There are plenty of places in the world where we can sit in traffic jams and see high rises as the entrance to the town/city! How many places in the world can you drive into the town past a picturesque lake, look up to a mountain range on the left (with residential is set back from the main road) and look right to sloping hills, farmland and yet another mountain in the distance?

The Ladies Mile is the entrance to Queenstown, providing high levels of visual amenity. While the quality of the views towards the Remarkables have been reduced because of the retirement village, there still exists views towards Slope Hill, which is an outstanding natural feature. Locating dense, high built form at the foot of Slope Hill will adversely affect the qualities of this landscape.

In ORC’s recent submission it also cites Ladies Mile as an area of local significance and we very much agree. “The site is located within the Ladies Mile Corridor between Shotover River and Lake Hayes which is an area of significance for many locals, and is often seen as a gateway into Queenstown. The density of development has the potential to undermine this amenity landscape.”

“Welcome to Queenstown - it is unclear how long it will take you to reach your destination after you pass Lake Hayes, but sit in traffic and enjoy the welcoming views of highrise apartment blocks from your crawling vehicle!” Councillors - do you want this to be your legacy??

Lake Hayes/Stormwater

The natural topography slopes towards Lake Hayes. The proposal to integrate stormwater management into the development is supported. However, we remain concerned that the stormwater discharges from such dense development will be difficult to manage. Lake Hayes is so sensitive that extreme care is needed to ensure that there will be no effects on the Lake.

Who will pay for the upkeep of the Lake Hayes track and protection of Lake Hayes with so many more users on its doorstep – is this budgeted?

Sylvan Street

The CA has had strong feedback from Sylvan St residents who oppose the new road across reserve land in Sylvan Street. They oppose because:

1. The bus service is not used and there is no justification for adding another street for empty buses;
2. The new street will significantly detrimentally affect the amenity of the adjoining properties and those properties that front onto the 516 LM property where the new bus route/road will be built.
3. The existing Sylvan Street/LHE road design has not been built to provide for buses. Additional buses turning into and out of the new road will be too large and the new intersection will not be able to adequately accommodate the buses or new traffic. Again all of Sylvan Street will be detrimentally affected. It will be a total sh+t fight trying to get up and down Sylvan street if they put a new road in there.

QLDC Vision 2050

How will QLDC ensure that developers consider and adhere to this?

Everyone can find a healthy home in a place they choose to be - will the housing proposed be at different standards and price points to encourage more people to be able to buy and live in this area? How will this be monitored and enforced?

Our Māori ancestry and European heritage are both reflected and enrich our lives- how are the heritage aspects being preserved and incorporated into the development. How are Māori values and ideology being considered within the masterplan?

Artists and art lovers unite in both dedicated spaces and beyond the boundaries of venues and facilities - where is the art and creativity opportunities within the masterplan? Who is responsible for and pays for this?

Our people and visitors respect the privilege of accessing our rivers, lakes and mountains - Where is the access to key destinations such as Lake Hayes, Slope Hill and Kawarau River going to be? This is not outlined in the masterplan.

Our homes and buildings take the best ideas from the world, but use sustainable, locally-sourced materials - what is the design palette going to be for this area and how is energy alternatives going to be promoted i.e. compulsory solar panels on roofs

Zero waste is just something that we do here - how will composting and recycling work in high density housing?

Our public transport is the cleanest, greenest, innovative choice for district-wide connectivity - will the PT measure up to this statement - for existing commuters, before further development begins?

Active travel is an integral part of an accessible and safe network for all of our people - will the active network be direct, safe and cater for all ages?

Our infrastructure is as resilient as our people - will the infrastructure be designed to withstand an alpine fault quake? Who is responsible for this?

Green Spaces

Green spaces are especially important to the community. The masterplan shows very little detail in the way of exactly what the green spaces, reserves and recreation areas will look like. There is a lack of trust that developers will actually put in place adequate green and recreational spaces. Is there a decent playground and not just pocket park styles? Shotover Country has nothing (other than a scooter track for 5 year olds) so don't make the same mistakes. Kids need to be able to walk 10 mins or so to a decent playground ideally. Who will ensure that the ample trees and green spaces shown on the masterplan are firstly actually established and secondly continued to be upkept in the future - once again who pays for this long term?

Conclusion

In conclusion, it is our opinion that the proposal to change the zoning of the Ladies Mile area from rural to a master planned, high density development is flawed. This does not represent intensification; it represents greenfield, dispersed development.

As outlined above:

- Ladies Mile is a greenfields site and is physically separated from services and employment. Whether it provides 1100 homes or 2300 homes, it will increase traffic movements in an already congested environment. Traffic is already causing significant adverse effects to our community's wellbeing. Until such time as the existing traffic issues are resolved, then there should be no further development at Ladies Mile.
- We have taken on board Mr Avery's concerns around existing zoning not being adequate to 'stop developers doing what they want'. We propose a deferred zoning. Any development must be deferred until such time that:

- Traffic issues are resolved; there must be a workable public transport system in place, and the Shotover Bridge provides four lanes. If these actions are not taken then traffic congestion will only get worse.
- The school sites are confirmed
- Community facilities for the existing community are provided, and there is capacity for future development.
- Existing centres are intensified to accommodate growth.

Until the traffic issues are resolved, the existing community is provided for, and greater certainty provided that the master plan can be achieved, then we oppose the Ladies Mile proposal.

Thank you for the opportunity to submit.

We wish to be heard in support of our submission

Kind regards

Lake Hayes and Shotover Country Community Association



Sanderson
G R O U P

*The family name in luxury
retirement living*

Wednesday 26 May 2021

To Queenstown District Lakes Council (QDLC),

RE: Te Pūtahi Ladies Mile Draft Masterplan Survey

Thank you for the opportunity to provide comment on the proposed draft masterplan for Te Putahi Ladies Mile. We would like to thank QDLC for the recent public consultation which we enjoyed and came away feeling that it was a constructive evening.

Queenstown Commercial Limited and Sanderson Group have significant interests in Ladies Mile as the 489 Frankton-Ladies Mile landowner, developers of the Kawarau Park medical / retail precinct and Kawarau Heights the residential subdivision, and the former owners of the Queenstown Country Club.

We have made large investments and enhanced the area setting a high standard through developing these projects while preserving the natural landscape and protecting the Ladies Mile gateway into Queenstown.

Generally we feel the proposed layout of the draft masterplan is good and would encourage QDLC to consider the following matters in finalising the master plan:

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan.

It is our intention that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Sanderson Group is interested in the proposal (masterplan and draft planning provisions) in its entirety. Without limiting the above, the specific provisions that this submission relates to are:

- a) Chapter 27 – subdivision and development;
- b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
- c) Chapter 8 Medium Density Residential;
- d) Chapter 9 – High density Residential;
- e) Chapter 15 – Local Shopping Centre Zone;
- f) Chapter 19B Te Pūtahi Ladies Mile Town Centre;
- g) Chapter 29 – Transport;

Preserving the Ladies Mile gateway

In working through the planning approval for the Queenstown Country Club we advocated for a 75 metre setback either side of Frankton-Ladies Mile to preserve the gateway and natural landscape. This decision has been proven in practice through the subsequent development of the Queenstown Country Club. While we would prefer the 75 metre setback was maintained along the complete length of Frankton-Ladies Mile we would be satisfied with a 50 metre minimum offset.

Developing a self-sufficient satellite community

Reducing traffic impacts and eliminating the need to travel over the constrained Shotover River Bridge should be a key objective of the master plan given the current population of Lake Hayes and Shotover already exceeds Arrowtown and that the potential future population of 15,000 is significant in the overall context of the Queenstown Lakes region.

The masterplan has allowed for schooling and recreational facilities but further consideration should be made so it is developed as a self-sufficient satellite community where it can provide for itself and contains all the required services and lifestyle options needed without the need for travel.

An example in the North Island where planning has failed to address this situation is the daily gridlocked on the 10 km stretch of State Highway 2 crossing the Wairoa River between Omokoroa and Bethlehem where there are no alternatives but to travel this route for work and access to essential services.

To help mitigate this traffic issue the Western Bay of Plenty Council are implementing a plan change to accommodate an increased population of 2,000 for a total of 12,000 to 15,000 people at Omokoroa by providing a designated school area (bought by the Ministry of Education), additional zoning of high density residential land, and the approval of a large town centre on an 8 ha site within this area. This will significantly reduce traffic movements required to access State Highway 2 into Tauranga city.

The development of Ladies Mile must follow a similar approach and ensure that adequate space is provided not only for schooling and high density residential, but also for the town centre being the hub of the community. This hub needs to accommodate facilities that provide working, living and lifestyle options for the local community within this area.

Village Centre Extent

The village centre needs to be appropriately sized and shaped to accommodate everything that is needed in a self-sufficient community and be a place that brings the community together.

We believe the ideal town centre would incorporate a central courtyard for community use surrounded by commercial and retail e.g. café and food outlets facing the north with supermarket on the opposite side. The courtyard would have outdoor dining area containing a playground etc. Other facilities would surround this area including commercial, essential retail and other services. This can be developed as low rise that is surrounded by higher density living.

We have provided Attachment 1 containing illustrative images of what a village community may look like developed around a central courtyard. A potential layout of this is also provided.

Streamlined Planning Process

It is critical for both property owners and developers to be provided with future certainty. We believe that a streamlined application process for the required variation to the District Plan will help increase confidence in the intended outcome and associated timeline.

General

Within Chapters 15 and 19B in particular, the intention of creating a diversified mix of urban uses is supported, however provisions which require strict adherence to a structure plan layout should be reconsidered, as over-prescription at this stage of the planning framework can have the potential to limit quality urban design and responsive planning.

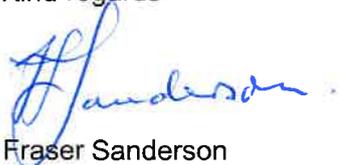
Within Chapters 27, 15, 19B, 29 and each of the notified residential chapters, there are requirements to upgrade infrastructure prior to development proceeding. While the intention of ensuring supporting infrastructure development in a timely fashion is supported, these provisions should also anticipate a greater degree of flexibility such as to ensure equitable, planning, and landowner-led outcomes. These provisions do not currently take into account future possibilities such as Government funding opportunities or changes in land use that could eventuate and effect timing and nature of infrastructure upgrades.

Although specific recommendations have been suggested to these planning provisions as set out in this submission, we are interested in, and submit on, the entirety of the proposal.

Sanderson Group seeks that Council progress the rezoning of this land under a fast track process through the RMA, such as a streamlined planning process, thereby enabling housing and community planning issues to be realised as soon as possible.

We are welcome to discuss this feedback further in person and would encourage QLDC to consider this in finalising the master plan.

Kind regards



Fraser Sanderson

Chairman

Sanderson Group / Queenstown Commercial Limited

Attachment 1: Village Community Concepts and Potential Layout

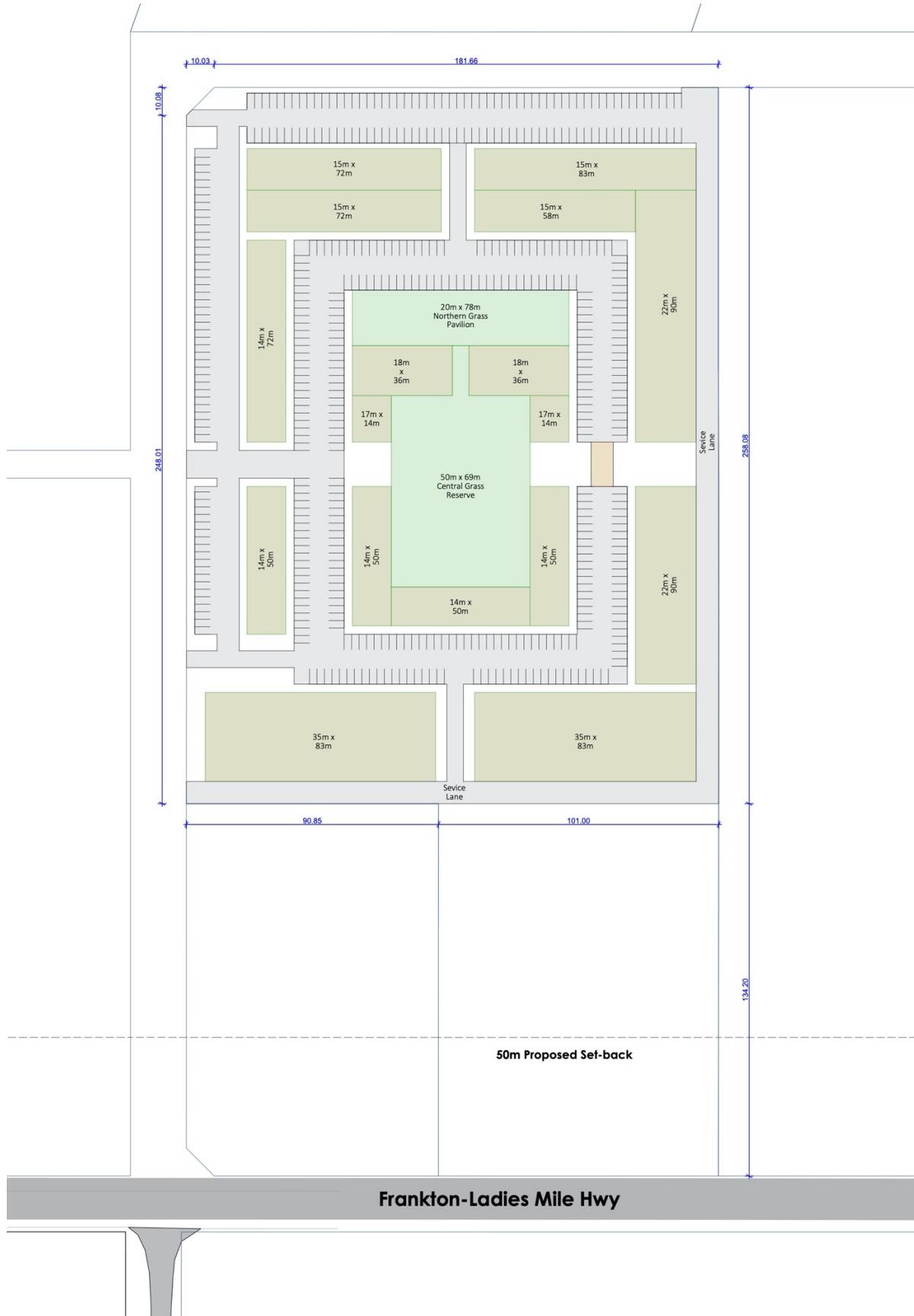
Image 1: Concept image providing illustration of an outdoor area next to a central courtyard within a potential village centre.



Image 2: Concept image showing architectural and landscaping of a potential village centre.



Image 3: Concept site plan for the potential village centre showing the central courtyard with various retail and commercial surrounding this.



P J and R T De La Mare – 14 Marshall Avenue, Lake Hayes

As residents who are directly affected by all of the options proposed, we draw your attention to the following:

- Reserve open space and stormwater management requires the use of Threepwood land.
- Part of the high density zoning along the base of Slopehill is also on Threepwood land.
- The walking/cycling trail at the base of Slopehill would cut through the only access between the farm and the farm buildings, including the woolshed, stock yards and heavy equipment sheds.
- Compromises the farming operation with high density neighbouring the property in its ability to operate from a Health and Safety perspective and problems associated that greater population brings in the form of dogs and the ability to ensure public stick to designated areas.
- Traffic in and out of McDowell Rd will increase from what is currently a semi-rural setting to residential traffic flows. Our ability as residents to enter on to Ladies Mile will be progressively compromised as a result. Also, pressure will mount for vehicle access to Lake Hayes as more and more people use Marshall Avenue walking access.

From: Hans and Dot Arnestedt <arnestedt@xtra.co.nz>
Sent: Friday, 21 May 2021 1:18 PM
To: Liz Simpson <[REDACTED]>
Subject: Ladies Mile Masterplan

Hello Liz

Thank you for your time this morning explaining certain aspects of the proposed subdivision and Master Plan at Ladies Mile.

We have considered the Draft Plans and wish to advise our concern regarding the following aspects of the plan.

1. The additional numbers of housing, apartments and commercial areas will mean additional strain (pressure) to the State highway. This will mean more cars and longer queues for people using the highway at certain times of the day.
2. The proposed buses on bus lanes may help reduce the number of people using cars to travel to Queenstown etc, but will also create a "bottle neck" at Shotover Bridge.
3. The potential heights of the proposed apartments being up to 6 storey is far too high for rural area. Such high buildings could be visible from the south end of Lake Hayes, Shotover Country Club, Frankton Industrial area, plus some of the south/western & eastern sides of Lake Hayes subdivision.
4. We assume that a condition to any subdivision will have a clause which protects the existing trees and hedging along SH6 and ensuring this be maintained and protected for the future

We presume we will now be contacted of any future submissions on this Plan.

Regards Hans & Dot Arnestedt

QLDC

re. "Ladies Mile Masterplan"

to whom it may concern

QLDC

28 MAY 2021

QUEENSTOWN

Dear Sir/Madam

regarding your proposed "Ladies Mile Masterplan" - as a long time Queenstown and Lake Hayes State Property owner - We have great concerns!

Before any new development of this size - as suggest is taking place - the issue regarding the already existing traffic congestions has to be addressed prior and urgently!

The daily traffic jams - even at a time with very little or none tourist on our roads - is just ridiculous.

Like a man proposing to add on one to two thousand new dwellings!

The infrastructure in regards to carry the traffic volume has to be solved prior to any new development.

Kind regards

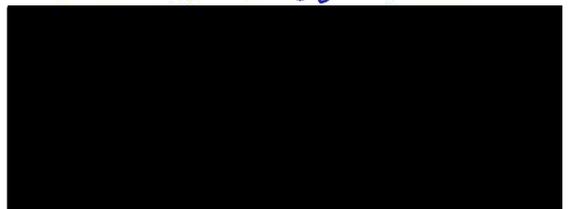
Robert Eyman

Robert Eyman



M. Zaugg

Martin Zaugg



From: Michael Ramsay <[REDACTED]>
Sent: Friday, May 28, 2021 4:20 PM
To: Let's Talk
Subject: Ladies Mile Submission

I am against any further development along ladies mile until the ladies mile road has been made 4 lanes and the bridge access over the Shotover river improved. I would also like to speak when/if there is any future hearing date decided by council.

M.J Ramsay.

27 May 2021

To Whom it may concern

I am a long-term resident of Queenstown and have lived in Lake Hayes area for over 12 years. I oppose the Ladies Mile Masterplan as presented while key issues remain outstanding. I have been involved in the masterplan process as a key stakeholder from the outset and have raised the concerns below at every stage.

My key concerns relating to the proposed development at Ladies Mile are as follows:

Traffic Congestion:

- Whilst I appreciate the amount of work that has gone into the 100 + pages of traffic modelling / analysis and projections. I am not convinced that a credible and workable solution has been reached to mitigate the additional 2400 + units proposed within the masterplan and believe no development should happen until this is achieved. Trying to force a 40-60% modal shift without credible / workable transport solutions would have an incredible detrimental effect on not only my household but the current residents (over 4.5k) living in the LHE/SC area and those living east that need to travel through Ladies Mile.
- As no comprehensive study has been completed on the current Lake Hayes and Shotover Country residents to fully understand where they are going / what they are doing on various car journeys and why they are using private vehicles, the data sets are incomplete or rely on overseas / national models which do not take into account the unique characteristics of the geography and lifestyles of people who choose to live in the Queenstown Lakes. Eg on paper 6km – 7km to Frankton using active travel sounds awesome, doable and totally accessible, take into account the dangers of crossing an 80km state highway, detouring to cross the old bridge, our environment (its icy in winter...), plus a couple of rather large hills it becomes more of a less desirable way to travel (unless you have an e-bike which is a significant investment and relies on a certain level of disposable income).
- Very little consideration appears to have been given to the increase in development and residential areas east of Ladies Mile including Wanaka, Cromwell, Gibbston and Arrowtown which will all contribute to additional congestion through people travelling to work, travel (airport) and play eg the majority of sporting codes are part of the Central Otago groups necessitating travel around the entire area and as Queenstown, Frankton and Southern Corridor grow so does the need to move freight into the area – the majority of which comes along Ladies Mile.
- Whilst I support a modal shift towards Public Transport and Active Transport modes, these need to come prior to ANY development and need to be studied more closely eg. The Howards Drive roundabout. Taking into account give way rules people exiting the north side of Ladies Mile will have the advantage of gaps in eastbound traffic, followed by traffic flowing west along Ladies Mile, then..... Lake Hayes Estate residents. Given current levels of congestion, without additional residential or tourist traffic the people of Lake Hayes would essentially be trapped.
- I note that priority has been given to a bus lane on Howards Drive and along state highway six from Howards Drive to the Shotover Roundabout. Given the current service (apart from Arrowtown which does not stop here and the school buses) do not enter or exit this road or section of state highway I would suggest putting priority on the Shotover Roundabout to

Shotover Bridge route. Even if the bus was to exit Howards Drive the appeal for Shotover Country residents to get on a bus and travel away from their destination might not encourage uptake of PT.....

- The current plans allows for high density development at the western end of Ladies Mile as a starting point, how are those people to access public transport travelling west. The gold standard is within 400m of a household – however there appears to be no provision for public transport traveling through the new area, or how to safely cross the state highway in multiple places, or provision for development traffic – see above scenario for Howards Drive Roundabout if the 800+ households were to go ahead entering Ladies Mile via the Shotover Roundabout.
- No consideration has been given to building a new bridge over the Shotover. As someone who experiences congestion on a daily basis it is easy to see the amount of cars exiting onto Glenda Drive, Hawthorne Drive or into Five Mile or Queenstown Central. The argument that congestion would be pushed onto the BP roundabout assumes that the majority of people are travelling to Queenstown town centre. I had the pleasure of travelling into downtown Queenstown last week in only 5 more minutes than it takes me to get to Remarkables Park....
- As someone who was involved in the Frankton Masterplan process I have to ask why are we recreating a situation of community severance with a state highway running through the middle of a proposed residential area?
- I oppose the Sylvan Street bus / car link – Sylvan Street is not suitable for turning onto or designed for high levels of bus traffic. I question why the paper roads via Alec Robbins Road have not been fully investigated to provide an additional entry / exit point to the Lake Hayes area?
- I support the concept of Park n Ride facilities but suggest they be located further east catching traffic and commuters prior to them entering Ladies Mile. Adding anymore congestion to Howards Drive, the one and only exit for Lake Hayes Estate and the area for future community facilities would have a detrimental affect on our ability to safely enter and exit our homes for our children to safely enter the community facilities from Shotover.

The transport effects of increased residential development at Ladies Mile can not be mitigated. The level of congestion currently experienced will, based on the proposal, only get worse. For this reason I am opposed to any residential development at Ladies Mile. The proposal relies on a mode shift of 40-60%. That appears to be based on a **mode change that is needed, not what is realistic. The consultants acknowledge that the models used in some cases are unreliable or insufficient data exists to confidently model future transport behaviour.** Further, it is assumed that even with such a mode change the traffic congestion already experienced will only get worse.

Community facilities and Education Facilities

- I fully support the development of 516 Ladies Mile for community and sporting facilities for the existing community and for the wider district in the future. As someone who travels multiple times per week to Frankton / Queenstown / other areas for sporting / social / swim lessons – you name it, we travel for it. The existing community has NO facilities to help with developing a connected , resilient, healthy community. We have no churches, sports groups, sports fields or spaces for mums and bubs groups, book clubs, yoga etc. The school is amazing but is over capacity. This was evidenced in trying to organise consultation for the Ladies Mile

Masterplan..... I ask that you look after the 4.5k of us that live in the area prior to any further development being considered.

- I support the provision of a high school and have no objection to it being co-sited with community and sporting facilities at 516 Ladies Mile as long as more usable green space is provided on the northern side of Ladies Mile to break up the housing and provide green space for residents on that side of the road. (Not another 300 units....) Relating to congestion I note that a high school if located in Ladies Mile would be needed by 2030 and I'm not sure that the modelling has taken into account that the large number of children (currently year 3-6) at the primary school would all be at high school in Frankton by then – necessitating XXX more trips across the bridge rather than reducing congestion....

The existing community needs to be looked after first and planning and provision for future needs must be confirmed before adding more development on Ladies Mile.

Ability for QLDC to enforce the Masterplan and provision for certain areas not being developed

- I have been asking this question from the start and am yet to be convinced that QLDC has the ability to enforce the masterplan. As you will be aware both Lake Hayes Estate and Shotover Country have had commercial and community facilities removed from original designs with more housing going in leaving both communities with very few options to develop a strong, connected, resilient community culture. How do you plan to ensure that each of the landowners will adhere to the masterplan? How can you make sure commercial facilities are developed prior to large scale development?
- There are certain covenants that already exist on the land included in the masterplan that have not been taken into account eg Laurel Hills and the areas surrounding the Pet Lodge. How can the masterplan be developed without taking these into account?
- What provision if any has been made in Transport Modelling and in particular Public Transport provision taken into account non-development of different areas. I am personally aware of two landowners that are not in support of the masterplan for their land and it concerns me that we may end up with "pockets" of high density housing without the commercial / public transport / active transport measures in place to support these areas and the existing community.

Density

- Ladies Mile is currently rural. However, in comparison, Queenstown, Frankton and Arrowtown are urban areas. It is these areas that should be addressed first, they already contain the services and infrastructure to support intensification and a live, work and play lifestyle more suited to high density housing. It is these urban areas that should be accommodating intensified development. By doing so these issues of transport, effects on emissions, are better resolved.
- In terms of Ladies Mile, while it could be said that the master plan proposes intensification from its current zoning, it is a significant change in zoning from one purpose to another; i.e. from rural lifestyle to high density residential. It is more a fundamental change than intensification. It not intensifying an urban area, but creating a new urban area.
- It is VERY difficult from the consultation documents to actually visualise and understand the masterplan, what might look like a green space eg High School which is not confirmed has an underlying density level of 300+ additional units. 7 story apartment buildings are intrusive

and would block not only sun, but views, not to mention questioning who would be attracted to living in this type of housing with no parking and no ability to live, work and play in their community. There is simply not enough employment opportunities planned within the Masterplan to support the people proposed to live there. They will have to travel to work.

- I also question why 516 Ladies Mile, if planned for community facilities, has a 12m high height limit?

Environment and Climate Change

Living in Lake Hayes Estate I appreciate the rural setting, and it was a key factor in purchasing in the area (although it has changed in 12 years...) but we still have easy access to the river, gorgeous views along Ladies Mile on the way home and appreciate the wide- open spaces we have access to.

I am concerned about the lack of the following within the masterplan:

- Absolute certainty and a plan around making sure there is NO detrimental effects on Lake Hayes from development run off, stormwater run off, contamination. I note a stormwater drainage area close to Slope Hill, but could find no information categorically saying that it would not filter down to Lake Hayes.
- People come to live in Queenstown for our local environment, for the level of density the amount of green space (usable for a community garden, community event), picnics, throwing a ball around, small playgrounds etc appears to be lacking.
- No provision or planning for environmentally sustainable homes or above standard building design for warm, healthy homes.
- I appreciate the emphasis on public transport but question if designing a development around making public transport work (which appears to be the case) has overtaken the need to design for desirable, liveable development.
- Lack of consideration given to the fact that Ladies Mile is one of the few remaining suitable rural environments for future food provision and other rural activities for the Queenstown Lakes.

Conclusion

I request that the Ladies Mile is managed via a deferred zoning or maintain its current zoning. If deferred any up-zoning should be deferred until such time as:

- Urban centres are intensified (Queenstown, Arrowtown and Frankton).
- Traffic solutions are found that meet the needs of the existing community and take into consideration future growth outside of the immediate area.
- There are community facilities established that provide for the existing community and any future growth.
- There is certainty that a high school and primary school will proceed.

Finally, I am aware that none of our current Councillors reside in the Lake Hayes or Shotover Country developments. I ask that you place yourself in our shoes, if you lived in a community that you love, contribute to and have built a support network within, would you have absolute confidence that the transport solutions and modal shift proposed are credible and achievable or would you be

concerned that you are being condemned to years of congestion, the stress of not being able to get to work on time after school / day care drop off because of an accident, rain or just traffic.....?

Would you choose to live in the proposed high-density development north of Ladies Mile or encourage your children to live there? Would you choose to live in or move to Lake Hayes or Shotover Country knowing the current levels of congestion and the certainty of increased congestion?

I ask that you consider the residents that already exist in the area and until we can be assured of transport solutions you look to other areas better suited to high density development with the infrastructure already in place to support high density living and more easily able to incorporate public and active transport provision.

Thank you for the opportunity to submit.

I wish to be heard in support of our submission

Kind regards

Anita Golden

████████████████████

████████████████

Submission on Te Pūtahi Ladies Mile Masterplan

To: Queenstown Lakes District Council (**QLDC**)
letstalk@qldc.govt.nz

Submitter: G W Stalker Family Trust
[REDACTED]

This submission is made on behalf of the GW Stalker Family Trust (**Submitter**) in respect of the Te Pūtahi Ladies Mile Masterplan.

The Submitter could not gain an advantage in trade competition through this submission (clause 6(4) Schedule 1 Resource Management Act 1991 (**RMA**)).

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan. It is the intention of the Submitter that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Submitter has interests in land within, and adjacent to, the Pūtahi Ladies Mile Masterplan area, generally known as 'Slope Hill'.

Parts of the masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 Without limiting the generality of the above, the specific provisions that this submission relates to are:
 - (a) Chapter 27 – subdivision and development;
 - (b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
 - (c) Chapter 8 Medium Density Residential;
 - (d) Chapter 9 – High density Residential;
 - (e) Chapter 15 – Local Shopping Centre Zone;
 - (f) Chapter 19B Te Pūtahi Ladies Mile Town Centre; and
 - (g) Chapter 29 – Transport;
- 3 The Submitter is opposed to the Te Pūtahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:

Process:

- 4 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 5 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 6 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 7 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.
- 8 Limited provisions have been included to address inclusionary zoning objectives; if the intention is to provide for a separate plan change or variation introducing such objectives, including any land contribution requirements through development, these should be progressed in combination with the rezoning of this land.

Zoning map, ONL, and structure plan area:

- 9 The northern boundary of the structure plan outline is sought to be amended to follow a refined ONL identification, based upon a finer grained assessment of the topography and values of this landscape unit. The extent of the proposed Structure Plan / Zoning Map should follow this refined boundary. This ONL is yet to be tested through the District Plan Review process and is not based upon a detailed landscape assessment. Within this location there is potentially further suitable land for further residential and lifestyle development, which is consistent with the intentions of the Te Pūtahi Ladies Mile Masterplan process. The Submitter seeks the ONL be amended and that developable land outside of the amended ONL be rezoned for either rural living (residential or precinct), or LDR, LLR, or included in the Masterplan if the process is to continue to RMA notification. The Submitter also seeks that the UGB be amended to align with the amended ONL.
- 10 The Submitters are concerned with lack of integration with adjacent rural and rural living development / land uses. There is a significant increase in intensity of urban development proposed adjacent to currently operational farm land on Slope Hill, as well as existing lifestyle developments.
- 11 The increase in pedestrian movements, traffic, and other occupations will make continued farming on this land impossible for security, safety and reverse sensitivity reasons. A more varied form of densities, including rural living and LLR / LDR development in the Masterplan area will more appropriately reflect the existing high quality patterns of rural living development and adjacent residential subdivisions (Shotover Country and Lake Hayes Estate).
- 12 It is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood, Slope Hill and Springbank Grove / Lower Shotover Road) given those land uses may be incompatible with, and affected significantly by, the currently proposed intensity of mixed urban and residential development. Such integration is lacking across all of the amended plan chapters.

Decision sought:

- 13 The Submitter seeks the following decisions from the QLDC:

- (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
- (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
- (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;
 - (ii) Greater recognition of amenity effects on, and protection of, adjacent rural, and lifestyle uses and developments, including in the form of increased setbacks, lower densities of development within the Masterplan, and more sensitive urban / rural mitigation and edge treatments;
 - (iii) Amendment of the ONL boundary at the base of Slope Hill such that developable land is included in the Masterplan and rezoned.
 - (iv) Amendment of the UGB to align with the amended ONL.

14 The Submitter wishes to be heard in support of this submission.

15 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

28 May 2021



GW Stalker Family Trust
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Submission on Te Pūtahi Ladies Mile Masterplan

To: Queenstown Lakes District Council (**QLDC**)
letstalk@qldc.govt.nz

Submitter: Grant and Sharyn Stalker
[REDACTED]

This submission is made on behalf of Grant and Sharyn Stalker (**Submitter**) in respect of the Te Pūtahi Ladies Mile Masterplan.

The Submitter could not gain an advantage in trade competition through this submission (clause 6(4) Schedule 1 Resource Management Act 1991 (RMA)).

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan. It is the intention of the Submitter that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Submitter has interests in land within, and adjacent to, the Pūtahi Ladies Mile Masterplan area, outlined in red on the zoning map attached as **Appendix A**.

Parts of the masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 Without limiting the generality of the above, the specific provisions that this submission relates to are:
 - (a) Chapter 27 – subdivision and development;
 - (b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
 - (c) Chapter 8 Medium Density Residential;
 - (d) Chapter 9 – High density Residential;
 - (e) Chapter 15 – Local Shopping Centre Zone;
 - (f) Chapter 19B Te Pūtahi Ladies Mile Town Centre;
 - (g) Chapter 29 – Transport;
- 3 The Submitter is opposed to the Te Pūtahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:

- 4 Specific recommendations to the notified chapter provisions have been set out below, however the objectives of the Submitter in making these recommendations are summarised as follows:

Process:

- 5 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 6 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 7 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 8 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.

Zoning map and structure plan area:

- 9 The Submitters are concerned with lack of integration with adjacent rural and rural living development / land uses. There is a significant increase in intensity of urban development proposed adjacent to currently operational farm land on Slope Hill, as well as existing lifestyle developments.
- 10 The increase in pedestrian movements, traffic, and other occupations will make continued farming on this land impossible for security, safety and reverse sensitivity reasons. A more varied form of densities, including rural living and LLR / LDR development in the Masterplan area will more appropriately reflect the existing high quality patterns of rural living development and adjacent residential subdivisions (Shotover Country and Lake Hayes Estate).
- 11 It is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood, Slope Hill and Springbank Grove / Lower Shotover Road) given those land uses may be incompatible with, and affected significantly by, the currently proposed intensity of mixed urban and residential development. Such integration is lacking across all of the amended plan chapters.

Decision sought:

- 12 The Submitter seeks the following decisions from the QLDC:
 - (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
 - (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
 - (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;

- (ii) Greater recognition of amenity effects on, and protection of, adjacent rural and lifestyle developments (in particular on Springbank / Lower Shotover Road), including in the form of increased setbacks, lower densities of development within the Masterplan, and more sensitive urban / rural mitigation and edge treatments.

13 The Submitter wishes to be heard in support of this submission.

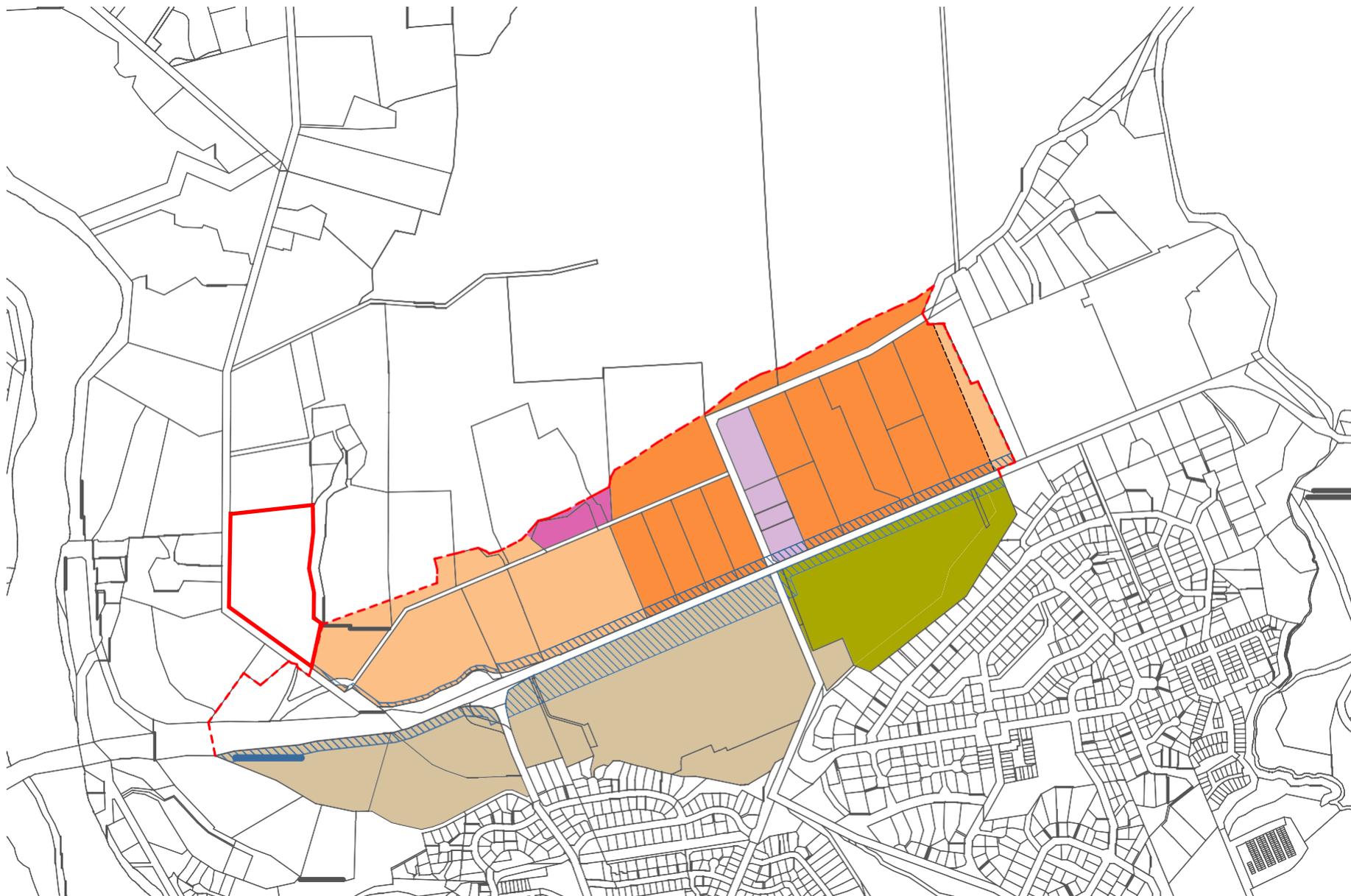
14 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

28 May 2021



Grant and Sharyn Stalker
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Te Pūtahi Ladies Mile Zoning Plan



Key

- Urban Growth Boundary Extension
- Building Restriction
- Town Centre
- Local Centre
- High Density Residential
- Medium Density Residential
- Lower Density Residential
- Open Space - Community Purposes

**Submission on Te Pūtahi Ladies Mile Masterplan
draft masterplan and planning provisions consultation**

To: Queenstown Lakes District Council
letstalk@qldc.govt.nz

Submitter: Shotover Country No. 2 Limited
[REDACTED]

This submission is made on behalf of Shotover Country No.2 Limited (**Submitter**) in respect of the Te Pūtahi Ladies Mile Masterplan.

The Submitter could not gain an advantage in trade competition through this submission (clause 6(4) Schedule 1 Resource Management Act 1991 (RMA)).

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan. It is the intention of the Submitter that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Submitter has interests in land within, and adjacent to, the Pūtahi Ladies Mile Masterplan area, outlined in red on the zoning map attached as **Appendix A**.

Parts of the masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 Without limiting the generality of the above, the specific provisions that this submission relates to are:
 - (a) Chapter 27 – subdivision and development;
 - (b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
 - (c) Chapter 8 Medium Density Residential;
 - (d) Chapter 9 – High density Residential;
 - (e) Chapter 15 – Local Shopping Centre Zone;
 - (f) Chapter 19B Te Pūtahi Ladies Mile Town Centre;
 - (g) Chapter 29 – Transport;
- 3 The Submitter is opposed to the Te Pūtahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:

- 4 Specific recommendations to the notified chapter provisions have been set out below, however the objectives of the Submitter in making these recommendations are summarised as follows:

Process

- 5 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 6 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 7 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 8 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.
- 9 Limited provisions have been included to address inclusionary zoning objectives; if the intention is to provide for a separate plan change or variation introducing such objectives, including any land contribution requirements through development, these should be progressed in combination with the rezoning of this land.

Zoning map and structure plan area:

- 10 The Zoning map is opposed on the basis of the level of prescription provided across the different areas of the Masterplan area. In particular, the densities associated with each of the LDR, MDR, and HDR are opposed, along with the anticipated variation of development of different activities in the local Shopping and Town centre Zones.
- 11 The Structure Plan is opposed on the basis of the level of prescription provided across different areas of the Masterplan area. It is unrealistic to expect that the multitude of landowners across the Masterplan area will be able to achieve this level of detail through multiple development / consent applications in the future. The prescription will not provide for creative and high quality design outcomes, which respond to evolving community desires and needs. In particular, the structure plan details which are opposed include:
- (i) Identified infrastructure requirements which do not take into account landowner boundaries or commitments to development, such as roading, stormwater, underpass and active links;
 - (ii) Open space, tree protection and stormwater management areas – which are not based upon a detailed effects assessment as to the needs of these to be retained, their size or location. There has also been no acknowledgement as to what management structures will be in place in the future, or what compensation will be made to landowners who are subject to these overlays, which will effectively prohibit any development or use of this land.
 - (iii) Identified sub-areas which are based upon an arbitrary grid-like pattern of development will not provide for creative or responsive urban planning, or take into account different land ownership needs and aspirations.

- 12 The proposed building height structure plan is opposed on the basis of the significant heights that are anticipated across the structure plan area. These heights are considered to be inconsistent with local amenity and not reflect community needs, culture, and history.
- 13 The Submitter seeks that the above plans be deleted and that the rezoning of the Submitter land, and surrounding land within the Masterplan be a mixture of densities ranging between rural residential / precinct, LLR, LDR, and MDR.

Specific issues – inflexibility, density and infrastructure across all proposed chapters:

- 14 The requirements across chapters 27, 7, 8, 9 to achieve an expected density within each zone or sub area through subdivision will have the adverse consequence of stymieing residential development. Requirements for achieving diverse housing choices (27.9.8.1(f)) should also be left to individual landowners and the market to decide; homogeneity in housing can in some cases lead to better design outcomes and cost effectiveness in subdivision.
- 15 Specific provisions across Chapters 27, 7, 8, and 9 relating to the provision of infrastructure prior to development proceeding do not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 16 The Submitters request that these requirements be deleted, and if replaced, are left to general controls in the subdivision chapter as to requirements for the upgrade and install of requisite infrastructure. In practice, necessary infrastructure can be designed and implemented on a development needs basis, and with private agreements between landowners if need be. The current level of prescription will have the perverse outcome of stagnating residential development.
- 17 Prescriptive wording used to achieve urban design outcomes across all chapters 27, 7, 8, and 9 is opposed. Words such as 'require' and 'avoid' have been interpreted in the courts as to mean a bottom-line approach. This could have the adverse consequence of limiting development options, timeliness and responding to community and market demands. In particular, the avoidance of single detached residential units is opposed as this is a housing product suitable for families, renters, and worker accommodation, which are in demand across the District. Furthermore, developers / landowners may have experience in delivering this type of product to the market in an efficient and cost effective way, which further supports affordability and increases supply.

Decision sought:

- 18 The Submitter seeks the following decisions from the QLDC:
 - (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
 - (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
 - (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;

- (ii) Rezoning takes into account and provides for the community needs of limited and small scale / sensitively designed supporting zoning such as commercial and local shopping centre zoning, plus education and recreational opportunities;
 - (iii) Any such rezoning take into account a realistic amount of additional residential development that is supported by NZTA and which provides for an equitable outcome of development shared across different landowners in the area;
 - (iv) Requirements for infrastructure upgrades be realistic and proportionate to the development proposed and take into account past contributions made by existing landowners;
 - (v) Affordable housing and development contribution requirements are realistic and equitable such as to not dissuade affordable and efficient development of the land to market;
 - (vi) Structure plan restrictions on development, such as infrastructure areas, protected trees and recreation, be equitably offset / compensated with landowners.
- (d) Any further amendments to affordable and community housing contributions, or inclusionary zoning sought to be progressed through a planning variation or change should be progressed at the same time as this rezoning / master planning proposal.
- (e) The Submitter seeks that Council progress the rezoning of this land under a fast track process through the RMA, such as a streamlined planning process, thereby enabling housing and community planning issues to be realised as soon as possible.

19 The Submitter wishes to be heard in support of this submission.

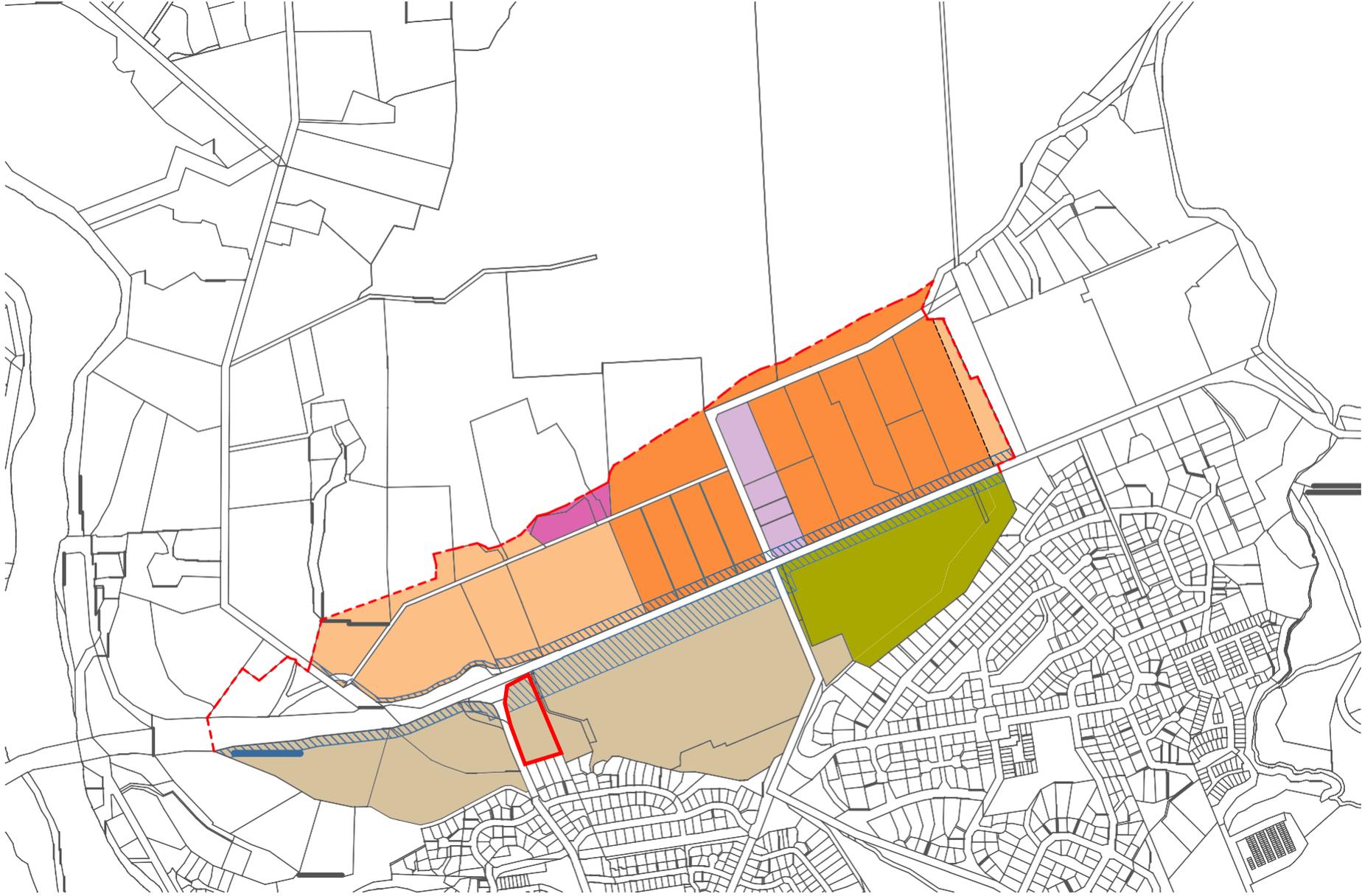
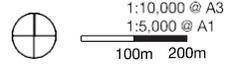
20 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

28 May 2021



Shotover Country No. 2 Limited
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Te Pūtahi Ladies Mile Zoning Plan



- Key**
- Urban Growth Boundary Extension
 - Building Restriction
 - Town Centre
 - Local Centre
 - High Density Residential
 - Medium Density Residential
 - Lower Density Residential
 - Open Space - Community Purposes

26 May 2021

Corona Trust
PO Box 2475,
Queenstown 9349

VIA EMAIL: letstalk@qldc.govt.nz

To the Queenstown Lakes District Council,

TE PUTAHI LADIES MILE MASTERPLAN SUBMISSION

1 Introduction

This submission is made on behalf of the Corona Trust on the draft Te Putahi Ladies Mile Masterplan released by the Queenstown Lakes District Council and the draft planning provisions to the Proposed Queenstown Lakes District Plan.

The Trust owns a series of landholdings in the suburb of Lower Shotover, Queenstown, as accessed via Max's Way. The land directly adjoins the boundary of the wider developable area associated with the Ladies Mile Masterplan framework.

The Trust land in relation to the Ladies Mile Masterplan Framework and wider development area is identified below.



*Subject site identified by blue outline.
Proposed medium density residential zone identified in yellow with 8m height limit*

The Trust land is situated in close proximity to existing and proposed areas of higher density residential development and is currently zoned Large Lot Residential, with residential development therein dispersed across a number of large lots (1000m²+).

Above the land, along the northern boundary, is the wider development area associated with the Master Plan which is proposed to be rezoned Medium Density Residential. The Master Plan proposes a 360m RL and 8m height limit for development within this area.

Further north is the Frankton Ladies Mile Highway which has a series of earth mounds that partially screen views into the proposed Master Plan development area. The Trust land is situated on a lower level terrace to the south that cannot be seen from the State Highway. Further south below the land is Shotover Country.

The Trust currently has an appeal lodged before the Environment Court in relation to Stage 1 of the District Plan Review Process which rezoned the land to Large Lot Residential. Our appeal relates to the height and boundary setback provisions imposed on our land via Chapter 11 of the PDP. This process is currently on 'hold' pending the outcomes of the Master Plan process.

2 Our submission

Our land presents a valuable opportunity to the Queenstown Lakes District Council and the wider community to further increase the supply of affordable housing stock in the Wakatipu Basin in a manner that is both compatible with existing and proposed development and is affordable for the community based on existing service connections available.

As a result of recent efforts to increase the supply of affordable housing stock in the Wakatipu Basin, a large portion of land surrounding our site has either already been, or is proposed to be, rezoned to higher density residential land uses. As a result, service connections in the surrounding area, including to our site, have been improved with the network capacity increased, inclusive of power, telecommunications and three waters.

The Master Plan as it currently stands is anomalous with respect to why the Trust's land is excluded. The land does not provide any visual or rural buffer, and should be located within the Urban Growth Boundary under the District Plan. It is inefficient to not include this land and will likely mean that we will need to advance our current appeal before the Environment Court to address the zoning matter, leading to further costs and hold ups for the various processes, including the implementation of the Master Plan. The land should also be free of any height and visibility constraints from SH6 due to the lack of visibility from the highway.

3 **Outcome sought**

We request that the Trust's land be included as part of the wider development area associated with the Ladies Mile Master Plan framework, with the zoning consistent with the adjoining land area to the north – Medium Density Residential, or another suitable up-zoning to provide for higher density development.

I welcome the opportunity to further discuss this submission with the working party on behalf of the Trust.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D Boyd', written in a cursive style.

David Boyd on behalf of the Corona Trust

Corona Trust
P O Box 2475
Wakatipu
Queenstown 9349

██████████

████████████████████



Bishop's Office
Catholic Pastoral Centre
Private Bag 1941
Dunedin 9054
New Zealand

26 May 2021

Queenstown District Council
10 Gorge Road
QUEENSTOWN

RE:Ladies Mile Master Plan Process

The Roman Catholic Diocese of Dunedin (RCDD) registered at the outset with Queenstown Lakes District Council (QLDC) as an interested party with regard to the Ladies Mile Masterplan Project. Consultation with QLDC planners and Council appointed planners Brown and Company was undertaken (see attached email correspondence with Christine Edgely of Brown and Company Planning Group).

The RCDD indicated that we were interested and committed to relocating St Joseph's School to the new Ladies Mile development and would require approximately 3 hectares of land zoned for a new 300 pupil school and church. St Joseph's is a State-Integrated school and a part of the education network funded by the Government through the Ministry of Education. The RCDD indicated they were prepared to work with the Ministry of Education (MOE) and consider a co-location arrangement. The RCDD indicated that they were committed to a timeline of 5 years to have a new school up and running.

When the first early concept plan was released a 3ha Primary School site was proposed and RCD naturally thought it was for St Joseph's School, but have subsequently been informed that the two school sites proposed are both for the MOE. MOE apparently advised QLDC that they were not interested in a co-location with RCDD.

St Joseph's has not been considered in the current revision of the masterplan. St Joseph's currently has 15% of its pupils (37 in total) in Inner Queenstown and 85% of pupils (87 in total) reside and commute daily from Frankton, Shotover Country, Lake Hayes and Arrowtown, so by relocating to Ladies Mile we will reduce the daily commute to and from Queenstown by 70%. This will have a positive outcome for the transportation modelling on the daily flows at peak times on the State Highway to Queenstown.

Our modelling, based on QLDC and MOE projections, will see the demand for an increased provision for Catholic education in the QLDC area. Relocating to the Ladies Mile area is the logical move for us, as the majority of population growth is not at the Queenstown end of the region, where the St Joseph's is currently located. The expected level of growth would more than treble the transportation demands the school community places on the route in and out of Queenstown.

Over and above this the QLDC projections estimate that by 2051, the Wakatipu Basin will have a population similar to that of Invercargill, which has 4 Catholic Primary Schools and one

Catholic Secondary School. The Census data shows that 9% of the total population are Primary School age and of this 8.5% identify as Catholic. If these figures are applied to the projected population of 49,230, we could expect demand for Catholic schooling in the vicinity of 375 children, which is not feasible on the current site.

Decision Required: That the QLDC make accommodation in the masterplan for the Ladies Mile for another school site, and accordingly make the necessary rule changes in their District Plan Variation to achieve this outcome.

Yours sincerely

A handwritten signature in black ink, appearing to read "M J Dooley". The signature is written in a cursive style with a large initial "M".

+ Michael J Dooley DD
Bishop
Roman Catholic Diocese of Dunedin

From: Christine Edgley <[REDACTED]>
Sent: 10 May, 2021 3:50 PM
To: Sydney Brown <[REDACTED]>
Subject: Ladies Mile Masterplan - consultation

Hi Syd,

I trust this email finds you well.

Following up from previous consultation on early concept plans for the Te Putahi Ladies Mile Masterplan in November last year, the Council has now released a draft preferred Masterplan and associated draft plan variation for public feedback.

All the information can be viewed online at Council's Let's Talk page (<https://letstalk.qldc.govt.nz/ladies-mile-masterplan>) and you can undertake a survey on both the draft Masterplan and the draft planning variation via the same link.

Feedback is open until 5pm, **28 May 2021**.

Kind regards,
Christine

Christine Edgley
Resource Management Planner

T +[REDACTED]
M +[REDACTED]


BROWN & COMPANY
P L A N N I N G G R O U P

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From: Sydney Brown <[REDACTED]>
Sent: Monday, November 16, 2020 8:05 AM
To: Christine Edgley <[REDACTED]>
Cc: Gerard Aynsley <[REDACTED]>
Subject: RE: Ladies Mile - early concept plans for Public Open Days

Hi Christine

Thanks for the concept plans. On behalf of the Catholic Diocese the proposed school sites all work for us ,our first choice would be option A as this gives the opportunity of co-location and sharing of

costs. Option B & C ,the only concern we have is connectivity ,as the transport plan only shows public transport on the shotover country side of Ladies Mile.
Can you please forward me the final plan when it is publicly released.
If you require any further input from me don't hesitate to ask.

Regards, Syd

Syd Brown
Managing Director
Cranbrook Properties Ltd
PO Box 231 Mosgiel 9024

From: Christine Edgley <[REDACTED]>
Sent: 13 November, 2020 11:34 PM
To: [REDACTED]
Subject: Ladies Mile - early concept plans for Public Open Days

Good evening Syd,

I understand that you requested to be sent a copy of the information for the material presented at the Public Open Days for the Ladies Mile Masterplan project.

Please find a link below to the Council's Let's Talk page, which includes the early concept plans:

<https://letstalk.qldc.govt.nz/ladies-mile-masterplan>

Kind regards,
Christine

Christine Edgley
Resource Management Planner

BROWN & COMPANY
P L A N N I N G G R O U P

This message contains confidential information and is intended only for the recipient. If you are not the recipient you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version.



Public Health South

Dunedin: Private Bag 1921, Dunedin 9054

Invercargill: PO Box 1601, Invercargill 9840

Queenstown: PO Box 2180, Wakatipu, Queenstown 9349

SUBMISSION ON TE PŪTAHI LADIES MILE MASTERPLAN

To: Queenstown-Lakes District Council

Details of Submitter: The Southern District Health Board

Address for Service: Public Health South
Southern District Health Board
PO Box 2180
QUEENSTOWN 9349

Contact Person: Sierra Alef-Defoe

Our Reference: 21May04

Date: 17 May 2021

Introduction

Southern District Health Board (Southern DHB) presents this submission through its public health service, Public Health South (PHS). Southern DHB delivers health services to a population of 335,990 and has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. It seeks to promote equity and to reduce adverse social and environmental effects on the wellbeing of people and communities.

This submission is intended to provide general commentary to the Queenstown Lakes District Council on the consultation document *Te Pūtahi Ladies Mile Masterplan*.

Use of space and infrastructure

PHS supports the Te Pūtahi Ladies Mile Design Principles and Key Moves. The already strained infrastructure connecting Ladies Mile to Frankton/Queenstown Centre through the bottleneck of the Shotover Bridge needs to be considered before development proceeds. For example, expanding the bridge to include a dedicated bus lane, protected cycle lane, and pedestrian walkway could be considered. We realise that Waka Kotahi will need to be part of the conversation as the bridge is part of the State Highway network.

In principle, PHS supports high-density housing to promote environmental sustainability, housing affordability, warm homes, and social connectedness. However, infrastructure challenges and acceptability to the local community must be considered at this location.

We recommend that any new housing developments in the area include a significant proportion of designated affordable housing options as a part of Principle 6: *Do density well, provide quality & diverse housing*.

PHS supports more mixed use spaces, such as adding grocery stores and other shops, so that people can run errands locally without going over the Shotover Bridge. This also promotes active transport opportunities as well as social connectedness.

We recommend that new community centres promote a smokefree/vapefree policy to reduce air pollution and litter and protect children and community members from the harmful health impacts of second-hand smoke inhalation, and to help any smokers quit.

Active and public transport

PHS is happy to see the provision of protected walkways and bicycle lanes on p.54. The promotion of safe, appealing spaces for active transport will help improve community well-being.

PHS would like to see further plans to bolster the connection of Ladies Mile to Frankton and Queenstown Centre via improved active transport solutions, which would also help to alleviate traffic concerns on the Shotover Bridge.

PHS is in favour of dedicated bus lanes. However, the presence of a single-lane bridge between Ladies Mile and Frankton/Queenstown will present a challenge.

Thank you for the opportunity to provide feedback on this consultation document.

We wish to be heard regarding this submission.

Yours sincerely



Sierra Alef-Defoe
Health Promotion Advisor

28 May 2021

Te Pūtahi Ladies Mile Draft Masterplan and Planning Provisions Feedback
Queenstown Lakes District Council
via email: letstalk@qldc.govt.nz

To whom it may concern

Te Pūtahi Ladies Mile Draft Masterplan and Planning Provisions: Feedback of Ladies Mile Property Syndicate Limited Partnership and E&O Property Syndication Limited

Thank you for the opportunity to provide a feedback on the Te Pūtahi Ladies Mile Draft Masterplan and Planning Provisions. This feedback is on behalf of Ladies Mile Property Syndicate Limited Partnership and E&O Property Syndication Limited (**the Syndicate**).

Summary of feedback

The Syndicate owns land at Ladies Mile within the masterplan area. The Syndicate supports the concept of master-planning for Ladies Mile, however it does not support the current masterplan as drawn.

Matters supported

- Draft zoning map that shows the Syndicate's land zoned a mix of high and medium density residential.
- The general approach of the design principles.
- Building heights depicted in the masterplan.
- Use of the existing planning framework with adaptations as required to recognise the higher density of residential development to be enabled at Ladies Mile.

Matters not supported

- The location of the high school.
- Small area of residential on the Syndicate's land.
- Masterplan layout in the vicinity of the town centre.
- Limits on overall yield.
- Prescriptive nature of several of the rules/standards.
- Activity status for non-compliance with several of the rules/standards.

The Syndicate's preference is for the masterplan to be redrafted to align with earlier consultation options A and B. Further detail on these matters are expanded on below.

Introduction

The Syndicate owns 4.5 hectares of land at 497 Frankton-Ladies Mile Highway, shown in Figure 1 below. The Syndicate has owned the land since November 2018 and it is currently used as a boutique visitor accommodation lodge.



Figure 1: 497 Frankton-Ladies Mile Highway

The Syndicate is committed to developing this site for medium and high density housing in the short to medium term. Developing the land in this way will contribute to the overall delivery of the Council's goals for urbanising Ladies Mile.

The Syndicate supports the Council's initiative of master-planning this area, and has engaged with the Council's team on this process, including providing feedback on the draft Ladies Mile Masterplan options formally via letter and informally in meetings with the Ladies Mile Consortium team.

Feedback on Te Pūtahi Ladies Mile Draft Masterplan

The Syndicate does not support the masterplan in its current form. The key areas of concern are:

1. The location of the high school.
2. The lack of residential land shown on the masterplan at 497 Ladies Mile Highway.

An overlay of the draft masterplan and the Syndicate's land is shown in Figure 2 below.



Figure 2: 497 Frankton-Ladies Mile Highway (shown by red border) overlaid on snip from the draft masterplan

High school location

As Figure 2 shows, the draft masterplan shows the high school and associated open space located over the majority of the Syndicate's site, with a small area of residential land in the northern part of the site. This is a significant change from the previous iterations of the draft masterplan that showed a mix of medium and high density residential in this area.

Given the plans outlined above in relation to the Syndicate's development intentions for its site (that have been conveyed to the Council in previous feedback), the Syndicate is disappointed to see the high school located in this location. The Syndicate will not be able to deliver its intended medium-high density residential development if this land is taken for school purposes. The Syndicate seeks that the high school be moved from its land.

Previous consultation versions of the masterplan showed the high school further to the east (Option A) or across the road at 516 Frankton Ladies Mile Highway (Option B). The Syndicate considers 516 Frankton Ladies Mile Highway to be the most appropriate and practical site as the high school can be collocated with the bus interchange and playing fields. In terms of the specifics of Option B in relation to the Syndicate's land, this is not supported due to the location of a park over part of its land and consequential impact on residential development feasibility. The Syndicate therefore provided feedback in support of Option A during the earlier consultation period and this masterplan is still supported by the Syndicate.



Figure 3: Earlier versions of the masterplan – Public Open Days Masterplan Options A and B

Location of residential land

The Syndicate requests that all of its land be shown as residential on the masterplan. Under the current masterplan, the residential part of its site equates to just over one hectare, or approximately 23%. Developing only one hectare significantly undermines the feasibility of any future development plan in terms of the economies of scale that would otherwise be achieved. The current masterplan therefore creates a risk that this part of the masterplan area will remain undeveloped. This is at odds with the overall intent of the masterplan and principles. As previously conveyed to Council in its submission on the draft Queenstown Lakes Spatial Plan, part of ‘unlocking’ the potential of the Ladies Mile area requires landowners who are motivated to deliver on the Council’s masterplan.

Other matters

Zoning

The masterplan contains a draft zoning map, which shows the Syndicate’s land as a mix of high and medium density residential. The Syndicate supports this draft zoning. One of the key features noted on the zone map that forms part of the masterplan is that ‘zoning supports anticipated land use’. Given the Syndicate’s plans for residential development on the site, the Syndicate supports the mix of high and medium density zoning on its site as per this draft zoning map.

The town centre and surrounding land use

In order for the town centre to be a successful and vibrant hub, it will require a critical mass of people living nearby. However, the town centre is currently adjoined by expansive stormwater and reserves/open space to north and east. The Syndicate considers it more appropriate to locate high density residential activity in and immediately adjacent to the centre to contribute to vibrancy. The high school and associated open space will not contribute to town centre vitality or vibrancy.

Design principles

The Syndicate supports the seven design principles, and in particular Principle 6 ‘Do density well, provide quality and diverse housing’. The Syndicate considers Ladies Mile has the potential to provide a significant and unique contribution to much needed supply and diversity of housing in Queenstown. The built form outcomes and increased heights and densities over what is typically delivered in the wider Queenstown urban context is supported.

Height, setbacks and yield

Syndicate seeks maximum flexibility for development. The Syndicate supports increasing the height beyond what is currently enabled by the PDP to 24.5 metres in high density areas and 13 metres in medium density areas.

The Syndicate does not support the 20 metre amenity access area and building restriction area adjoining State Highway 6. While this is a significant improvement on the current setback requirements, the Syndicate considers there are opportunities to further reduce this and still maintain the gateway environment of Ladies Mile. A reduction in this setback will assist in providing landowners by providing flexibility.

It is understood that the residential yield at Ladies Mile is limited by traffic and transport infrastructure constraints, including the capacity of the Shotover River bridge on State Highway 6. The Syndicate considers this issue must be addressed and transport challenges should not be the determinant of yield in this or any other location.

Feedback on the Draft Planning Provisions

The Syndicate agrees is its most efficient and effective to utilise the existing PDP provisions, with some adaptations to ensure that the unique outcomes anticipated at Ladies Mile can be delivered. The Syndicate is generally supportive of the relatively enabling draft provisions. This includes the additional height allowance for the medium and high density zones, removal of minimum lot size, and exemption from the minimum dimension requirement, for example.

In relation to height, the Syndicate notes that the structure plan building heights plan does not appear to align with the height mapping set out in the draft masterplan (several areas that should be subject to the 24.5m height limit are shown as black (this may be a printing error due to the additional hatching shown)).

The Syndicate considers there are other opportunities to make the provisions more enabling. This includes a controlled activity status for development in accordance with the structure plan (as opposed to restricted discretionary), and increasing the maximum building coverage standard.

The Syndicate does not support the minimum average density requirement (40 units per hectare) and minimum number of stories, as the preferred density will be driven by market demand and what is feasible to achieve. The Syndicate does not support the activity status of non-complying to breach the standard and considers restricted discretionary activity status to be more appropriate. Matters of discretion could include the extent of infringement, size of units, opportunity to make up the shortfall elsewhere, viability of achieving the 40 unit average, and the like.

While infrastructure delivery and land use planning must be integrated, as noted earlier, the Syndicate does not agree that infrastructure constraints should be the driver of residential yield in such a critical location. To this end, the Syndicate does not support the inclusion of provisions that development cannot proceed until various infrastructure items are provided for (e.g. Rules 7.5.20, 8.5.41 and 9.5.36).

With regard to activity statuses, as noted, the Syndicate would prefer to see as much flexibility built into the provisions as possible to facilitate development. This would be better achieved by having restricted discretionary activity status for breach to standards throughout the provisions, rather than non-complying.

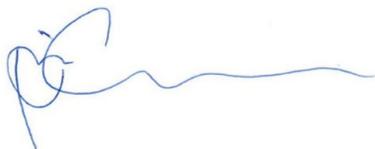
Summary

The Syndicate supports the Council's initiative to masterplan Ladies Mile. The Syndicate does not support the current location of the high school, and requests that the masterplan be amended to show high and medium density residential development over the entirety of its site at 497 Ladies Mile Highway. The Syndicate supports the overall enabling direction of the draft planning provisions, and considers these could be further developed to ensure maximum flexibility for motivated landowners to deliver much needed residential capacity and choice in Queenstown.

Please contact me should you require further information or clarification of the matters raised in this feedback.

Yours sincerely

Ladies Mile Property Syndicate Limited Partnership and E&O Property Syndication Limited



Peter McConnell
General Manager: Performance & Planning
On behalf of E+O Property Syndication Limited

Contact

Please contact E+O Property Syndication Limited for more information.

Graeme Gunthorp
Charles Beale



Submission on Te Pūtahi Ladies Mile Masterplan

To: Queenstown Lakes District Council
letstalk@qldc.govt.nz

Submitter: Maryhill Limited
[REDACTED]

This submission is made on behalf of Maryhill Limited (**Submitter**) in respect of the Te Pūtahi Ladies Mile Masterplan.

The Submitter could not gain an advantage in trade competition through this submission (clause 6(4) Schedule 1 Resource Management Act 1991 (**RMA**)).

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan. It is the intention of the Submitter that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Submitter has interests in land within, and adjacent to, the Pūtahi Ladies Mile Masterplan area, outlined in red on the zoning map attached as **Appendix A**.

Parts of the masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 Without limiting the generality of the above, the specific provisions that this submission relates to are:
 - (a) Chapter 27 – subdivision and development;
 - (b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
 - (c) Chapter 8 Medium Density Residential;
 - (d) Chapter 9 – High density Residential;
 - (e) Chapter 15 – Local Shopping Centre Zone;
 - (f) Chapter 19B Te Pūtahi Ladies Mile Town Centre;
 - (g) Chapter 29 – Transport;
- 3 The Submitter is opposed to the Te Pūtahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:

- 4 Specific recommendations to the notified chapter provisions have been set out below, however the objectives of the Submitter in making these recommendations are summarised as follows:

Process:

- 5 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 6 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 7 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 8 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.
- 9 Limited provisions have been included to address inclusionary zoning objectives; if the intention is to provide for a separate plan change or variation introducing such objectives, including any land contribution requirements through development, these should be progressed in combination with the rezoning of this land.

Zoning map and structure plan area:

- 10 The northern boundary of the structure plan outline is sought to be amended to follow a refined ONL identification, based upon a finer grained assessment of the topography and values of this landscape unit. The extent of the proposed Structure Plan / Zoning Map should follow this refined boundary. This ONL is yet to be tested through the District Plan Review process and is not based upon a detailed landscape assessment. Within this location there is potentially further suitable land for further residential and lifestyle development, which is consistent with the intentions of the Te Pūtahi Ladies Mile Masterplan process. The Submitter seeks the ONL be amended and that developable land outside of the amended ONL be rezoned for either rural living (residential or precinct), or LDR, LLR, or included in the Masterplan if the process is to continue to RMA notification. The Submitter also seeks that the UGB be amended to align with the amended ONL.
- 11 The Zoning map is opposed on the basis of the level of prescription provided across the different areas of the Masterplan area. In particular, the densities associated with each of the LDR, MDR, and HDR are opposed, along with the anticipated variation of development of different activities in the local Shopping and Town centre Zones.
- 12 The Structure Plan is opposed on the basis of the level of prescription provided across different areas of the Masterplan area. It is unrealistic to expect that the multitude of landowners across the Masterplan area will be able to achieve this level of detail through multiple development / consent applications in the future. The prescription will not provide for creative and high quality design outcomes, which respond to evolving community desires and needs. In particular, the structure plan details which are opposed include:

- (i) Identified infrastructure requirements which do not take into account landowner boundaries or commitments to development, such as roading, stormwater, underpass and active links;
 - (ii) Open space, tree protection and stormwater management areas – which are not based upon a detailed effects assessment as to the needs of these to be retained, their size or location. There has also been no acknowledgement as to what management structures will be in place in the future, or what compensation will be made to landowners who are subject to these overlays, which will effectively prohibit any development or use of this land.
 - (iii) Identified sub-areas which are based upon an arbitrary grid-like pattern of development will not provide for creative or responsive urban planning, or take into account different land ownership needs and aspirations.
 - (iv) Lack of integration with adjacent rural and rural living development / land uses. The submitters are concerned with the significant increase in intensity of urban development proposed adjacent to currently operational farm land on Slope Hill. The increase in pedestrian movements, traffic, and other occupations will make continued farming on this land impossible for security, safety and reverse sensitivity reasons. A more varied form of densities, including rural living and LLR / LDR development in the Masterplan area will more appropriately reflect the existing high quality patterns of rural living development and adjacent residential subdivisions (Shotover Country and Lake Hayes Estate).
- 13 The proposed building height structure plan is opposed on the basis of the significant heights that are anticipated across the structure plan area. These heights are considered to be inconsistent with local amenity and not reflect community needs, culture, and history.
- 14 It is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood and Slope Hill) given those land uses may be incompatible and affected significantly by, the currently proposed intensity of mixed urban and residential development. Such integration is lacking across all of the amended plan chapters
- 15 The Submitter seeks that the above plans be deleted and that the rezoning of the Submitter land, and surrounding land within the Masterplan be a mixture of densities ranging between rural residential / precinct, LLR, LDR, and MDR.

Chapter 27 – Subdivision:

- 16 Provisions pertaining to requiring development be consistent with the structure plan are overly prescriptive and will not provide for a high quality design-led and responsive planning outcomes. Such provisions include, 27.9.8.1b, c, d, e. The requirement to achieve an expected density within each zone or sub area through subdivision will have the adverse consequence of stymieing residential development. Requirements for achieving diverse housing choices (27.9.8.1(f)) should also be left to individual landowners and the market to decide; homogeneity in housing can in some cases lead to better design outcomes and cost effectiveness in subdivision.
- 17 It is considered that a much more simplified regime for subdivision can be achieved through a concise statement of objectives, policies, and assessment matters which seeks to achieve an integrated and high quality mixed urban / residential outcome for the area.

- 18 The Submitters seek that subdivision to densities requested by the Submitter are controlled or restricted discretionary, with matters of control limited to those currently included in the LDR, LLR, MDR and rural living Zones of the PDP.
- 19 There is a lack of acknowledgement, and integration with, existing rural lifestyle / rural residential and rural land adjacent to Ladies Mile. The effects on these owners and the existing high quality developments need to be considered and responded to in future development.

Chapter 7 – Low Density Residential:

- 20 7.5.20 – infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 21 The Submitters request that these requirements be deleted, and if replaced, are left to general controls in the subdivision chapter as to requirements for the upgrade and install of requisite infrastructure. In practice, necessary infrastructure can be designed and implemented on a development needs basis, and with private agreements between landowners if need be. The current level of prescription will have the perverse outcome of stagnating residential development.

Chapter 8 – Medium Density residential:

- 22 Objective 8.2.12 – is unclear in its current expression in that it is uncertain what 'greater' intensity and diversity of housing is being compared to (i.e. whether this is other zones, or other MDR zoned areas than Ladies Mile). The intention of greater 'intensity' and diversity of housing to achieve a modal transport shift is also opposed on the basis that this has been queried, and not supported by, the NZTA.
- 23 Policy 8.2.12.1 – is opposed on the basis of the prescriptive wording used to achieve urban design outcomes. Words such as 'require' and 'avoid' have been interpreted in the courts as to mean a bottom-line approach. This could have the adverse consequence of limiting development options, timeliness, and responding to community and market demands. In particular, the avoidance of single detached residential units is opposed as this is a housing product suitable for families, renters, and worker accommodation, which are in demand across the District. Furthermore, developers / landowners may have experience in delivering this type of product to the market in an efficient and cost effective way, which further supports affordability and increases supply.
- 24 Policy 8.2.13 is supported, subject to deleting reference to 'urban', and also referencing adjacent rural lifestyle, rural residential and rural land. Given that existing Shotover Country and Lake Hayes Estate Submissions are residential. The integration with those existing communities necessitates a lower overall density and intensity of development at Ladies Mile than is currently anticipated in the draft masterplan. Furthermore, it is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood and Slope Hill) given those land uses may be incompatible and affected significantly by, the currently proposed intensity of mixed urban and residential development.
- 25 Policies 8.2.13.1 – 8.2.13.3, Rule 8.4.28, Rule 8.5.20 – requirements to adhere to the structure plan, and associated non-complying activity status for non-conformity, are opposed on the basis these are overly prescriptive, will have the perverse effect of delaying development, and will not encourage innovative design led outcomes.

- 26 Infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 27 Rule 8.5.21, 8.5.22, 8.5.24, 8.5.26, 8.5.27, 8.5.29, – density, building coverage, heights and outdoor living spaces – these provisions are generally opposed for the reasons as outlined above, opposing the overall increased intensity of development. A minimum density to be achieved (at 40 dwellings per hectare) is significantly greater than what is anticipated in this location, and there has been no evidence provided that this is what the market is seeking. No evidence has been provided to support whether this type of development is feasible or affordable and it is considered it will have the perverse outcome of delaying development of affordable and high quality housing.
- 28 Rule 8.5.41 – infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 29 Assessment matters:
- (a) *8.7.a context and character* – should equally refer to integration with and responding sensitively to adjacent development (which includes rural land uses, rural living, and low and medium density residential subdivisions).
 - (b) *8.7f sustainability and resilience* – while the intention of this assessment matter as an aspirational goal is supported, the current wording does not take into account other alternative contributions to sustainable outcomes such as creation of open space and reserve contributions that are achieved through development.

Chapter 9 – High Density Residential:

- 30 Objective 9.2.9 - is unclear in its current expression in that it is uncertain what 'greater' intensity and diversity of housing is being compared to (i.e. whether this is other zones, or other HDR zoned areas than Ladies Mile). The intention of greater 'intensity' and diversity of housing to achieve a modal transport shift is also opposed on the basis that this has been queried, and not supported by, the NZTA.
- 31 Policies 9.2.9.1 - is opposed on the basis of the prescriptive wording used to achieve urban design outcomes. Words such as 'require' and 'avoid' have been interpreted in the courts as to mean a bottom line approach. This could have the adverse consequence of limiting development options, timeliness and responding to community and market demands. In particular, the avoidance of single detached residential units is opposed as this is a housing product suitable for families, renters, and worker accommodation, which are in demand across the District. Furthermore, developers / landowners may have experience in delivering this type of product to the market in an efficient and cost effective way, which further supports affordability and increases supply.
- 32 9.2.10 – 9.2.10.3 - Provisions pertaining to requiring development be consistent with the structure plan are overly prescriptive and will not provide for a high quality design-led and responsive planning outcomes. The requirement to achieve an expected density within each zone or sub

area through subdivision will have the adverse consequence of stymieing residential development. Requirements for achieving diverse housing choices should also be left to individual landowners and the market to decide; homogeneity in housing can in some cases lead to better design outcomes and cost effectiveness in subdivision.

- 33 Within the HDR provisions there is no acknowledgement of the need to integrate with adjacent rural lifestyle, rural residential and rural land uses (such as Threeewood and Slope Hill) given those land uses may be incompatible and affected significantly by, the currently proposed intensity of mixed urban and residential development. There should be further acknowledgement of a design response to, and integration with, existing residential subdivisions of Lake Hayes estate and Shotover Country.
- 34 Rules 9.4.21, 9.5.18, 9.5.19, 9.5.20, 9.5.23, 9.5.24, 9.5.25, 9.5.27, density, building coverage, heights and outdoor living spaces (etc) – these provisions are generally opposed for the reasons as outlined above, opposing the overall increased intensity of development. A minimum density to be achieved (at 70 residential units per hectare) is significantly greater than what is anticipated in this location, and there has been no evidence provided that this is what the market is seeking. No evidence has been provided to support whether this type of development is feasible or affordable and it is considered it will have the perverse outcome of delaying development of affordable and high quality housing.
- 35 9.5.36 –infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 36 9.7 Assessment matters
- (a) *9.7.a context and character* – should equally refer to integration with and responding sensitively to adjacent development (which includes rural land uses, rural living, and low and medium density residential subdivisions).
- (b) *9.7f sustainability and resilience* – while the intention of this assessment matter as an aspirational goal is supported, the current wording does not take into account other alternative contributions to sustainable outcomes such as creation of open space and reserve contributions that are achieved through development.

Local Shopping Centre Zone and Te Putahi Ladies Mile Town Centre Zones:

- 37 The Submitter supports some form of mixed use and commercial development within the Ladies Mile masterplan and generally in the locations identified. However given these zones are not over the Submitter's land, detailed submissions have not been provided on the draft planning provisions.
- 38 The general intention of the Submitter, and relief sought in respect of these zones is that:
- (a) Mixed commercial and local shopping centre activities are provided for, to the extent that these integrate with a lower density of development and respond sensitively to surrounding rural land and landscapes;
- (b) School, recreation and public amenity opportunities are provided for, but are not overly prescribed into the masterplan in terms of eventual locations and extent.

Higher order provisions and consequential amendments:

- 39 4.2.2.21(b) - References to urban, medium and high density residential development is opposed on the basis of the above submission; the Submitter seeks that a lower range of densities and mixed development opportunities be supported to enable greater supply and diversity of choice in the housing market. 4.2.2.21(d) and (e) Contribution to public transport as a preferred method of travel is unlikely to be able to be achieved through subdivision housing development and should therefore be deleted.

Chapter 29 – Transport:

- 40 Based on the contents of this submission, standalone dwellings and lower residential density is supported, therefore maximum parking spaces (Rule 29.5.14, 29.5.2X) which do not provide for even one parking space for a 1 bedroom apartment are unlikely to work in practice. Worker accommodation from the tourism sector is an area which is in shortage in the District, and many of those workers will not be able to work within Ladies Mile. The restrictions on parking and the anticipated lack of external movements over the Shotover Bridge will mean that worker accommodation for key sectors will continue to be in demand, and this rezoning will not alleviate such social pressures.

Decision sought:

- 41 The Submitter seeks the following decisions from the QLDC:
- (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
 - (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
 - (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;
 - (ii) Rezoning takes into account and provides for the community needs of limited and small scale / sensitively designed supporting zoning such as commercial and local shopping centre zoning, plus education and recreational opportunities;
 - (iii) Any such rezoning take into account a realistic amount of additional residential development that is supported by NZTA and which provides for an equitable outcome of development shared across different landowners in the area;
 - (iv) Requirements for infrastructure upgrades be realistic and proportionate to the development proposed and take into account past contributions made by existing landowners;
 - (v) Affordable housing and development contribution requirements are realistic and equitable such as to not dissuade affordable and efficient development of the land to market;
 - (vi) Amendment of the ONL boundary at the base of Slope Hill such that developable land is included in the Masterplan and rezoned.

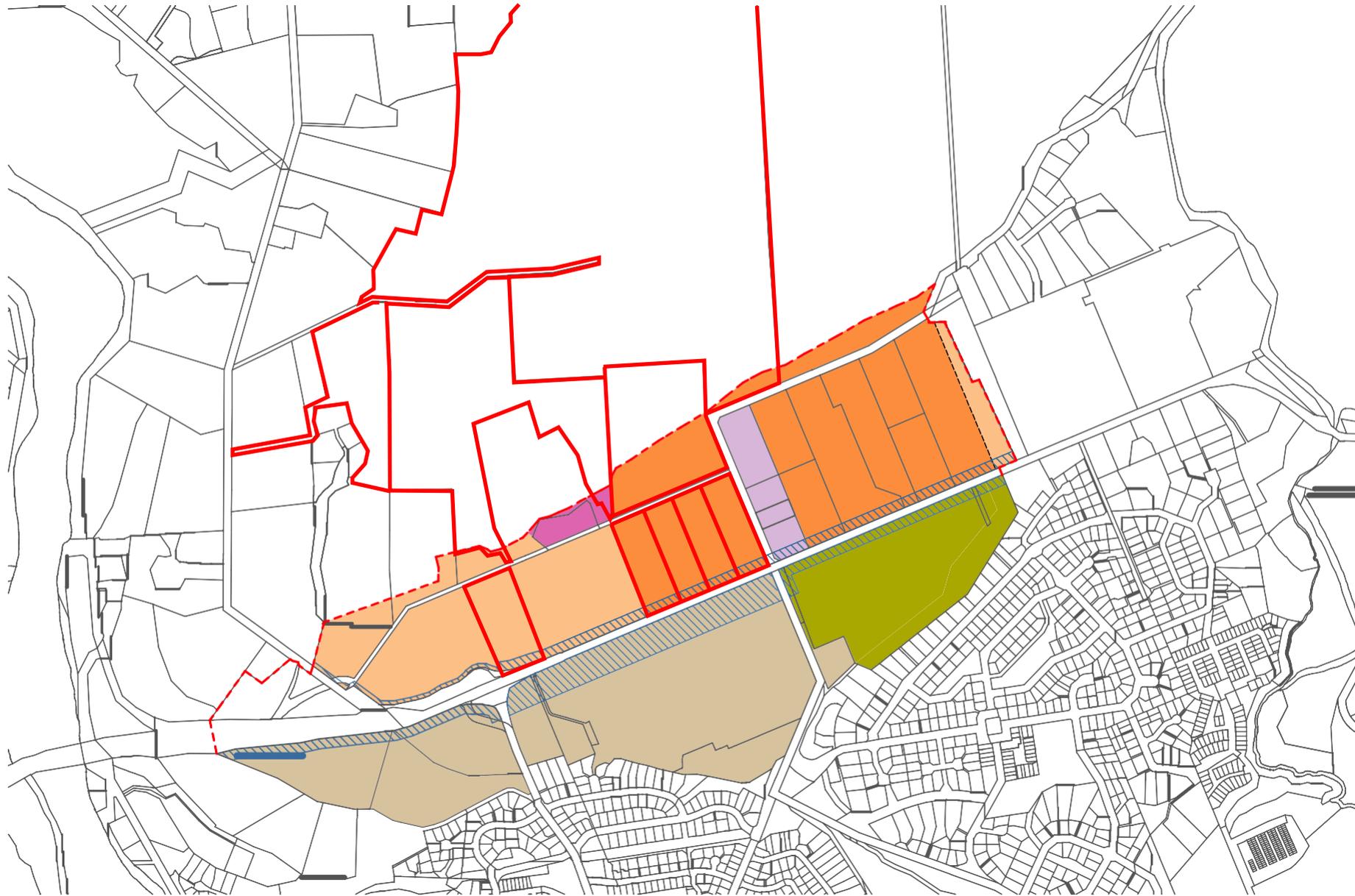
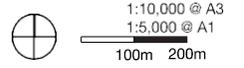
- (vii) Amendment of the UGB to align with the amended ONL.
 - (viii) Structure plan restrictions on development, such as infrastructure areas, protected trees and recreation, be equitably offset / compensated with landowners.
 - (d) Any further amendments to affordable and community housing contributions, or inclusionary zoning sought to be progressed through a planning variation or change should be progressed at the same time as this rezoning / master planning proposal.
 - (e) The Submitter seeks that Council progress the rezoning of this land under a fast track process through the RMA, such as a streamlined planning process, thereby enabling housing and community planning issues to be realised as soon as possible.
- 42 The Submitter wishes to be heard in support of this submission.
- 43 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

28 May 2021



Maryhill Limited
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Te Pūtahi Ladies Mile Zoning Plan



- Key**
- Urban Growth Boundary Extension
 - Building Restriction
 - Town Centre
 - Local Centre
 - High Density Residential
 - Medium Density Residential
 - Lower Density Residential
 - Open Space - Community Purposes

Feedback on the Queenstown Lakes District Council's draft Te Pūtahi Ladies Mile Masterplan and draft Planning Provisions to the Proposed Queenstown Lakes District Plan for Te Pūtahi Ladies Mile

To: Queenstown Lakes District Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO BOX 13960
Christchurch 8141

Attention: Hugh Loughnan

Phone: [REDACTED]

Email: [REDACTED]

This is the Ministry of Education's ('the Ministry') feedback on the draft Te Pūtahi Ladies Mile Masterplan and draft Planning Provisions to the Proposed Queenstown Lakes District Plan for Te Pūtahi Ladies Mile by the Queenstown Lakes District Council.

The Ministry welcomes the opportunity to provide feedback on the draft Te Pūtahi Ladies Mile Masterplan (draft TPLMM) and draft Planning Provisions to the Proposed Queenstown Lakes District Plan (PDP) for Te Pūtahi Ladies Mile (draft DPP).

Background

The Ministry of Education is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Queenstown Lakes district.

The draft TPLMM relevance to Ministry property:

The draft TPLMM sets out the spatial framework and direction for planning for growth in Te Pūtahi Ladies Mile area. The Ministry understands that the development is anticipated to enable up to potentially 2400 households. Of relevance to the Ministry is that to accommodate the anticipated growth from the proposed development and wider catchment, a new primary and secondary school site will be required. In this regard, the Ministry's expectation is that the secondary school will be required around 2030, with the primary school required around 2023, albeit dependent on the rate and growth of development within Ladies Mile.

In recognition of these requirements, the Ministry has undertaken a site identification and evaluation exercise for both schools, the key outcomes and findings of which have been discussed with the Ladies Mile Consortium during previous consultation. This evaluation process has involved a multi-criteria analysis methodology, with several sites evaluated across Ladies Mile against a broad range of criteria, including matters relating to technical ground conditions and natural hazards, location and proximity to student catchment, ease of acquisition, transportation, infrastructure, site constraints, social impacts and opportunities for co-location and shared facilities. The overall conclusion from the Ministry's evaluation was that the Ladies Mile locale displays a number of attributes that would support the provision of appropriate primary and secondary school facilities in a range of locations.

Overall, the Ministry is generally supportive of the aims of the draft TPLMM and commends the inclusion of educational facilities. The Ministry, however, considers that there are some potential co-location opportunities that should be explored in relation to the site at 516 Frankton Ladies Mile Highway owned by Queenstown Lakes District Council (QLDC). The Ministry understands that this land is indicated in the draft TPLMM as a Community and Sports Hub (including playing fields). The Ministry recognises the desire and necessity for community and recreation facilities in the area, however, considers that such facilities can be feasibly established on the site in conjunction with a secondary school. In this regard, the site would enable an opportunity to establish a wide range of accessible and quality facilities and activities for use by the community and students, as well as provide for the efficient utilisation of land across Ladies Mile.

The Ministry is increasingly embracing the opportunity for efficiencies and sharing public facilities, with a number of examples of co-location of facilities undertaken between the Ministry and other local authorities across the country. These include:

- The Peak Performance Centre, a new indoor sports shared facility between Rototuna Junior and Senior High schools and the Hamilton City Council,
- The Upper Riccarton Library, a shared community and school library operated by Christchurch City Libraries in collaboration with Riccarton High School and
- A current opportunity between Marlborough District Council and Marlborough Boys and Marlborough Girls College's which seeks to share recreational facilities.

In addition, Rototuna Junior and Senior High schools as well as Rolleston College are also located adjacent to council facilities; Rototuna Sports Park and Foster Park, respectively. It is considered that both from a community perspective and the Ministry's perspective, there are considerable benefits to co-location and shared facilities.

The Ministry's feedback:

Overall, the Ministry is generally supportive of the aims of the draft TPLMM and commends the inclusion of educational facilities.

However, the Ministry wishes to emphasise and express the opportunity of, and willingness to, investigate co-location of facilities with QLDC in relation to the site at 516 Frankton Ladies Mile Highway.

The Ministry's policies regarding its approach to working with schools, local authorities and other parties to establish agreements for sharing school facilities recognise that:

- The Ministry supports community use of school facilities where there is a public interest in doing so, in order to rationalise facility funding and reduce duplication and associated costs.
- The Ministry aims to support wider Government goals through provision of facilities for shared community use (e.g. health and wellbeing programmes; response to civil emergencies).
- There are opportunities for shared use that should be considered jointly by both the Ministry and school Board of Trustees, to ensure that the best outcome for schools and the wider community is investigated across the wider school network.

With regard to the draft DPP, and in order to not foreclose a co-location opportunity in relation to the site at 516 Frankton Ladies Mile Highway, the Ministry would support specific provision for education facilities and buildings (in much the same way as the specific provision for clubrooms within the Open Space and Recreation –Community Purposes Zone at Ladies Mile). This approach would also provide a consistent zone framework, noting that Objective 38.7.1 and its supporting policies all take an enabling view towards 'community activities' (and subsequently educational activities) within the Open Space and Recreation Zone.

The Ministry looks forward to continuing to work closely with the Ladies Mile Consortium and QLDC to enable the development of educational facilities and provide for efficient land uses throughout the Queenstown Lakes District.

Should you have any more queries please do not hesitate to contact the undersigned as consultant to the Ministry.



Hugh Loughnan
Planner – Beca Ltd
(Consultant to the Ministry of Education)

Date: 28/05/2021

Submission to the draft Te Pūtahi Ladies Mile master plan

FlightPlan2050



June 2021

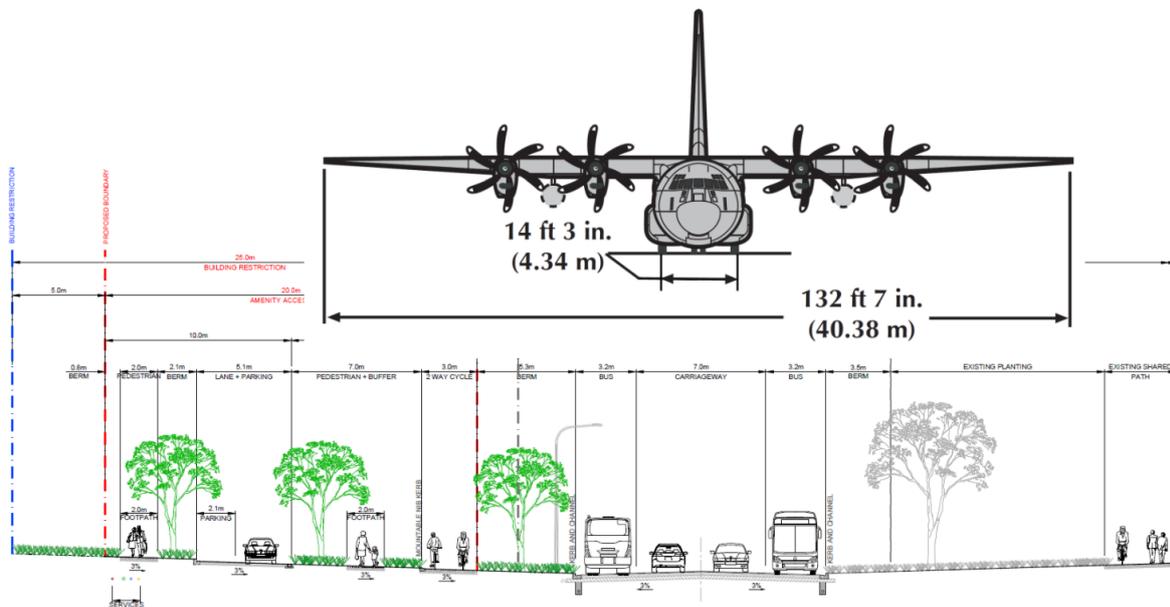
We would first like to acknowledge the considerable amount of excellent work and expertise by many people that has delivered this draft for our consideration.

Thank you for the opportunity to submit to the draft Te Pūtahi Ladies Mile master plan.

We submit that:

The State Highway 6 landscape plan must specifically ensure the future potential use of this roadway as a runway for Hercules C130J aircraft during times of civil emergency. This would require the landscape plan to use only plants that could be restricted to 2 m height within 30 m of the road centreline, and to 4 m for the remainder up to 40 m from the road centreline.

The following diagram illustrates the proportionate size of an NZ RAF Hercules C130J relative to the cross-section of State Highway 6 shown on page 54 of the draft Te Pūtahi Ladies Mile master plan. The 13.4 m wide, sealed carriageway is easily sufficient to accommodate the 4.34 m wide undercarriage of Hercules aircraft flown by experienced Air Force pilots.



Commentary

In support of this submission, we draw your attention to the following:

1. **Planning and infrastructure for civil emergency is crucial**

The district faces real and imminent risk of a substantial seismic event and must plan accordingly. There is a 75% probability of an earthquake measuring 8 or more on the Richter scale breaking the full length of the Alpine Fault within the next 50 years (AF8.org).

Such an event would likely cause substantial damage to the road network that connects the Wakatipu to outside regions and, with extensive damage likely throughout the South Island, it may take considerable time before these road connections were reinstated.

It is crucial that all district planning include at its core the need to strengthen community resilience to manage such an event.

Foresight and thoughtful planning in the Ladies Mile master plan could substantially increase the district's resilience and capacity during a civil emergency – with no extra cost.

2. **High-volume airlift capacity is essential during civil emergency**

The risk that damaged highways could physically isolate the Wakatipu from the land transport network means it must ensure it can retain high-volume airlift capacity during civil emergency.

The Wakatipu population includes tens of thousands of temporary visitors who would need to be evacuated in the event of a catastrophic civil emergency. This, together with the need to maintain an effective supply chain for the remaining population, means we must ensure we retain the capacity for high-volume airlift to move people and supplies to and from the basin until the connecting roads become passable.



3. **Too risky to rely solely on Queenstown Airport**

Reliance solely on Queenstown Airport for this emergency capacity presents too great a risk in both the median and long-term, for the following reasons:

- a. The Queenstown Airport runway could itself be damaged and rendered unsuitable for use following a seismic event. This would be compounded by potential lack of

appropriate construction machinery able to easily access Frankton Flats.

- b. The three bridges currently spanning the Shotover River – Edith Cavell, historic Shotover Bridge and the State Highway 6 Bridge – could be damaged and unable to be used for a period. This would leave all those to the east of the Shotover River isolated. So even if the Queenstown Airport runway were usable, there would be substantial advantage from the capacity to airlift people and supplies using Hercules from Ladies Mile.
- c. There is potential that the runway at Queenstown Airport could be closed sometime in the future with the area rezoned high density residential, thus removing the existing fixed-wing airlift capability.

While current local political leadership staunchly opposes such a move, ideas and circumstances change over time. Continued population growth in the region combined with a new regional airport near Tarras may make the comprehensive urban development of Frankton Flats inevitable. Multiple events over the past 2 years, as outlined in the attached appendix, make the future closure of Queenstown Airport increasingly likely, even in the medium term of 1 or 2 decades.

This potential outcome presents a real and serious risk for long-term resilience planning if there are no alternative emergency runway options available.

4. **Most cost-effective emergency runway**

The Ladies Mile section of State Highway 6 could provide emergency runway capacity at a cost that would be substantially lower than any alternative. Indeed, with foresight and planning, the emergency runway capacity could be achieved at little or no additional cost than the existing baseline of currently programmed upgrades and maintenance.

- a. The current plan already includes a 4-lane highway that's both wide enough and built to specifications more than that needed for Hercules C130J aircraft.
- b. The adaptations necessary to enable emergency runway use, such as ability to easily remove roundabouts and lower streetlights and signage to the ground, are easily achieved with simple engineering solutions that would add little to their design or installation cost.
- c. Even if not designed and installed at the outset, roundabouts and streetlights can be modified in subsequent upgrades at relatively low cost.

5. **Ladies Mile is the best location**

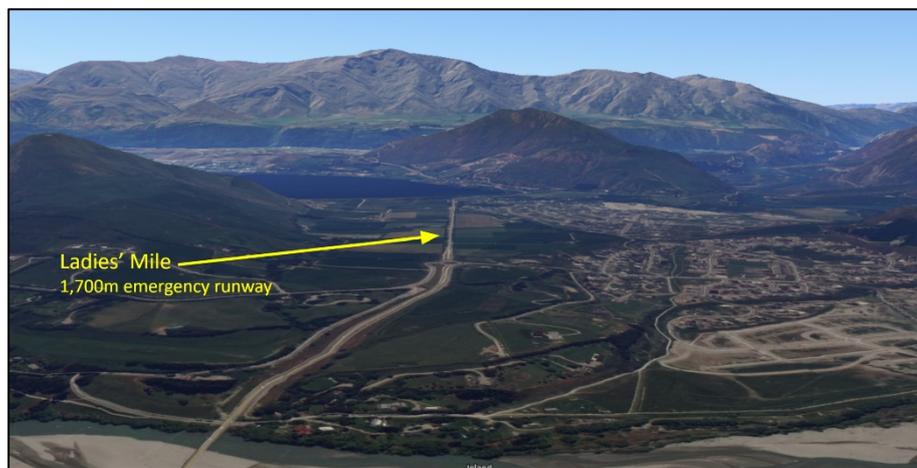
The Ladies Mile section of State Highway 6 offers the best location in the Wakatipu Basin for an emergency civil defence runway, for the following reasons:

- a. **Best airstrip**

It offers the most suitable characteristics for aircraft.

 - i. Its location in the middle of the Basin provides the least obstructed landing and takeoff flight paths, important given the district's challenging topography.

- ii. The substantial flat surrounding land provides good reference for pilots to manage their landing approach.
- iii. The local wind profile is more stable and predictable than most other locations, including Queenstown Airport. The east-west orientation aligns well with the predominant westerly wind.
- iv. The land is consistently flat with steady gradient along the length of road.
- v. The Ladies Mile state highway is the widest and strongest sealed road in the district.
- vi. The Ladies Mile provides ample length for a civil emergency runway. A Hercules C-130J can take off in 945 m and land within 915 m, well within the 1576 m length from the Stalker Road roundabout to McDowell Drive. It needs a road-width of just 9.5m to turn around.



b. Best emergency infrastructure

With the existing Lake Hayes Estate, Shotover Country and new Ladies Mile urban developments, the infrastructure surrounding Ladies Mile would make it the best location for a civil emergency air strip.

- i. The proposed community hub and sports facilities to the south side of the highway, primary and high schools to the north will be publicly owned amenities that would provide crucial infrastructure for civil defence emergency management.
- ii. The Wakatipu Medical Centre is also just a stone's throw away.
- iii. Such infrastructure is essential in the management of people, equipment and supplies in times of civil emergency. The halls, gymnasiums, classrooms, technology networks, communication centres, kitchens, hospital and other facilities would be readymade gathering places, distribution centres, emergency accommodation, food kitchens and command centres.
- iv. These facilities and the emergency air strip would all be within walking distance of the substantial urban population surrounding them and therefore not reliant on vehicular transport or road networks which could

have been damaged by the earthquake.

- v. That all these facilities will be publicly owned means they can easily be incorporated within civil emergency planning.

c. **Central**

Located centrally in the Basin, this area has good road connectivity within the basin and would be accessible to many.

6. **No cost or compromise needed**

Our submission presents no cost or compromise to the intended objectives of the Ladies Mile master plan. The landscaping of the State Highway 6 corridor at Ladies Mile is a question only of style, not of substance.

a. **No Cost**

Choosing an alternative landscape plan would not add to development or construction cost. Nor would it detract from or deflate in any way the private, community or public development objectives of the Ladies Mile subdivision. It would not inhibit or restrict any of the proposed development, diminish the financial returns, public or private, nor compromise any of the proposed activities, facilities or infrastructure.

b. **Excellent alternative landscape designs are possible**

Our submission relates only to the landscape plan for State Highway 6. This is a question of style and look, and a range of different designs and plant types could equally satisfy the project aspirations for this space.

We accept that a tree-lined boulevard could be attractive but, we argue, no more attractive than could otherwise be achieved with a thoughtful design based on low growing plants. The landscape design of Jacks Point is an example of an alternative approach well matched to the district's outstanding natural environment. An outstanding design using non-native shrubbery could also work extremely well.

c. **Low shrubs could be better than trees**

It could be argued that low growing shrubs would be preferable to a tree-lined avenue in this transport corridor as their substantial foliage at normal eyelevel could more effectively shield and separate the active transport trails from highway traffic than could a row of widely spaced tree trunks.

The low height of shrubs would also better enable the views from the roadway to the Remarkables as is identified in the "Views and Arrival" map on page 26 of the draft masterplan.

d. **Tree-lined avenues could still be a feature**

Tree-lined avenues could remain a distinctive characteristic of this urban area even if not included along the State Highway 6 corridor. The three major roads shown on the master plan running perpendicular to Ladies Mile, including Howards Drive, could feature boulevard-style rows of trees extending both ways from the highway.

Indeed, landscaping these three linking roads as tree-lined boulevards would accentuate the north-south axis to better enhance the intra-urban connectivity between the Ladies Mile to the north and Lake Hayes Estate and Shotover Country to the south. While strengthening the intra-urban connections, these north-south oriented tree-lined avenues would also help diminish the negative effects of State Highway 6 cutting through and separating these urban centres.

7. Trees prevent potential use as emergency runway

A tree-lined avenue is incompatible with landing aircraft. While it is possible to achieve all the aspirations and outcomes of the Ladies Mile master plan without using trees in the state Highway 6 landscaping, planting such trees now would almost certainly prevent the future use of this roadway as an emergency runway.

Once an avenue of trees was in place, it would be almost impossible in the face of public sentiment to have them removed. Some may suggest this indicates the importance of trees, something we don't dispute. But this human need could be as easily and appropriately satisfied with trees planted on the north-south running roads that link the urban settlements either side of the state highway rather than being used to emphasise the highway that separates them.



PERFORMING A TACTICAL LANDING ON HIGHWAY RWY11 AT KOKSIJDE IN BLEGIUM, SEPT 2006

8. There are trees there already

Our submission does not ask you to remove at this stage the existing trees within the State Highway 6 landscape area. We accept that would be a conversation for another time. But we argue that the existence of trees already within the State Highway 6 landscape area should not be a reason or excuse to add more.

In the future, the prospect of a well-designed landscape plan together with the need for critical emergency infrastructure could achieve broad public acceptance for the eventual removal of the existing mature trees. Particularly if attractive new planting of shrubbery had become established.

But if new trees are added and allowed to mature, it will become increasingly difficult to have public agreement for their removal. The young trees already planted within the past 1 or 2 years should be removed as soon as possible. These could be transplanted to other areas, such as Howards Drive.

9. Choice to obstruct or to enable

A decision to plant trees as part of State Highway 6 landscaping along Ladies Mile is, we suggest, a decision to actively prevent its future use as a runway during times of civil emergency.

Such a decision should not be taken lightly. Given that alternative landscape designs could fully satisfy the aspirations for the Ladies Mile master plan and the potential value of the road as an emergency runway, then a determination to insist on trees alongside this section of the state highway could be seen as intentional sabotage of that future capacity.

10. Essential risk management

Good planning must manage risk. In this case, we have the future certainty of an AF8 seismic event which presents a range of risks. These are:

- a. the earthquake could seriously damage the highway network and isolate the Wakatipu for an indefinite period,
- b. Queenstown Airport runway could be unusable for a period,
- c. bridges across the Shotover River could be unusable for a period, isolating all the people to the east of the river.

In addition to these risks, there is the risk that Queenstown Airport's runway could, at some time in the future, be closed to allow intensive urban development of Frankton Flats. This is a risk that some would seek to minimise, or even deny. To help validate the substance of this risk, we have appended to this submission a report that addresses the credibility of such a scenario.

A decision to not use trees in the State Highway 6 landscape area is an effective strategy to mitigate all these risks.

At FlightPlan2050 we advocate for the fully integrated urban development of Frankton Flats, with the necessary relocation of scheduled air services to CIAL's proposed new airport near Tarras. In this submission, however, we do not ask you to support or endorse that proposal. The arguments we have presented above are themselves sufficient to conclude that a tree-lined avenue would be an inappropriate landscape plan for the State Highway 6 corridor at Ladies Mile.

Thank you for your consideration.

Sincerely,

John Hilhorst on behalf of FlightPlan2050

Appendix

1 Is the alternative airport scenario credible?

If it were highly unlikely that Queenstown Airport would ever be relocated, then it would be reasonable for planners to ignore CIAL's Tarras proposal and its potential impact on Queenstown Airport, the district's infrastructure and future planning.

But this is not the case. The likelihood of Queenstown Airport eventually being closed for all but VTOL has increased substantially over the past two years. The decision whether to relocate the airport is almost wholly a political one that is far from impossible, even in the near term.

1.1 Hanging on to the old ways

The refusal to consider or assess the relocation of Queenstown Airport results from incumbent inertia controlling the political process. As such, it is open to change at every electoral cycle, is susceptible to public opinion and influenced by new information, all of which are near-term events that fall well within the timeframe of most planning horizons.

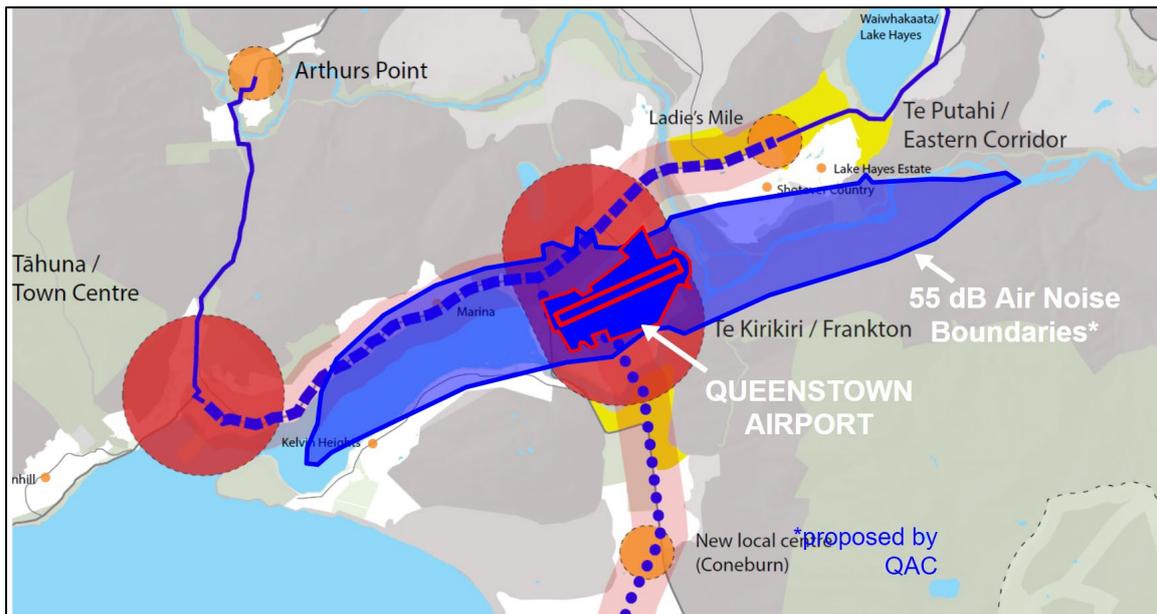
Any new idea such as relocating Queenstown Airport needs time to take hold. The first reason Mayor Boulton gave to retain the airport in Frankton in an interview with Crux (21/5/2019) was "the airport was put there for the very good and proper reason because it's close to the town." But when the airport was first gazetted in 1936 it was also a time when the steamboat Earnslaw carted sheep to the steam train Kingston Flyer, and the largely empty Frankton Flats was some distance from Queenstown and used only occasionally by small aircraft.

Our district, and indeed the world, is experiencing rapid change and such thinking has little merit when we are engaged in developing a 30-year, forward looking vision for our rapidly growing district.

1.2 Times have changed.

As the illustration below shows, we are no longer dealing with a small airport occasionally used near Queenstown, but with a large and rapidly expanding international jet airport situated in the dead centre of the district's major metropolis.

A busy international Jet Airport in the centre of town!



Map illustration of the Wakatipu connected centres as proposed in the draft Spatial Plan (page 52) with the property boundary of Queenstown Airport and the 55 dB air noise boundaries superimposed.

It is impossible to imagine that any urban planner would ever recommend the situation illustrated above if they were planning the district from scratch. If it were necessary and there was absolutely no other way to resolve the district's need for air connectivity, then maybe. But that is not the case.

1.3 We are not trapped – we have choices.

The MartinJenkins report confirmed that this district's need for air connectivity would most effectively be provided by a new regional airport. CIAL's \$45 million purchase of 750 ha near Tarras and its commitment to undertake all the costs and risks for the research, analysis, consultation, design, legal consenting, financing and construction of a new regional airport make it possible.

Our district's air connectivity is not dependent on having its major international airport located in the middle of Frankton. We have choices.

1.4 Obstructive political leadership

Current leadership in the district refuses even to acknowledge we have a choice. Far from seeking information or analysis that could inform our choices, our leadership is obstructing any information gathering, excluding it from the terms of reference of all analysis, planning or consultation, and publicly denouncing alternative options with often ill-informed statements such as a new airport would cost more than \$2 billion (it wouldn't), that it's morally reprehensible for CIAL to undermine the commercial value of QAC (it wouldn't, QAC's value could quadruple several times over as a Frankton property developer), that it would be legally impossible to achieve, and so forth.

1.5 Listen to the experts.

It is far more instructive to listen to the voices of those knowledgeable professionals who have skin in the game.

Senior executives at Christchurch International Airport Ltd, with commercial experience, industry-specific expertise and resource to properly assess the situation have determined it worth putting \$45 million up front to secure land near Tarras, a consolidated holding five times the size of Queenstown Airport. They estimate the total cost of the new airport to be \$800 million, with planning, consent and construction potentially achievable within 10 years.

Similarly, Air New Zealand has advised QAC, in its submission on the proposed expansion of air noise boundaries, that QAC would be unlikely to meet the airline's future service requirements even with its dual airport strategy and explicitly called for a new regional airport.

1.6 Major changes increase the likelihood of airport relocation.

Other major changes have occurred since Mr Boulton's interview with Crux where he described the notion to relocate Queenstown Airport as "the silliest thing I've heard."

1.6.1 QAC expansion plans rebuffed.

QAC has suffered massive public resistance to its dual airport expansion plans. Its public consultation for the expansion of its air noise boundaries in the Wakatipu saw the district's largest ever community response, with 92.5% of 1507 submissions being opposed. Its expansion plans for Wānaka Airport has seen 3 ½ thousand residents join in active opposition, with Wānaka Stakeholders Group engaging in legal action to challenge the process and plans.

1.6.2 MartinJenkins finds greater prosperity from new regional airport.

The MartinJenkins economic and social impact assessment identified that a new regional airport would enable greater economic prosperity than QAC's dual airport strategy. In that pre-Covid assessment, the analysis showed a new airport would be even better if operational within 10 years, rather than their 15-year presumption.

1.6.3 CIAL purchases 750 ha near Tarras.

Catching many by surprise, CIAL's land purchase has replaced the hypothetical with a real and credible alternative, one with the incentive and capacity to deliver. It has also expanded influence and control beyond local political leadership.

1.6.4 Covid 19 challenges business-as-usual tourism economy

Covid 19 has caused a seismic disruption of the district's economy, massively exposing its high dependence on international tourism.

This has led to significant community reflection and calls for change. The business-as-usual model dependent on high-volume tourism is being seriously questioned, openly challenging the presumptive need for visitors to be able to access their hotels within 15 minutes of landing, instead of taking one hour if the airport were near Tarras.

It's hard to achieve fundamental structural change when the economy is barrelling along as it has for the past 10 years in Queenstown Lakes District. The shock from Covid 19 gives a rare opportunity to reflect and rebuild. This increases the willingness for our community to consider fundamental structural changes such as the densification of Frankton and consequent relocation of Queenstown Airport.

1.6.5 Increased calls for economic diversification.

The major economic disruption caused by Covid 19 has also accelerated demands for economic diversification.

The immediate proximity of Queenstown Airport on Frankton Flats inhibits such diversification by both overcooking tourism and undermining the potential to develop the Frankton Flats as a world-class, walkable, smart city campus specifically designed to meet the needs and aspirations of knowledge-based enterprise – a place where, as Sir Paul Callaghan extolled, talent wants to live.

1.6.6 Climate change increasingly drives policy.

Public concerns regarding climate change are growing rapidly and increasingly drive public policy and commercial activity.

While climate activists have been quick to condemn the new airport proposal near Tarras, with 94% of Wānaka Stakeholders Group surveyed members citing climate change is their primary opposition to this new airport proposal, these objections could quickly change into support. A thorough emissions analysis that included the closure of Queenstown Airport (for all but VTOL) and the urban densification of Frankton would show a new Tarras airport could offer far more effective mitigation of climate change than QAC's dual airport proposal or having only Queenstown Airport operating scheduled air services.

Proper emissions analysis comparing QAC's dual airport proposal against CIAL's new airport near Tarras combined with the densification of Frankton as the district's major fully integrated metropolitan centre would soon have those concerned with climate change advocating for the redesign and densification of Frankton instead of retaining its airport.

This is explained more fully in Section 0.

1.6.7 QAC's lease of Wānaka Airport quashed

Just five days after this submission's deadline, the High Court quashed the contract between QLDC and QAC that had given QAC a 100-year lease of Wānaka Airport. The decision was based on shonky Council process (not using the Long-Term District Plan) and a poor consultation process (not fairly representing the nature of the decision).

This is a major setback for QAC's dual airport plans. It had required the lease's long-term certainty before it would invest \$300-\$400 million in the airport's development. With Wānaka communities' substantial and well organised opposition to jet aircraft it is difficult to imagine QAC could ever again obtain such a lease contract from Council.

QAC has been adamant that Queenstown Airport alone cannot meet future demand. With this major setback to QAC's development of Wānaka Airport, the door is now wide open for CIAL's proposed airport near Tarras to take the overflow.

With five times the land holding of Queenstown Airport – land purchased at prices a thousandfold cheaper than Frankton Flats – the proposed new airport could easily accommodate all the ancillary business and service operations and has already been described as a preferred option by Air New Zealand, the principal airline client.

Once a full-sized, modern airport near Tarras were operational it would become untenable to not use the Queenstown Airport land for desperately needed development of the Wakatipu's major metropolitan centre.

1.6.8 Replacement of RMA legislation.

The proposed abolishment of the RMA and its replacement likely next year with legislation specifically intended to facilitate wise, integrated urban and network development is another major enabling change that increases the likelihood for Queenstown Airport's closure in favour of a new regional airport near Tarras.

CIAL will find the legal process easier, as a thorough and integrated network analysis will unequivocally show its advantages ahead of QAC's dual airport plans.

1.6.9 National oversight of infrastructure networks

Less certain, but also possible, is that the air transport network be considered under some government oversight, such as national roads with the NZTA. Central government is reviewing the country's national infrastructure and how best to all plan for them.

The current debacle that proposes three competing international airports within 70 km, all driven by independent, competing local interests despite mostly public ownership, is obviously not the best way to develop the most effective national air transport network. Already there are many calls to central government to take some initiative to resolve these conflicts to achieve a more effective outcome.

Any such national oversight would almost certainly favour a single regional airport together with the closure of Queenstown Airport and densification of Frankton.

1.7 Possible, even likely.

What may have been a fanciful idea just two years ago is now a real possibility. It is increasingly untenable for those planning future investment in business or public infrastructure to flatly ignore these trends and uncertainty regarding the district's airports.

Te Pūtahi Ladies Mile Masterplan – Feedback on proposed Planning Provisions

Name / Business Name:	Feedback on Chapter 27 - Subdivision and Development:	Feedback on Schedule 27.13.XX - Te Pūtahi Ladies Mile Structure Plan:	Feedback on Chapter 7 – Lower Density Suburban Residential Zone:	Feedback on Chapter 8 – Medium Density Residential Zone:	Feedback on Chapter 9 – High Density Residential Zone:	Feedback on Chapter 15 – Local Shopping Centre Zone:	Feedback on Chapter 19B – Te Pūtahi Ladies Mile Town Centre Zone:	Feedback on Chapter 29 – Transport	Feedback on Consequential amendments to Chapters 4, 25, 31 and 38:	Feedback on the Zoning Map:
Maureen		High density housing should not be available on gateway to Queenstown	Do not approve of 6 stores apartment apartments		Agree with high density	Maybe seems a good spot	Not necessarily. Large playground	Roundabout on Spence road not an alternative.		
Nadia Lisitsina					I don't agree with how much high density zoning there is in the Masterplan and I don't understand why we need to include multi-storey apartment buildings in a development which is effectively located in a rural residential area. If this was proposed in central Queenstown it would make sense, but it seems completely out of place for this location. The District Plan often talks about the rural character of many of the areas that lie in the Wakatipu Basin and how this character needs to be protected. I feel the apartment buildings are absolutely inappropriate and will deplete the overall rural/small town character of Ladies Mile, Threepwood, Lake Hayes, and Lower Shotover. Moreover, the MasterPlan heavily relies on the assumption that					

Name / Business Name:	Feedback on Chapter 27 - Subdivision and Development:	Feedback on Schedule 27.13.XX - Te Pūtahi Ladies Mile Structure Plan:	Feedback on Chapter 7 – Lower Density Suburban Residential Zone:	Feedback on Chapter 8 – Medium Density Residential Zone:	Feedback on Chapter 9 – High Density Residential Zone:	Feedback on Chapter 15 – Local Shopping Centre Zone:	Feedback on Chapter 19B – Te Pūtahi Ladies Mile Town Centre Zone:	Feedback on Chapter 29 – Transport	Feedback on Consequential amendments to Chapters 4, 25, 31 and 38:	Feedback on the Zoning Map:
					<p>people will mostly opt for public transport to get around and therefore high density development won't have any adverse effects. This is a very dangerous assumption as the infrastructure is not there to handle the increase in vehicles if that were not the case. The density of the development needs to be scaled back to medium and low density with no apartment blocks.</p>					
Kyoichiro Sawada	<p>This subdivision development should not be allowed until the road congestion issue sees a solution. Building dedicated bus lanes on SH6 will not resolve if the same lanes aren't built on the Shotover River bridge. If the bridge became a four-lane bridge, the situation may become a lot better even without bus lanes. To make people use buses is not easy. I'm not sure if the four-lane bridge is something this community should pursue, thus I don't think this development should go ahead.</p>							<p>Building dedicated bus lanes on SH6 will not resolve the current traffic congestion issue if the same lanes aren't built on the Shotover River bridge. To make people use buses, the service needs to be far more convenient and useful for the area's residents. It needs longer service hours (the first bus is too late and the last bus is too early), a lot higher frequency, and complete bus lanes (all way down to Queenstown). This subdivision development should not be allowed until the road congestion issue sees a solution. Otherwise, this development will make the situation worse.</p>		

Name / Business Name:	Feedback on Chapter 27 - Subdivision and Development:	Feedback on Schedule 27.13.XX - Te Pūtahī Ladies Mile Structure Plan:	Feedback on Chapter 7 – Lower Density Suburban Residential Zone:	Feedback on Chapter 8 – Medium Density Residential Zone:	Feedback on Chapter 9 – High Density Residential Zone:	Feedback on Chapter 15 – Local Shopping Centre Zone:	Feedback on Chapter 19B – Te Pūtahī Ladies Mile Town Centre Zone:	Feedback on Chapter 29 – Transport	Feedback on Consequential amendments to Chapters 4, 25, 31 and 38:	Feedback on the Zoning Map:
Keri Lemaire-Sicre	<p>We oppose this intense development proposal on ladies Mile .''The entrance to Queenstown'' Something we were not asked from the very beginning !!!!!!! It is totally inappropriate to locate such a large subdivision that looks like a'' state housing area'' on SH6 leading into town. To expect to convert 40% of the population to use public transport instead of their own vehicle is not realistic. Squeezing so many people into such small accomodation(multi storied buildings) will create slum areas and increase crime. I can see the proposed town centre being a great place for people to hang out and create an unsavoury environment for people to shop.This is not the look we want for the entrance way to Queenstown.By the way how do you expect to build an underpass leading into Ladies Mile Pet lodge and build part of a town centre on their land? Have you asked them if they are in agreement or have you made that decision for them by just changing the rules to squeeze them out? Sorry guys you got it wrong!!!!!!</p>	Oppose	oppose	oppose	oppose	oppose	oppose	oppose	oppose	oppose

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Sarah file								We have already spoken at length with your representatives at community information sessions about our concerns around transport but it feels like a complete waste of time. Limiting car parking spaces does not lead to lower car ownership but rather overcrowding on driveways and berms as can be seen in shotover country. We have been an affected party of a similar regional development in Auckland and have seen first hand the nightmare that is residential development without the infrastructure to support it. Our voices fell on deaf ears there and it seems here too. We moved from where we were living because of it - is that what you want to happen here too!?		
Ladies Mile Pet Lodge	This development proposal for Ladies Mile will have adverse effects on our ability to operate our pet lodge service. We do not support this proposal. We have several covenant on adjoining properties that have been secured to protect our historical right to operate our pet lodge; i.e to prevent adjoining land owners or occupiers complaining about the pet lodge operation; no use of fireworks etc...	The structure plan show an underpass to cross SH 6 on about 40% of our propriety. We have not been asked or consulted about this underpass. We do not support this proposal.		4. Our propriety have a sub-area zoned medium density on our western boundary. Changing the 75 meters set back from the SH 6 to 25 meters will enable development at close proximity of our propriety which will cause adverses effects on our ability to operate our pet lodge service; And by not allowing a greater set back from the road boudary on the block of land adjoining our propriety on the Western side we	Again the placement of a high densityl area in close proximity to our property will have adverse effects on our ability to operate our pet lodge service. We do not support this proposal.	The integration of GlenPanel Homestead as a Restricted Discretionary activity seams out of context as a dedicated Town Center is designated somewhere else. We do not support this proposal.	1. Again the placement of a commercial area in close proximity to our property will have adverse effects on our ability to operate our pet lodge service. We do not support this proposal.	Car parking for residents should be underground to minimise the “junk yard” effect as seen in adjoining suburb, 8. The access to site 516 (marked for community facilities & sports grounds) could be placed as far as possible from the intersection with SH 6 to minimise risks and maximise safety. We do not support this proposal.		

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				will be then even greatly affected to operate our pet lodge and thus creating more disturbance to the area. We do not support this proposal.						
bill yuill	developers pushing so they make the money	ridiculous	dumb	stupid	ludicrous		idiotic	pipe dreams	everybody will suffer	rezone at our peril
Stuart Victor	I oppose the rezoning of land currently zoned Rural, Rural Lifestyle, or Large Lot Residential to a mixture of High Density, Medium Density and Lower Density Suburban Residential Zones and the extension of the existing Urban Growth Boundary in this area to incorporate these areas. This development is in the absolute WORST location you can choose as it will cripple SH6 for traffic entering or exiting Frankton/Queenstown. The Shotover Bridge would need to be rebuilt as a 4	Not enough open green space and it should be next to SH6 - not at the rear of the development so that the impact and intrusiveness is not seen from SH6 - just like Lake Hayes Estate and Shotover Country are hidden from view of SH6. Apartments should not be built in this area - they will not fit in with the surrounding landscape and will detract from views. 13 metre and 24.5 metre high buildings are ridiculous and far too high for the environment.	Any new development on Ladies Mile/State Highway 6 will significantly increase adverse effects on the safe and efficient operation of State Highway 6 - even if it's only a Lower Density Suburban Residential Zone. Please do not develop this land! ***Keep it zoned Rural, Rural Lifestyle, or Large Lot Residential***	***Keep it zoned Rural, Rural Lifestyle, or Large Lot Residential*** Any new development on Ladies Mile/State Highway 6 will significantly increase adverse effects on the safe and efficient operation of State Highway 6 - even if it's only a Lower Density Suburban Residential Zone.	***Absolutely DO NOT allow this land to become a High Density Residential Zone*** Any new development on Ladies Mile/State Highway 6 will significantly increase adverse effects on the safe and efficient operation of State Highway 6. High Density Residential Zoning	***Keep Ladies Mile zoned Rural, Rural Lifestyle, or Large Lot Residential*** If somehow this development is approved, the Local Shopping Centre Zone needs to be much larger to accommodate office workers, supermarkets, library, etc to encourage people to work and shop in this area and not	***Keep Ladies Mile zoned Rural, Rural Lifestyle, or Large Lot Residential*** If somehow this development is approved, the Local Shopping Centre Zone needs to be much larger to accommodate office workers, supermarkets, library, etc to encourage people to work and shop in this area and not	QLDC's and the developers proposed development for 10,000+ new residents on Ladies Mile is reckless and with the ever increasing amount of traffic travelling on SH6 from Arrowtown, Wanaka, Cromwell, and Alexandra, it will prevent current and future residents Ladles Mile from accessing Frankton or Queenstown. A bus lane is proposed starting from the Howard's Drive exit, down to the Shotover Bridge, however, the buses will still have to	***Absolutely DO NOT allow this land to become a High Density Residential Zone*** Any new development on Ladies Mile/State Highway 6 will significantly increase adverse effects on the safe and efficient operation of State Highway 6. High or Medium Density Residential	***Absolutely DO NOT allow this land to become a High or Medium Density Residential Zone*** Any new development on Ladies Mile/State Highway 6 will significantly increase adverse effects on the safe and efficient operation of State Highway 6. High Density Residential Zoning would be absolutely reckless to current and future generations of residents and visitors! Please do not develop this land!

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	lane bridge before ***ANY*** further development is even considered.	Do not remove the 29 trees we have fought to save along SH6, in front of 516 Ladies Mile Highway.		Please do not develop this land!	would be absolutely reckless to current and future generations of residents and visitors! Please do not develop this land! ***Keep it zoned Rural, Rural Lifestyle, or Large Lot Residential***	have to commute to Frankton or Queenstown daily.	have to commute to Frankton or Queenstown daily.	wait in a long line with all the cars exiting Lake Hayes Estate/Shotover Country before they can even utilise that bus lane. Then, when the buses reach the Shotover Bridge, the merging of the bus lane will only create more traffic jams; therefore it will not solve the traffic issues. ***A BUS LANE WILL NOT SOLVE THE TRANSPORT ISSUES!*** QLDC, the Mayor and Councilors - please oppose the rezoning of this land, currently zoned as Rural, Rural Lifestyle, or Large Lot Residential to a mixture of High Density, Medium Density and Lower Density Suburban Residential Zones and the extension of the existing Urban Growth Boundary in this area to incorporate these areas. If this development goes ahead, it will utterly cripple this State Highway to Frankton and Queenstown. It will ruin our quality of life having to sit in never ending traffic jams! If this development of Ladies Mile/SH6 actually somehow gets approved, QLDC must work with the NZTA ***BEFORE HOUSING DEVELOPMENT IS PERMITTED TO START*** to add a new 4 lane Shotover Bridge. This way, bus lanes can continue across the bridge to/from Frankton and Lake Hayes and will then allow the bus travel time to be an acceptable 15 minutes and will then encourage people to leave their cars at home.	Zoning would be absolutely reckless to current and future generations of residents and visitors! Please do not develop this land! ***Keep it zoned Rural, Rural Lifestyle, or Large Lot Residential*** Any signage must be small and not neon or brightly lit. Keep 516 Ladies Mile as green open space and do not put a park and ride here or develop the land - keep it for the community to appreciate.	***Keep it zoned Rural, Rural Lifestyle, or Large Lot Residential*** Not enough green open space and way too many people for this area. Shotover Bridge must be included in this Masterplan for upgrading to 4 lanes to allow residents, visitors, emergency services to access Frankton and Queenstown safely and quickly. An independent environmental impact study must be made on the effects that these 10,000+ additional residents living and accessing Lake Hayes will have on wildlife, flora, fauna, and water quality. Lake Hayes is New Zealand's most beautiful and tranquil lakes and how do you propose to keep it this way with 10,000+ residents living to close to it?

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								<p>I think Arrow Junction (near the bottom of the Crown Range road) is the most suitable location for a Park and Ride. It is a short drive for Arrowtown residents, and captures the Wanaka, Cromwell, and Alexandra commuters before they get too close to Frankton/QT. Putting a 300+ parking lot at 516 Ladies Mile Highway (SH6) is not appropriate as drivers are then so close to Frankton so will not want to stop to get on a bus.</p>		

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Renee Grove and Ian Bayliss		<p>The scope of the Te Putahi Ladies Mile Structure Plan (the structure plan) is no doubt challenging, however successful masterplanning requires issues with the surrounding area to be planned for proactively to provide for a well integrated development. The structure plan needs to clarify future land uses for a number of the areas over the State Highway in Shotover Country and Lake Hayes Estate where there are no clear and current plans in terms of zoning, or the planning for this wider area will continue to be confusing and poorly integrated with Ladies Mile. Specifically the following changes to the structure plan are sought:</p> <ol style="list-style-type: none"> 1. Show future zoning of the land used for residential/retirement purposes at the Queenstown Country Club to be a mixture of Lower Density Suburban Residential, Local Shopping Centre (for the commercial land around 13th Avenue) and Open Space consistent with the consented plans for the current QCC SHA development. 2. Indicate future zoning of the land currently zoned Rural located above and below the pond at the end of Howards Drive as being for Lower Density Suburban Residential, including 466 Frankton Road Highway and 47-49 Howards Drive inclusive. These areas are islands of Rural zoning surrounded by urban development that are an anomaly and is completely inconsistent with any likely future use. 3. Indicate future zoning of 								<p>Further to the comments on the Structure Plan, the zoning of land at Ladies Mile needs to be carefully integrated with the continued use and development of the Queenstown Country Club, Lake Hayes Estate and Shotover Country. The Zoning Map and district plan zoning for a number of the areas over the State Highway in Shotover Country and Lake Hayes Estate needs to be clarified and amended, or the planning for this wider area will continue to be confusing and poorly integrated with Ladies Mile. Specifically the following changes to the Zoning Map are sought:</p> <ol style="list-style-type: none"> 1. Zone the land currently consented and partially developed for residential/retirement purposes at the Queenstown Country Club to be a mixture of Lower Density Suburban Residential, Local Shopping Centre (for the commercial land around 13th Avenue) and Open Space, consistent with the consented plans for the current QCC SHA development. 2. Zone the land currently zoned Rural located above and below the pond at the end of Howards Drive, Lower Density Suburban Residential, including 466 Frankton Road Highway and 47-49 Howards Drive (inclusive). These areas are islands of Rural zoning surrounded by urban development that are an anomaly and this zoning is completely inconsistent with any likely future use of this land. 3. Zone the land currently

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		the land currently zoned Rural which has been developed for residential purposes that is part of the Lower Shotover SHA as being for Lower Density Suburban Residential and with appropriate Open Space zones consistent with the consented plans for the SHA development. 4. Indicate a future road connection on the unformed road between Herries Land and Jones Avenue which will provide for significantly improved connectivity around Lake Hayes Estate and complement the plans for improved bus ridership.								zoned Rural at the Lower Shotover SHA, which has been developed for residential purposes as being for Lower Density Suburban Residential and with appropriate Open Space zones, consistent with the consented plans for the SHA development. 4. Designate the paper road connection between Herries Land and Jones Avenue as a Road to provide for significantly improved connectivity around Lake Hayes Estate and complement the plans for improved bus ridership.
Michelle	Bridge and roading needs addressing 4 lanes prior to increasing population	Too many houses for area	1Vehicle for each person living in area	1 vehicle for each person living there	Not a good idea	Shops are a necessity for increased number of homes	Shops are needed	Buses alone are not the answer	Create roading appropriate to plan	Create roading appropriate to housing
Rachel KaneSmith					I do not not this high density residential zone it should remain rural or low density					
Ty Smith				Do not want this, stay rural	Definite NO Stay rural					
Andrea Eagles					I really do believe we do not need any kind of housing for another thousand people, it is very expensive to live here and kots of people is already so really dont understand who are you building this for! Also how ugly and unwelcoming will be to enter Queenstown, if you can keep it more rural.and noy building apartments, thats			As I work in a trade I cannot use public transport, already startung work very early if possibke to avoid traffic! You need to understand that there is one way in amd out in Queenstown and public transport is not an option		

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					sounds absolutely crazy, please think more sustainable than greedy, thank you					
James Wallis	This design philosophy ignores the current traffic issues in the area. The premise of shifting peoples preferred mode of transport conflicts with reality and seems to be the product of an academic exercise rather than reality. The proposal completely ignores the character of the area, seemingly wanting to create a development better suited to a large city such as Auckland or Christchurch.	The proposed building heights are excessive, as are the proposed densities. The SH6 typical road section shows four lanes, two in each direction; these areas will become permanent traffic jams during peak hours, as each end of the ladies mile feeds two lane areas (one in each direction). The proposal ignores obvious bottlenecks such as the Shotover Bridge, which is arguably overwhelmed under current conditions - heavy loads have to slow right down for fear of damaging the structure of the bridge.	Expecting peoples preferred mode of transport to shift towards cycling and walking is not realistic, particularly as the outlined controls do not separate pedestrians/cyclists from road traffic - intersections and signalised pedestrian/cyclist crossing will slow down all modes of transport. Cyclists and pedestrians should be provided with over/under passes to facilitate their movement and keep people safer by segregating pedestrians/cyclists from road traffic. Given the proposed density of the development and the presence of a school, the safety of children walking/biking in the area does not seem to have been considered.	The opening paragraph of this chapter states "minimising urban sprawl" as a key objective - the entire Ladies Mile proposal, in its current form, ENABLES urban sprawl. The rules around recession planes, roof colour, etc are irrelevant - the proposed development IS urban sprawl and destroys the character of the area, will cause considerable traffic congestion, and does not have the support of the communities most affected.	High density development, particularly the large multistorey buildings does not have the communities support and will cause numerous problems, discussed above and widely publicised by others.	This essentially encourages locals to stay out of Queenstown. Queenstown is obviously being saved for tourists to enjoy, rather than the ratepayers and residents of the area. Although given the nightmarish traffic conditions that will be the outcome of this development, getting into Queenstown will probably be too difficult anyway.	A "town centre" only becomes necessary when you cram so many people into such a small area. If Council considered the views of the local communities most affected by this development as new "town centre" would not be necessary.	'Recent developments in the area demonstrate numerous problems: - The fact that a high proportion of new builds become flats means the average number of cars per dwelling is increasing. - This means visitors to an area cannot find a park as the number of resident cars overwhelms the available parking areas. - Council allows roads to be constructed that become single lane by the time cars are parked on each side. - Removing minimum carparking rules will only compound this problem. - Traffic conditions on the Ladies Mile will become orders of magnitude worse by introducing high density housing and the associated vehicles. Especially without addressing the existing issues before any development occurs.		The zoning maps show population densities that are out of whack with the character of the area. The entire Ladies Mile development proposal (in all their current versions) do not have the support of the communities most affected. Although the developers must be rubbing their hands together, and given that a developer's main purpose is to make a profit, we know that the best interests of the community are rarely at the forefront of their plans and designs. It is disappointing that Council are ignoring the communities that they profess to be serving..
Linda Hill		A new Shotover bridge to ease traffic now and into the future. Public transport is not going to help with the increase in tourist traffic and resident traffic.								

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Amanda					Such a small area to put a further 10,000 people into			The traffic already has issues from Shotover lake Hayes estate into frankton - put another 10,000 people in that with no alternative route - where's the logic in that		
Liane ingberman			It is not equiped to became high density yet							
Gerar Hyland		NO. Just NO. Far too many dwellings in this area already, and transport (as well as 3Waters utilities) cannot cope with existing demands and there is NO ROOM for increasing transport capacity.								
Steph Burbidge				Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential'. There is not the infastructure to support either medium or high density residential zones. Lack of transport, increased effect of social isolation which is not being talked about or considered, the area cannot support this.	Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential'. There is not the infastructure to support either medium or high density residential zones. Lack of transport, increased effect of social isolation which is not being talked about or considered, the area cannot support this. 7 Story apartment buildings with very little parkingk, so cars will likely block streets.					Huge 7 Story apartment buildings are planned for the high density zones. Half of all the apartments will not have a car park, so cars will likely block streets. Ladies Mile is the main highway into Queenstown. It can barely take the traffic it gets now let alone with high and medium density housing being planned. How will visitors or residents get around? A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6.

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Claire								Significant and realistic transport solutions are required. This is what I am most concerned with. Happy for growth and development but you will need a significant change in road structure all the way to Frankton atleast. With this type of growth we will always have traffic issues going into Queenstown as Frankton Rd is obviously hard to expand to a 2 lane road but at the very least another double lane Bridge from Shotover to Frankton is required or 2 lanes going into Frankton on current road. With this type of population density proposed 100km/hr is also not safe or reasonable so that would need changing along Frankton - lake Hayes Rd and improvements to intersection entering into lake Hayes estate. This all happens before construction on ladies mile plan begins!		
Kimberley Proctor	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown	Must not go ahead without a 4 lane bridge and another main road to and from Queenstown
Jay Berriman	Remain rural zone and we need a hospital and age care hospital.	Remain rural zone. We need a hospital and age care hospital. No School, community space and park would be great.	Needs to be rural	Needs to be rural - Ladies mile is already too congested and dangerous please dont add to this.	Needs to be rural - please do not add to the already congested and dangerous traffic problem.					
Ladies Mile Pet Lodge										The rezoning of Ladies Mile to establish this master plan will have a dramatic effect on our ability to operate and grow our Pet Lodge service. It will take away our historical right to operate. WE ABSOLUTELY OPPOSE

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										THE RE-ZONING OF LADIES MILE!!!!
Fiona Stephenson					The area is not set up for high density housing. It is already an extremely busy area. The introduction of cycle ways and extra bus ideas are to be commended. However this a small provision which wont solve all the issues with creating a high density area in a rural set up, with rural roads and access.					
Kate McRae					To high density for the available roading and amenities.			No body will take a bus if they have to sit in the same traffic as cars. At the least bus/transit lanes need established to make bus travel a more viable alternative. Expanding the bridge lanes needs to be investigated.		
Luke Ashall							Development density is too high. Need a 4 lane bridge over shotover for the size of development			Keep ladies mile as Rural

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Janet		<p>You need to provide the bridge first. You don't need to go to high density here. Build hospitals before housing. Have a set back from the road of 70m, have safe bike trails to the high school. You will not make this population catch the bus, it will not work as we are mostly tradies or 4WD drivers who have to pick kids/things up in multiple places. It will not work in its current format as you have modelled it incorrectly exactly like you did with shotover country where you didn't count the number of cars correctly, this will be the same and will be a large scale mess</p>								
jo cheifetz		<p>I strongly oppose the Ladies Mile Development. There is simply no accounting for how such a plan can be supported when there is a lack of required infrastructure. Jammed roads, no parking etc etc makes the area less desirable for new residents and might make existing locals want to leave. Not least, tourists will soon spread the news that QT is not only expensive, but not worth the hassle. There are other more desirable holiday destinations. It just makes no sense. Where is the adequate infrastructure?</p>								

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Kate Hill	A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6. This is fundamental infrastructure this development needs or it must not go ahead.	We are seeing ever increasing traffic on Ladies Mile/SH6 entering Frankton and Queenstown from Arrowtown, Wanaka, Cromwell, Alexandra, Dunedin. This road will become unusable if this development goes ahead and will prevent residents and visitors from getting around for work or leisure.	10,000+ new residents will be crammed in to this densely populated area - doubling the current population of Lake Hayes & Shotover Country and likely doubling the amount of traffic.	Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential' – please state that you oppose the rezoning of this land to medium and high density	Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential' – please state that you oppose the rezoning of this land to medium and high density	A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6. This is fundamental infrastructure this development needs or it must not go ahead	Huge 7 Story apartment buildings are planned to occupy most of the land located in the orange high density zones on the map below. Half of all apartments will not have a car park, so cars will likely block streets	A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6. This is fundamental infrastructure this development needs or it must not go ahead	A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6. This is fundamental infrastructure this development needs or it must not go ahead	
Aftaab Sandhu	No more than medium density should be allowed in this area.	No more than medium density should be allowed in this area.	This should be the preferred option	No more than medium density should be allowed in this area.	No more than medium density should be allowed in this area.	Great idea	Great idea	Should be plenty of options for everyone	No more than medium density should be allowed in this area.	No more than medium density should be allowed in this area.
Marcia Meagher										
Yasin Tekinkaya	I do not support extra subdivisions in the Wakatipu base. Our infrastructure cannot support this, neither can the community. Stop the planning process immediately.	As above.					As above.			
Joe		Where's all the infrastructure for all of this development? Bus lanes, commuter lanes, bike racks. No thought has gone into reading and the effects all of this extra traffic will cause.								
Sarah Broderick				I oppose this	I oppose this			I oppose this		
Nick McKillop				Too high and not enough car parking.	Too high and not enough car parking.			No solutions to ease traffic congestion.		
Kellie								This plan relies on people living here to use only public transport. Is there a plan in place for if this isn't the case?. What happens if		Would like to see this left as a rural zone. Does queenstown need to keep expanding at the rate it is?. What's wrong with

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								per say the roads Do become more congested?		maintaining what we have and getting that right first.
Caleb Macdonald								Public transport is not the answer to the congestion problems. People don't want to use public transport, they also need their vehicles to carry equipment and tools to work. If the roading infrastructure isn't upgraded to accommodate the increase in traffic/people then this development should not go ahead.		
Adam browell	All of the proposed developments will only benefit the developers and will be hugely detrimental to existing residents. Traffic will be greatly increase, infrastructure will be fuct and the landscape and views will be ruined.	Keep it rural or low density. The new shopping area is completely unnecessary	Keep anything down to two stories	As above	High density high rises etc should not be allowed, they look terrible and also ruin the existing landscape	Unessary just use the existing shops 2km away				
Rachel Burt		I do not support this plan as it currently stands. There should be no further development until the current traffic congestion issues have been addressed, which requires extensive road modifications to provide 4 lanes along Ladies Mile, including additional lanes across the Shotover River, and additional lanes out of Shotover Country (Stalker Road). The dangerous round about should be altered and a round about added to the Lake Hayes Estate exit								
Emma				I oppose this - keep it rural lifestyle	I oppose this - keep it rural lifestyle	I oppose this - keep it rural lifestyle				

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Sarah McCammon	There's already so much traffic queuing out of Lake Hayes Estate and Shotover Country every morning and the development of this subdivision is only going to add to that. A proposal for housing was recently rejected above Max's Way so it's ridiculous that it's back on the cards again as nothing has changed in regards to the traffic. I strongly oppose this development.									
Joe Zhang	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.	No more development.do not ruin the landscape of Queenstown.
katie deans								ease of traffic and congestion..needs to be a priority wider road,roundabouts and bridges this needs to be staged first any other transport used should be seen as a bonus and not a given		
Sydney Wallace				Oppose the rezoning of this land to medium density. The traffic will be 10x worse. You are pushing long-living locals elsewhere, people that were born and raised here. You will lose the beautiful charm that Queenstown holds even more than you have. We can improve Queenstown as a whole, but that doesn't mean you need to expand Queenstown, for a start why don't we	Oppose the rezoning of this land to high density. The traffic will be 10x worse. You are pushing long-living locals elsewhere, people that were born and raised here. You will lose the beautiful charm that Queenstown holds even more than you have. We can improve Queenstown as a whole, but that doesn't mean you need to expand Queenstown, for a start why don't we					

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				<p>focus on cohesively integrating Māori culture, not just building a whole division with a Māori name slapped on it, that is not going to make the 3000+ māori here feel more heard. Look at Italy, such a tourist hotspot because of its quaint and beautiful surroundings, only to be ruined and overcrowded because of city expansion.</p> <p>We are one of the most beautiful places. in the world, don't let that standard slip, don't let us be compared to Auckland. Don't let tourists and families on holidays have to travel 3 hours to Milford to get out of the hustle and bustle, hour traffic waits, and overcrowded suburbs.</p>	<p>focus on cohesively integrating Māori culture, not just building a whole division with a Māori name slapped on it, that is not going to make the 3000+ māori here feel more heard. Look at Italy, such a tourist hotspot because of its quaint and beautiful surroundings, only to be ruined and overcrowded because of city expansion.</p> <p>We are one of the most beautiful places. in the world, don't let that standard slip, don't let us be compared to Auckland. Don't let tourists and families on holidays have to travel 3 hours to Milford to get out of the hustle and bustle, hour traffic waits, and overcrowded suburbs.</p>					
John Callaghan		I think the plan is trying to settle too many people onto this stretch of land. The population density needs be shared with other part of the QLDC district.			I don't believe there should be any High Density in QLDC. The lack of high density is what makes QLDC so special.			If QLDC is considering settling so many residents in the are, the bridge needs to be upgraded with more lanes. It is already a massive travel bottleneck in the morning and afternoon.		High density residential will destroy what makes our district so special.

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Alastair Blakeley			<p>Residential Visitor Accommodation should be separated from homestays and made more restrictive to encourage people to use the houses for residential use rather than as airbnbs.</p> <p>Include the heights as part of the provisions not as a reference to a structure plan.</p>	<p>Residential Visitor Accommodation should be separated from homestays and made more restrictive to encourage people to use the houses for residential use rather than as airbnbs.</p> <p>Include the heights as part of the provisions not as a reference to a structure plan.</p>	<p>Residential Visitor Accommodation should be separated from homestays and made more restrictive to encourage people to use the houses for residential use rather than as airbnbs.</p> <p>Height of permitted buildings is very high, reduce to 20m.</p> <p>Include the heights as part of the provisions not as a reference to a structure plan.</p>					
James & Sara Waggett		<p>1) A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6. This is fundamental infrastructure this development needs or it must not go ahead.</p> <p>2) 10,000+ new residents will be crammed in to this densely populated area - doubling the current population of Lake Hayes & Shotover Country and likely doubling the amount of traffic.</p> <p>3) We are seeing ever increasing traffic on Ladies Mile/SH6 entering Frankton and Queenstown from Arrowtown, Wanaka, Cromwell, Alexandra, Dunedin. This road will become unusable if this development goes ahead and will prevent residents and visitors from getting around for work or leisure.</p>								

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		<p>4) Huge 7 Story apartment buildings are planned to occupy most of the land located in the orange high density zones on the map below. Half of all apartments will not have a car park, so cars will likely block streets.</p> <p>5) Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential' – please state that you oppose the rezoning of this land to medium and high density.</p>								
James & Sara Waggett								<p>1) A new 4 lane Shotover Bridge is not even being considered to alleviate the already traffic-jammed Ladies Mile/SH6. This is fundamental infrastructure this development needs or it must not go ahead.</p> <p>2) 10,000+ new residents will be crammed in to this densely populated area - doubling the current population of Lake Hayes & Shotover Country and likely doubling the amount of traffic.</p> <p>3) We are seeing ever increasing traffic on Ladies Mile/SH6 entering Frankton and Queenstown from Arrowtown, Wanaka, Cromwell, Alexandra, Dunedin. This road will become unusable if this</p>		

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								<p>development goes ahead and will prevent residents and visitors from getting around for work or leisure.</p> <p>4) Huge 7 Story apartment buildings are planned to occupy most of the land located in the orange high density zones on the map below. Half of all apartments will not have a car park, so cars will likely block streets.</p> <p>5) Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential' – please state that you oppose the rezoning of this land to medium and high density.</p>		
Kirsty Mactaggart		Cannot go ahead - no new housing until there is proper infrastructure - need a new bridge and hospital first								
Anna Boulton		This cannot go ahead without a plan to improve transport infrastructure. More roads and bridges are needed.			This cannot go ahead without a plan to improve transport infrastructure. More roads and bridges are needed			This cannot go ahead without a plan to improve transport infrastructure. More roads and bridges are needed		
Sam Lees			It's sad to see all the useable farm land around the district slowly turning into lawn and golf holes for rich people. Productive land should be protected and actually made use of. The spread of the 'lifestyle block' needs to stop, for a country built on farming we are quickly forgetting all about it.		High density needs to be restricted to the inner town centres namely Frankton, 5 mile and downtown. These are the areas where the appeal of apartment living actually makes sense, you can walk to work and to the bars and shops. These are also the areas where the development of		While Ladies mile is a prime place for development, the proposal is poorly thought out and goes against the vision that people have of Queenstow	The policy to get people to stop using cars by increasing development further away from the main centres and taking away carparks is laughable.		

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					these types of developments will have the least visual effect. Putting up apartment buildings in what is now low density/rural is a massive change which will have huge impacts on the surrounding areas appeal and intrinsic values.					
Kristy		No more residences. Congestion is already terrible. People aren't going to use the bus.						Congestion is already terrible. Bridge needs to be widened asap.		
Austin Health	The councils plans for redevelopment of Ladies miles really leaves me speechless.The high density and medium density areas with no car parking is just ridiculous.Not to mention being a eye sore for people coming into Queenstown.	The thoughts of having shops and schools in this area is a good idea,but this is not going to stop the road congestion that is occuring on Ladies mile.			The planning of high density living for this area...5 floor buildings seems extreme. Kiwi families don't want to be living in apartments.That is the benefit of living in Queenstownis that there is a better quality of living with houses and outdoor spaces that are not high density.			It's a great concept that we use public transport more but it is still not completely feasible.Especially with the tradies/workers that inhabit LHE and SC.Kiwis' like to get out and about in the great outdoors...this means owning a car and venturing afield.So the 2300 houses/apartments will create so much more traffic that our present road system won't handle.And with there not being parking provided in these high density housing is just unfeasible.		
Jorge Contreras		Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree
Irshaad Sayed		Strongly Oppose, the dalefield area is getting too busy already. Lower shot over road is like a highway, can't even go for a run there anymore. Don't develop ladies mile								

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Chris Seymour					The 7 story apartments will completely destroy the natural beauty of the surrounding area and cause a ridiculous amount of congestion to an already congested area. With no viable public transport option and the current roads, this is a nightmare scenario.					
Hugh Clark		It is my opinion that the proposal to change the zoning of the Ladies Mile area from rural to a master planned, high density development is flawed. This does not represent intensification; it represents greenfield, dispersed development.								

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		<p>As outlined above:</p> <ul style="list-style-type: none"> - Ladies Mile is a greenfields site and is physically separated from services and employment. Whether it provides 1100 homes or 2300 homes, it will increase traffic movements in an already congested environment. Traffic is already causing significant adverse effects to our community’s wellbeing. Until such time as the existing traffic issues are resolved, then there should be no further development at Ladies Mile. - I have taken on board Mr Avery’s concerns around existing zoning not being adequate to ‘stop developers doing what they want’. I propose a deferred zoning. Any development must be deferred until such time that: <ul style="list-style-type: none"> - Traffic issues are resolved; there must be a workable public transport system in place, and the Shotover Bridge provides four lanes. If these actions are not taken then traffic congestion will only get worse. - The school sites are confirmed - Community facilities for the existing community are provided, and there is capacity for future development. - Existing centres are intensified to accommodate growth. <p>Until the traffic issues are resolved, the existing community is provided for, and greater certainty provided that the master plan can be achieved, then I oppose the Ladies Mile proposal.</p>								

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Kerryn Boniface					<p>The High Density Residential Zone is much too expansive and should either be modified to Medium Density, or significantly reduced to the very north of the Ladies Mile Masterplan development - in no more than 3 blocks to the west. Specific predictive modelling is imperative to test the assumptions around modal shift and what new apartment residents will do/choose to do. I imagine many of which will include young families with diverse needs.</p>			<p>This area is already significantly constrained and impacted by an inefficient transport system that does not serve current residents and visitors well.</p> <p>Any proposal to massively increase the activity and in-zone population within a relatively small geographical space, seems doomed to fail if the groundwork has not been done to “unpick” the transport choice/infrastructure problem. I am greatly concerned that the number of new residents from 2,400 housing units is largely or completely unknown, and the aggressive target of 40% modal shift to non-car use in 2028 is “pie in the sky” thinking that lacks the necessary rigour to be successfully realised. Solve the transport problem first and well. Then look to phase-in sustained development that is measured and “right-sized”. Anything else will do a disservice to the amenity and community outcomes possible for current inhabitants of Ladies Mile.</p> <p>Additionally, what impacts will the multiple roundabouts inserted onto Ladies Mile-Frankton Highway have? I suspect this will work against traffic congestion issues, as will the proposed reduction in speed limits (without other transport solutions and interventions in place). Primarily, a solution or set</p>		

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								<p>of solutions that don't simply utilise the one, existing transport corridor. The logic that new routes or transport modes in addition to higher-frequency buses won't improve the transport system outcomes and experiences for those wishing and needed to move about our District freely, is lacking in logic and/or justification to me. Slow down, re-plan and think broader about what is going to be the optimal way to better support the people of our District, and future-proof the growth to come in a way where opportunities for all are achieved - up-lifting our people, possibilities and outstanding natural environs.</p> <p>Finally, the developers must be held to high account re the Structure Plan. It would be very disappointing to see some of the negative implications come to pass again (albeit on a far grander scale) for a well-intended urban development initiative where the people/communities must be/remain the ultimate focus of all of this.</p> <p>- Submitting as a private/resident of Queenstown Lakes District (for both Ladies Mile Masterplan submissions)</p>		

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Maryann Bailey					Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential' – I OPPOSE the rezoning of this land to medium and high density.			The transport plan to encourage a modal shift to public transport is flawed in that it requires high density dwellings to ensure the public transport service makes sense. This 'master plan' will not fix the issues we have already...rather, exacerbate them. To assume that residents will not own a car if they live in high density housing (and because there is hardly any parking provided) is just plain ridiculous. The nature of our environment means that people have cars...to use for all the gear associated with biking, skiing, kayaking, boating, accessing walks and taking children to the many after school activities on offer around the region. Cars will end up parked all over the place and blocking streets. The highway is congested as it is. There is more and more traffic coming in from Cromwell, Wanaka and other outlying areas and not just at peak times. It is dangerous turning right out of Lake Hayes Estate at any time of day.		Keep this land zoned 'Rural, Rural Lifestyle, or Large Lot Residential' – I OPPOSE the rezoning of this land to medium and high density.
Karen Whittaker								the emphasis seems to be on residents on LHESCB regarding personal use of cars, I could not find any data on traffic coming across the bridge from other areas ie Arrowtown, Gibbston, Cromwell, Alex etc		
495 Ladies Mile Limited Partnership	see attachment B containing the emailed submissions) (#61)									
Glenpanel Limited Partnership	see attachment B containing the emailed submissions) (#61)									

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Lindsey Topp	see attachment B containing the emailed submissions) (#61)									
Mark Tylden	see attachment B containing the emailed submissions) (#64)									
Milstead Trust	see attachment B containing the emailed submissions) (#65)									
Paul Wisbey	see attachment B containing the emailed submissions) (#66)									
Tracey Wager	see attachment B containing the emailed submissions) (#67)									
Tom Jordan		<p>Not enough infrastructure planning. There are already fairly major congestion issues on ladies mile and coming out of Shotover Country and Lake Hayes. This will certainly exacerbate the issue. A new 4 lane Shotover Bridge is the minimum required to ease the issue.</p> <p>More car parking planning is required. Underground car parks are likely the best solution.</p> <p>There should also be over/underpasses built for pedestrians. A pedestrian crossing on a 100km/h road is not safe or practical.</p>								
Airey Consultants Limited										The building height map indicates 12m buildings all the way up to the north boundary of existing houses backing on to 516 of Sylvan Street. The high limit should be set 12metres from the top of the terrace back in side the 516 property to prevent shadowing on to existing Lake Hayes properties.

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Ben Farrell on behalf of the Queenstown Country Club (owned and operated by Arvida)	Request amendments as required to enable subdivision and development of the Queenstown Country Club (being a comprehensive care retirement village)	Generally support the structure plan in principle, except oppose the extent of the Building Line Restriction (BLR) along the ladies mile, particularly the southern side. The rezoning/redevelopment of the Ladies Mile area will change the character of the area from rural to urban. Accordingly, the landscape context upon which the Country Club was approved will change. This warrants potential reconsideration of the Country Club's Masterplan. Medium or High Density Residential zoning could be more appropriate for the land on the southern side of the Ladies Mile, especially in relation to the Country Club.	Generally supportive of the zoning provided amendments are made to enable (and in no way restrict) the development and operation of the Queenstown Country Club. Specific recognition of the Country Club should be embedded in the plan framework (even if its just the rules).	Generally supportive of the zoning provided amendments are made to enable (and in no way restrict) the development and operation of the Queenstown Country Club. Specific recognition of the Country Club should be embedded in the plan framework (even if its just the rules).	Generally supportive of the zoning provided amendments are made to enable (and in no way restrict) the development and operation of the Queenstown Country Club. Specific recognition of the Country Club should be embedded in the plan framework (even if its just the rules).	Generally supportive of the zoning provided amendments are made to enable (and in no way restrict) the development and operation of the Queenstown Country Club. Specific recognition of the Country Club should be embedded in the plan framework (even if its just the rules).	Generally supportive of the zoning provided amendments are made to enable (and in no way restrict) the development and operation of the Queenstown Country Club. Specific recognition of the Country Club should be embedded in the plan framework (even if its just the rules).	Generally supportive of the zoning provided amendments are made to enable (and in no way restrict) the development and operation of the Queenstown Country Club. Specific recognition of the Country Club should be embedded in the plan framework (even if its just the rules).	Generally supportive of the zoning provided amendments are made to enable (and in no way restrict) the development and operation of the Queenstown Country Club. Specific recognition of the Country Club should be embedded in the plan framework (even if its just the rules).	Oppose the extent of the Building Line Restriction (BLR) along the ladies mile, particularly the southern side. The rezoning/redevelopment of the Ladies Mile area will change the character of the area from rural to urban. Accordingly, the landscape context upon which the Country Club was approved will change. This warrants potential reconsideration of the Country Club's Masterplan.
Joann					We do not need any high density housing in this area.					
Fraser Sanderson	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)	see attachment B containing the emailed submissions) (#72)
Tom Kelly	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)	see attachment B containing the emailed submissions) (#73)
Russell Kelly	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)	see attachment B containing the emailed submissions) (#74)
Jan Kelly	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)
Queenstown Airport Corporation	see attachment B containing the emailed submissions) (#76)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed	see attachment B containing the emailed submissions) (#75)	see attachment B containing the emailed	see attachment B containing the emailed submissions) (#75)			

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Ministry of Education	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)	see attachment B containing the emailed submissions) (#85)

Attachment B: Te Pūtahi Ladies Mile Planning Provisions - feedback received email

I am attaching this from the Lake Hayes Estate and Shotover country community association as I totally agree with everything they have stated for the proposed plans

LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHESC)

26 May 2021

To Whom It May Concern

The Ladies Mile master plan and proposed plan change is opposed while key issues remain outstanding. We would like to identify also that while the Council has pushed ahead with this master planning process, the community has never been in support of the Council's master planning of development at Ladies Mile, particularly when this is paid for by ratepayers and has been prioritised above other areas within the district with better ability to absorb development.

Our community has now organised two public meetings to express our concerns to the Council. The following is collated by input from the LHE and SC Residents.

It is important that these concerns are addressed. To date they have not.

Our key concerns with the proposed development at Ladies Mile are as follows:

- **Effects on transport congestion.**
- **Effects of residential development in greenfields sites that is physically separated from urban centres (and the ongoing effects on traffic)**
- **The effects on intensification in existing centres by enabling further sprawl; i.e. enabling greenfields development reduces demand for intensifying within the existing centres)**
- **Use of prime agricultural land for residential development instead of intensifying existing urban centres**
- **Potential for residential development without the infrastructure and community facilities that are needed for the existing community.**

We request that the Ladies Mile is managed via a deferred zoning. As such, any up-zoning will be deferred until such time as:

- **Urban centres are intensified (Queenstown, Arrowtown and Frankton).**
- **Traffic solutions are found that meet the needs of the existing community.**
- **There are community facilities established that provide for the existing community and any future growth.**
- **There is certainty that a high school and primary school will proceed.**

The following provides further explanation of our concerns.

Transport

Based on the feedback to our queries, we believe that the transport effects of increased residential development at Ladies Mile can not be mitigated. The level of congestion currently experienced will, based on the proposal, only get worse. For this reason the community is opposed to any residential development at Ladies Mile. The proposal relies on a mode shift of 40-50%. We recognise that there needs to be a mode shift and would like to see incentives for modal shift occurring now in order to see what is realistic or achievable in easing the existing commuter congestion. Examples provided by the traffic expert of places where there has been significant mode change are not in New Zealand, therefore we question their relevance; a mode shift has not occurred in Auckland or Christchurch and we question whether it will happen in Queenstown? We are aware of the difficulties faced given the different roles of Waka Kotahi, ORC and QLDC. We are concerned that these organisations are not working together to reach solutions.

It is our submission that before Council considers enabling residential development at Ladies Mile, solutions to the existing traffic issues must first be resolved. This is a wider issue than the existing residents within Lake Hayes Estate and Shotover Country, it is an issue resulting from the wider development and growth in areas such as Cromwell, Wanaka and Gibbston. It is not reasonable to pin the blame on our community. If traffic is to be managed, then regional public transport initiatives must first be in place and proven to work.

Ladies Mile is a rural site that is physically separated from any town centre and its associated services and employment, the plan change is attempting to suggest that it can create a live-work environment but based on our experience with previous local subdivisions, achieving commercial development is always difficult. In reality Ladies Mile will also become a commuter suburb.

We disagree with those saying that a new bridge would only move the problem up the road. When heading into Frankton the roads turn off in many directions (Glenda Dr, Remarks Park, Qtn Central, 5 Mile, Jacks Pt and Downtown Queenstown. And the opposite is the case at the end of the day when you have all these locations merging to get back over the bridge. If NZTA has no budget to upgrade the bridge then QLDC cannot approve a plan that adds extra traffic to the congestion creating further problems. We have requested that the Council survey our community, and Cromwell, Arrowtown and Wanaka and find out where they are travelling to, and what solutions may then work. It is preferable to use information on the ground rather than rely on traffic models that even the traffic expert admits he doesn't understand. Queenstown's situation is distinct; we have different drivers and we live here for different reasons (than for instance why someone would live in central Wellington). Comparing Queenstown to the likes of Aspen also does not work because we have different legislation and governance structures.

The Consortium has provided no assurance that traffic effects can be adequately managed. Our community is already affected by traffic congestion and this will only get worse. For this reason we oppose the proposal to develop Ladies Mile.

Car parking

We are concerned by the limited car parking provided in the master plan. Ladies Mile is not located in a town centre, and it will be extremely difficult for a town centre to establish here, maximum car park rules only work in town centres where there is existing employment and

services. Remarkables Park and the existing Queenstown Town Centre are good examples where such rules could work. This is because people can live in these locations without the need of a car. Lake Hayes Estate and Shotover Country currently attracts families and "tradies" who rely on cars and work vans. Further, it needs to be recognised that we live in the lakes district, there are adventure activities, walks, biking, and sites to see in so many random places not to mention kids sports/activities. Alongside that a significant proportion of families also own some kind of recreational vehicle such as boat, caravan, motorbike which also need parked. The pretty pictures of green will be covered with cars backed up on kerbsides around the neighbourhood. We do not agree with the masterplan as adequate car parking is not provided.

Active Travel

In order to encourage active travel a more direct commuter route needs to be established. This was not shown on the masterplan. Long detours across the old bridge does not encourage active travel or modal shifts. Building a new active travel bridge or connecting one under the existing bridge may help achieve more mode shift but this is not shown on the masterplan. In terms of connections, and contribution towards active travel, there are no linkages proposed up Slope Hill, or through to Lake Hayes. Therefore based on the above lack of detail to increase active travel we oppose the proposed Ladies Mile masterplan.

National Policy Statement – Urban Development (NPS-UD)

In our opinion the proposal to develop Ladies Mile is contrary to the objectives and policies of the NPS-UD.

The objectives and policies refer to 'urban environments' and therefore they do not actually apply to Ladies Mile. Ladies Mile is currently rural. However, in comparison, Queenstown, Frankton and Arrowtown are urban areas. It is these areas that should be addressed first, because they contain the services and infrastructure to support intensification. It is these urban areas that should be accommodating intensified development. By doing so these issues of transport, effects on emissions, are better resolved.

In terms of Ladies Mile, while it could be said that the master plan proposes intensification from its current zoning, it is a significant change in zoning from one purpose to another; i.e. from rural lifestyle to high density residential. It is more a fundamental change than intensification. Further, as above, it is not intensifying an urban area, but creating a new urban area.

The following provides our brief assessment of the proposal against the relevant objectives and policies of the NPS-UD

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

The Ladies Mile is not an urban environment and its development, as currently proposed, does not enable our community to provide for their social, economic and cultural wellbeing.

A key issue is of course transport. It is our understanding that the level of congestion experienced now is a best case scenario moving into the future. That is because even if 50% of the existing community and 50% of the new residents within Ladies Mile use public transport or alternative modes, then the level of traffic remains the same as it is now. This reduces our community's wellbeing significantly.

Further, there is no ability to control the traffic movements from Wanaka and Cromwell. These towns are growing, and the number of people commuting to Queenstown is increasing year by year.

Objective 6: Local authority decisions on urban development that affect urban environments are:

integrated with infrastructure planning and funding decisions; and

strategic over the medium term and long term; and

responsive, particularly in relation to proposals that would supply significant development capacity.

Because of the traffic issues Ladies Mile does not represent integrated management with infrastructure planning.

Objective 8: New Zealand's urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.

Providing for future growth in a greenfields location that is physically separated from services and employment is contrary to objective 8. Ladies Mile provides productive soil, and is flat and (mostly) sunny. While the plan change proposes some commercial uses so that there may be some live-work created, to achieve a live-work environment requires the creation of a new town centre. This is instead of intensifying residential development in existing centres that already have those services.

What plans are in place for ensuring developers are doing their bit to overt climate change ie what systems will be rewarded or enforced such as solar or wind power?

Vision 2050 - Our district is a place where our quality of life is enhanced by growth through innovation and thoughtful management"

Unless there are incentives for innovation (green roofs, green walls, tennis courts/pools on roofs, solar, wind etc) we are concerned the developers will continue to build to minimum and uninspiring standards. QLDC have the opportunity to reward innovation that supports "Live. Work, Play" and climate change but there is no indicated to this effect on the masterplan.

Wakatipu Basin Land use Study

The Wakatipu Basin Study identified that there are two areas where comprehensive planning should be undertaken. At paragraph 1.26 it identifies two areas, being Arrowtown and Ladies Mile. It is queried why focus has only been applied to Ladies Mile? Is it developer driven?

Extract from PDP:

Ladies Mile is currently zoned Rural Lifestyle Zone with a minimum lot size of 2ha. The description in the PDP reads:

The Rural Lifestyle zone provides for rural living opportunities with an overall density of one residential unit per two hectares across a subdivision. Building platforms are identified at the time of subdivision to manage the sprawl of buildings, manage adverse effects on landscape values and to manage other identified constraints such as natural hazards and servicing. The potential adverse effects of buildings are controlled by height, colour and lighting standards.

Many of the Rural Lifestyle zones are located within sensitive parts of the district's distinctive landscapes. While residential development is anticipated within these zones, provisions are included to manage the visual prominence of buildings, control residential density and generally discourage commercial activities. Building location is controlled by the identification

of building platforms, bulk and location standards and, where required, design and landscaping controls imposed at the time of subdivision.

The rules provide:

Building height more than 8m= Non Complying

Residential density more than 1 house per 2ha= Non Complying

The proposed rules for the Ladies Mile propose non complying where activities or development are contrary to the Structure plan. That gives no greater certainty than the existing zoning, given that it is the same activity status as what currently exists. As we have identified above, a preferred option is a deferred zoning- enabling Council to freeze development of the land into 2ha lots until such time that capacity is needed.

The Ladies Mile is outside of the Urban Growth Boundary. The urban growth boundary wraps around the existing urban settlements of Frankton, Quail Rise, Shotover Country and Lake Hayes Estate

The relevant provisions are contained within Chapter 3: Strategic directions and Chapter 4: Urban Development. We consider the following of particular relevance:

Policy 3.1.13

Apply Urban Growth Boundaries (UGBs) around the urban areas in the Wakatipu Basin (including Queenstown, Frankton, Jack's Point and Arrowtown), Wānaka and where required around other settlements. (relevant to S.O. 3.2.2.1)

3.1.14

*Apply provisions that enable urban development within the UGBs **and avoid** urban development outside of the UGBs.*

Chapter 4: Urban development

Policy 4.2.1.2 Focus urban development primarily on land within and adjacent to the existing larger urban areas and, to a lesser extent, within and adjacent to smaller urban areas, towns and rural settlements.

4.2.1.3 Ensure that urban development is contained within the defined Urban Growth Boundaries, and that aside from urban development within existing towns and rural settlements, urban development is avoided outside of those boundaries.

Policy 4.2.1.5 When locating Urban Growth Boundaries or extending towns and rural urban settlements through plan changes, protect the values of Outstanding Natural Features and Outstanding Natural Landscapes

Ladies Mile is outside the urban growth boundary. Therefore, its change from rural to urban requires an amendment to the UGB. Such a change needs to be assessed against the strategic objectives and policies. It is concerning that this analysis does not appear to have occurred.

Ladies Mile is adjacent to an ONF (Slope Hill) and is in close proximity to Lake Hayes (also an ONF, and extremely sensitive to land use change), and on the entrance to Queenstown. It is a highly valued landscape that will be adversely affected by the proposed level of development. We are concerned that the proposed built form would be visible from the State

Highway as it passes Lake Hayes, and would block views of the Slope Hill outstanding natural feature.

An assessment of whether the Ladies Mile area should remain rural as opposed to becoming urban has yet to be undertaken. That assessment is needed to determine whether it is appropriate to extend the UGB.

Our community has been told by Mr Avery that 'if the developers wish to develop, then Council and the community can not do anything to stop them', then is the council going to stop the developers for obtaining non complying activity consent for development contrary to the master plan?

Recent ORC Submission

We agree with the reasons ORC put forward recently to decline the application for a 12 Lot subdivision at 466 Ladies Mile. We believe these reasons also stand for 200 times more dwellings proposed for Te Pūtahi/Ladies Mile.

[ORC Submission requesting decline of application 466 Ladies Mile](#)

Density

Within the guiding principles which state *“Do density well, provide quality and diverse housing”* it is unclear how the new masterplan provides diverse housing? Although it is marketed as Te Pūtahi which includes the existing LHE and SC, there is very clearly a physical divide in the way of SH6 and the masterplan creates one side of high density and one side as less dense. This divide becomes even more obvious when a further primary school (although needed) is established as this creates two quite different primary school communities – the diversity is no longer shared across the whole of Ladies Mile/Te Pūtahi.

Who is the target market for high density living? Is it younger people - do they want to live so far away from amenities such as supermarkets/bars/cafes/restaurants/ attractions? Is it Families – do families want to live on the 4th floor with half a car park? Is it “tradies”, as this existing area appears to attract but where will they park their work vans? Is it retirees –again would they prefer to live closer to amenities and recreation activities?

We would expect to see an allocation for affordable housing and for the Community Housing Trust to be involved. How do you ensure that developers are contributing to this at an acceptable percentage?

Self Sustained & Connected Communities

Can there really be sufficient amenities within Te Pūtahi to create a self sustained community?

It cannot be self sustaining without a town centre that provides work, live and play options. The commercial area is only really viable for small business owners therefore how much “work” will this really create in this area?

How long will it take for developers/business to want to buy into and set up commercial - they need the population first to sustain a business - therefore we are left with the scenario we have seen in the past - residential comes (a long time) before commercial which equals traffic on the road. We are concerned that the Council can not force developers to construct and operate commercial uses. Even Hobsonville in Auckland has struggled with this, and it has become a commuter suburb. It is based on this lack of trust in both developers and

QLDC to simultaneously develop commercial, community amenities and residential that we oppose this masterplan.

Secondary School

Our community association has been told that the Ministry of Education does not wish to locate a high school in the proposed drawing on the masterplan, and that its preferred location is 516 Ladies Mile. We understand that this is the result of an extensive assessment by the Ministry to determine the most appropriate site.

The community is not opposed to the location of a high school at 516 Ladies Mile, but this is subject to co-location of the high school with community facilities. We believe there is actually significant benefit in such co-location. There is 14ha available, so even if the school requires 8ha, then of that remaining 6ha the community could have community hall/facilities, and could share the sports fields/courts with the School. This would cost-share the construction and ongoing maintenance of sports facilities.

It is our understanding that the high school will be needed by 2030 whether or not Ladies Mile proceeds. There is an opportunity for the Ministry of Education to work with the community to achieve a facility that provides for both the needs of the Ministry and the needs of our existing community, in addition to future communities.

We believe that a win-win solution could be achieved here. We request that the Council and Ministry engages with the community to find a mutually beneficial solution. Providing both education and community facilities is extremely important to our community, and there is an opportunity to achieve both. We support the school at 516 also because it avoids the situation whereby we get more residential development without the promised infrastructure and facilities.

We also note that the community feedback on the three options preferred the location of the High school at 516. Therefore it is odd that there is a suggestion that our community would be opposed to that proposal.

Secondary schooling on Ladies Mile, will potentially ease traffic volume over the bridge and allow a significant number of children to walk and bike to school.

In summary, if the school can co-locate with community facilities at 516 Ladies Mile, then its location at this site is supported. The community supports the provision of a high school and sees benefit in a high school co-locating with community facilities.

Entrance to Queenstown

"We are the place the rest of the world cannot be" quoted from QLDCs own Vision 2050. There are plenty of places in the world where we can sit in traffic jams and see high rises as the entrance to the town/city! How many places in the world can you drive into the town past a picturesque lake, look up to a mountain range on the left (with residential is set back from the main road) and look right to sloping hills, farmland and yet another mountain in the distance?

The Ladies Mile is the entrance to Queenstown, providing high levels of visual amenity. While the quality of the views towards the Remarkables have been reduced because of the retirement village, there still exists views towards Slope Hill, which is an outstanding natural feature. Locating dense, high built form at the foot of Slope Hill will adversely affect the qualities of this landscape.

In ORC's recent submission it also cites Ladies Mile as an area of local significance and we very much agree. "The site is located within the Ladies Mile Corridor between Shotover River and Lake Hayes which is an area of significance for many locals, and is often seen as a gateway into Queenstown. The density of development has the potential to undermine this amenity landscape."

"Welcome to Queenstown - it is unclear how long it will take you to reach your destination after you pass Lake Hayes, but sit in traffic and enjoy the welcoming views of highrise apartment blocks from your crawling vehicle!" Councillors - do you want this to be your legacy??

Lake Hayes/Stormwater

The natural topography slopes towards Lake Hayes. The proposal to integrate stormwater management into the development is supported. However, we remain concerned that the stormwater discharges from such dense development will be difficult to manage. Lake Hayes is so sensitive that extreme care is needed to ensure that there will be no effects on the Lake.

Who will pay for the upkeep of the Lake Hayes track and protection of Lake Hayes with so many more users on its doorstep – is this budgeted?

QLDC Vision 2050

How will QLDC ensure that developers consider and adhere to this?

Everyone can find a healthy home in a place they choose to be - will the housing proposed be at different standards and price points to encourage more people to be able to buy and live in this area? How will this be monitored and enforced?

Our Māori ancestry and European heritage are both reflected and enrich our lives - how are the heritage aspects being preserved and incorporated into the development. How are Māori values and ideology being considered within the masterplan?

Artists and art lovers unite in both dedicated spaces and beyond the boundaries of venues and facilities - where is the art and creativity opportunities within the masterplan? Who is responsible for and pays for this?

Our people and visitors respect the privilege of accessing our rivers, lakes and mountains - Where is the access to key destinations such as Lake Hayes, Slope Hill and Kawarau River going to be? This is not outlined in the masterplan.

Our homes and buildings take the best ideas from the world, but use sustainable, locally-sourced materials - what is the design palette going to be for this area and how is energy alternatives going to be promoted i.e. compulsory solar panels on roofs

Zero waste is just something that we do here - how will composting and recycling work in high density housing?

Our public transport is the cleanest, greenest, innovative choice for district-wide connectivity - will the PT measure up to this statement - for existing commuters, before further development begins?

Active travel is an integral part of an accessible and safe network for all of our people - will the active network be direct, safe and cater for all ages?

Our infrastructure is as resilient as our people - will the infrastructure be designed to withstand an alpine fault quake? Who is responsible for this?

Green Spaces

Green spaces are especially important to the community. The masterplan shows very little detail in the way of exactly what the green spaces, reserves and recreation areas will look like. There is a lack of trust that developers will actually put in place adequate green and

recreational spaces. Is there a decent playground and not just pocket park styles? Shotover Country has nothing (other than a scooter track for 5 year olds) so don't make the same mistakes. Kids need to be able to walk 10 mins or so to a decent playground ideally. Who will ensure that the ample trees and green spaces shown on the masterplan are firstly actually established and secondly continued to be upkeep in the future - once again who pays for this long term?

Conclusion

In conclusion, it is our opinion that the proposal to change the zoning of the Ladies Mile area from rural to a master planned, high density development is flawed. This does not represent intensification; it represents greenfield, dispersed development.

As outlined above:

- Ladies Mile is a greenfields site and is physically separated from services and employment. Whether it provides 1100 homes or 2300 homes, it will increase traffic movements in an already congested environment. Traffic is already causing significant adverse effects to our community's wellbeing. Until such time as the existing traffic issues are resolved, then there should be no further development at Ladies Mile.
- We have taken on board Mr Avery's concerns around existing zoning not being adequate to 'stop developers doing what they want'. We propose a deferred zoning. Any development must be deferred until such time that:
 - Traffic issues are resolved; there must be a workable public transport system in place, and the Shotover Bridge provides four lanes. If these actions are not taken then traffic congestion will only get worse.
 - The school sites are confirmed
 - Community facilities for the existing community are provided, and there is capacity for future development.
 - Existing centres are intensified to accommodate growth.

Until the traffic issues are resolved, the existing community is provided for, and greater certainty provided that the master plan can be achieved, then we oppose the Ladies Mile proposal.

Thank you for the opportunity to submit.

We wish to be heard in support of our submission

Kind regards

Lake Hayes and Shotover Country Community Association

28 May 2021

Queenstown Lakes District Council
 Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

Dear Liz,

**FEEDBACK OF THE 495 LADIES MILE LIMITED PARTNERSHIP
 ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

The 495 Ladies Mile Limited Partnership (LP) are the owners of Lot 2 DP 359142, a 3.3-hectare property adjoining the Frankton-Ladies Mile Highway.

Overall, the 495 Ladies Mile LP **support** the proposed planning provisions and the approach of a Council-led plan variation. The 495 Ladies Mile LP has several points of constructive feedback on the draft provisions as set out below.

Feedback on Proposed Zone Map

1. All of the legal roads should be shown as *zoned*, as they are going to be re-arranged in accordance with the Structure Plan. Leaving them shown on the planning maps as unzoned legal road makes the final subdivision and development more difficult once the roads are re-aligned, as some of the land that is currently shown as legal road will be used for housing or other development. This will create unfortunate situations where people will need resource consent for a future development because it happens to be in the position of what is currently shown as legal road.

Feedback on Structure Plan - Building Height Plan

2. On the Building Heights plan – the red colour for the 24.5m max in the Legend does not match the colour applied to the plan.

Feedback on Structure Plan – Sections

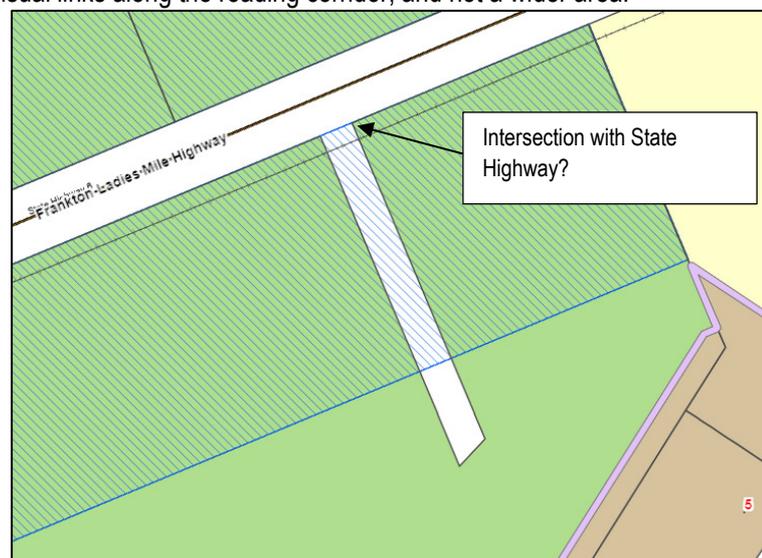
3. The Building Restriction Area is 25m according to the cross section for the State Highway (Sheet 1 of 3) but the Amenity Access Area is 20m. It is unclear why the 5m difference given that any built form near the boundary with the Amenity Access Area would be subject to a 3m road boundary setback requirement (for MDR), which is required to be landscaped under the zone provisions, and would have the same or similar landscaped effect as the additional 5m of Building Restriction Area. This 5m area should be reviewed to determine its necessity as it results on a loss of land for housing.
4. On the cross section for the State Highway (Sheet 1 of 3), there is also a 2.2m widening, rather than using the existing NZTA boundary. The 25m Building Restriction Area is taken from the widened State Highway, meaning landowners effectively lose 27.2m plus a 3m road boundary setback from that line for new buildings. Again, the loss of land for housing from these additional widenings in addition to setback provisions must be carefully weighed up.

Chapter 27 – Subdivision

5. Objective 27.2.17 refers to how urban development “*complements and integrates with existing urban development and the surrounding landscapes*”. This objective is poorly drafted and it is unclear how

buildings enabled in accordance with the height plan (e.g., up to 24.5m in HDR) can complement and integrate with the surrounding landscape. It is respectfully submitted that the overall objective of the plan change is to enable *urban* development, and the reference to complementing and integrating with the surrounding landscapes is a matter for consideration in non-urban zones. This objective will result in perverse outcomes such as landscape assessments being required for urban development, or the height plan being thwarted.

6. Policy 27.3.17.1 – this policy is initially strongly worded, to “require that subdivision and development is undertaken...” but only to “promote” certain outcomes. There appears to be a disconnect between the first and second parts of the policy, one part is strongly worded the other part is relatively weakly worded.
7. Policy 27.3.17.2 requires the whole Sub-Area be subdivided, OR for a part area, that a Sub-Area Spatial Plan be provided. It is noted that few Sub Areas are in single ownership meaning the norm will be that a Sub-Area Spatial Plan is provided. This policy is opposed as there are a large number of different landowners on the Ladies Mile all with differing development ambitions and timeframes. Some landowners have been ready to develop for years while others are opposed. The Sub-Area Spatial Plan will not be effective as it will at best be a ‘best guess’ as to what might happen on adjoining land. While the intention to ensure integrated management is commendable, the Sub-Area Spatial Plan will not be effective or efficient and the Structure Plan provides sufficient guidance. The Sub-Area Spatial Plan policy and rules can be deleted.
8. Policy 27.3.17.4b – it is unclear what “Door step play (i.e., play along the way)” means.
9. Policy 27.3.17.5d –this policy states “Support visual links north to open spaces at the base of Slope Hill when viewed from intersections on State Highway 6”. This policy is opposed as it will have unintended consequences. For example, a portion of legal road extends into the property at 516 Frankton-Ladies Mile Highway as shown in the image below. This could be counted as an intersection on State Highway 6. The policy could be re-worded to make it clear it only relates to:
 - Only those intersections shown on the structure plan (noting that other accesses off the State Highway have already been consented), and
 - Only visual links along the roading corridor, and not a wider area.



10. Policy 27.3.17.6a and c – these policies are opposed as noted above, a new access has been approved by Waka Kotahi New Zealand Transport Agency (NZTA) at the site legally described as Lot 2 DP 463532.
11. Rules 27.6 – having no minimum lot area for Medium and High Density zones within the Ladies Mile area is supported.

12. Rule 27.7.14.1 – oppose the wording of the matters of discretion, as some read more like Assessment Matters than matters of discretion. For example, 27.7.14.1b “the impact of the proposed subdivision on the future implementation of the Structure Plan” would be better placed with the Assessment Matters rather than a matter of discretion.

Chapter 9 – High Density Residential

13. Objective 9.2.9 – this objective is opposed as reads like a policy – “*Development requires...*”. To read like an objective it could be altered to read “Development achieves...”
14. Policy 9.2.9.2 – this policy is opposed as it could threaten the plan change objectives for the Ladies Mile. The policy seems inconsistent with the staged approach to infrastructure required elsewhere in the plan change provisions.
15. Policy 9.2.10.1 – this policy is opposed due to strong use of the word “require” for development to be in accordance with the Structure Plan. This does not align with the Subdivision chapter which uses the term “consistency”. For example, Assessment Matter 27.9.8.1b refers to “consistency with the structure plan” and Rule 27.7.14.2 places subdivision that is “inconsistent” with the structure plan into the non-complying consent category.
16. Rule 9.4.20 – this rule requires a Sub-Area Spatial Plan to be provided for two or more residential units per site (where a Sub-Area Spatial Plan has not been provided as part of a subdivision). This rule is opposed for similar reasons noted above relating to Subdivision Rule 27.3.17.2. This rule is opposed as there are a large number of different landowners on the Ladies Mile all with differing development ambitions and timeframes. Some landowners have been ready to develop for years while others are opposed. While the intention to ensure integrated management is commendable, the Sub-Area Spatial Plan will not be effective or efficient and the Structure Plan provides sufficient guidance. The Sub-Area Spatial Plan will not be effective as it will at most be a ‘best guess’ as to what might happen on adjoining land. The Information Requirements to provide a Sub-Area Spatial Plan rule can be deleted.
17. Rule 9.5.18 – this rule requires that development “shall be undertaken in accordance with the Structure Plan”. The present wording is opposed as it will potentially put numerous consents into the non-complying activity status. The wording is very strict does not allow for road movement as per subdivision Rule 27.7.14.2. For example, if a road is in a different location by say 5m, the development would likely be classed as a non-complying activity. The term “general accordance” is preferred as it enables some flexibility, and this wording is used with regard to other zones with Structure Plans, such as the Kingston Village Special Zone, to recognise that changes inevitably arise between the zoning and consenting stage.
18. Rule 8.5 – Standards – At a high level ‘bulk and location’ controls proposed are considered to enable the built form outcomes conducive to ensuring a wide range of housing types or more affordable housing options (Policy 8.2.12.1).
19. Rule 9.5.24.2 and 9.5.24.3 – the reference to PB45L is an error, as PB stands for pint bag (600ml), which is a different volume measurement to a Litre (1000ml). A 45 litre bag is a PB75. A PB45 is 27 litres. This should be clarified.
20. Rule 9.5.36 – this rule is opposed as it could lead to unintended outcomes and delays.
21. 9.7 – Assessment matters – a(ii) – refers to heritage items. There are no heritage items or trees within the HDR zoned land.

We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Blair Devlin', with a long horizontal flourish extending to the right.

Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
 Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

Dear Liz,

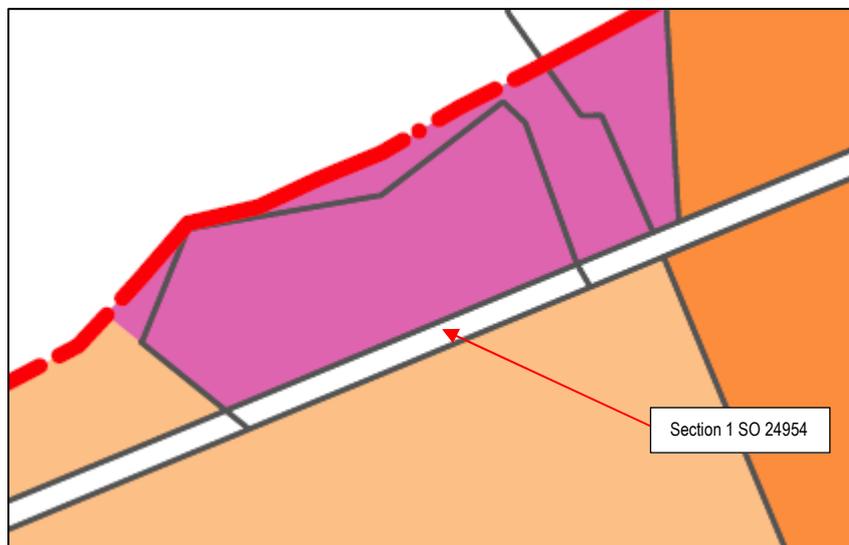
**FEEDBACK OF THE MILSTEAD TRUST
 ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

The Milstead Trust are the owners of Lot 2 DP 463532, a 7.1-hectare property adjoining the Frankton-Ladies Mile Highway.

Overall, the Milstead Trust **support** the proposed planning provisions and the approach of a Council-led plan variation. The Milstead Trust has several points of constructive feedback on the draft provisions as set out below.

Feedback on Proposed Zone Map

1. A parcel of land in front of the Glenpanel Homestead is incorrectly shown as legal road on the proposed Zone map. This parcel of land is private property (legal description is Section 1 SO 24954). Having this parcel of private property incorrectly shown as legal road can cause problems when subdividing as the application of bulk and location controls to unzoned land is unclear, and it may end up tipping a future application into a non-complying activity status. The area of land should be shown zoned as Medium Density Residential. The parcel of land is shown in the image below marked with a red arrow.



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Feedback on Structure Plan - General

3. The 'Existing Trees to be Retained' annotation covers the whole of the Glenpanel Homestead block (Lot 1 DP 20162). This is inaccurate as the trees do not occupy the whole site, as shown in the aerial photography. Furthermore, many of the trees are exotic wilding species that should not be protected. These include Douglas fir and Pinus radiata. The extent of the 'Existing Trees to be Retained' annotation should be significantly reduced to match the extent of actual tree locations, and the planning provisions should recognise that not all of these trees are desirable for retention.

Feedback on Structure Plan - Building Height Plan

4. On the Building Heights plan – the red colour for the 24.5m max in the Legend does not match the colour applied to the plan.

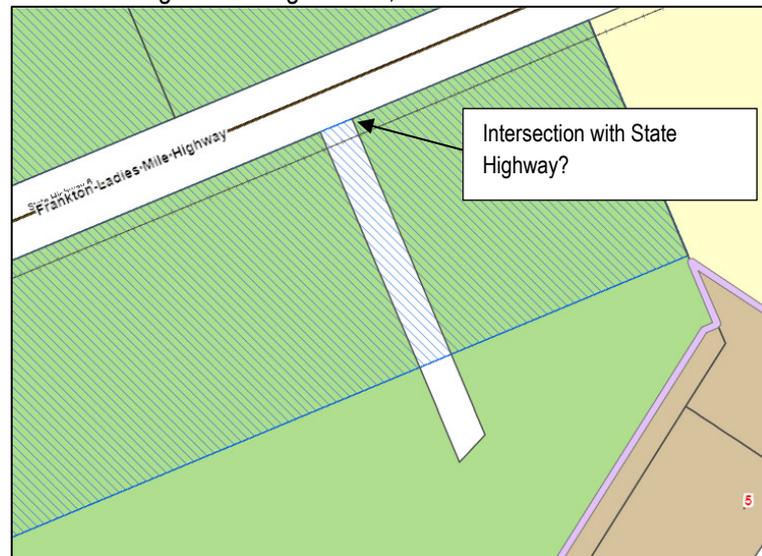
Feedback on Structure Plan – Sections

5. The Building Restriction Area is 25m according to the cross section for the State Highway (Sheet 1 of 3) but the Amenity Access Area is 20m. It is unclear why the 5m difference given that any built form near the boundary with the Amenity Access Area would be subject to a 3m road boundary setback requirement (for MDR), which is required to be landscaped under the zone provisions, and would have the same or similar landscaped effect as the additional 5m of Building Restriction Area. This 5m area should be reviewed to determine its necessity as it results on a loss of land for housing.
6. On the cross section for the State Highway (Sheet 1 of 3), there is also a 2.2m widening, rather than using the existing NZTA boundary. The 25m Building Restriction Area is taken from the widened State Highway, meaning landowners effectively lose 27.2m plus a 3m road boundary setback from that line for new buildings. Again, the loss of land for housing from these additional widenings in addition to setback provisions must be carefully weighed up.

Chapter 27 – Subdivision

7. Objective 27.2.17 refers to how urban development “*complements and integrates with existing urban development and the surrounding landscapes*”. This objective is poorly drafted and it is unclear how buildings enabled in accordance with the height plan (e.g., up to 24.5m in HDR) can complement and integrate with the surrounding landscape. It is respectfully submitted that the overall objective of the plan change is to enable *urban* development, and the reference to complementing and integrating with the surrounding landscapes is a matter for consideration in non-urban zones. This objective will result in perverse outcomes such as landscape assessments being required for urban development, or the height plan being thwarted.
8. Policy 27.3.17.1 – this policy is initially strongly worded, to “require that subdivision and development is undertaken...” but only to “promote” certain outcomes. There appears to be a disconnect between the first and second parts of the policy, one part is strongly worded the other part is relatively weakly worded.
9. Policy 27.3.17.2 requires the whole Sub-Area be subdivided, OR for a part area, that a Sub-Area Spatial Plan be provided. It is noted that few Sub Areas are in single ownership meaning the norm will be that a Sub-Area Spatial Plan is provided. This policy is opposed as there are a large number of different landowners on the Ladies Mile all with differing development ambitions and timeframes. Some landowners have been ready to develop for years while others are opposed. The Sub-Area Spatial Plan will not be effective as it will at best be a ‘best guess’ as to what might happen on adjoining land. While the intention to ensure integrated management is commendable, the Sub-Area Spatial Plan will not be effective or efficient and the Structure Plan provides sufficient guidance. The Sub-Area Spatial Plan policy and rules can be deleted.
10. Policy 27.3.17.4b – it is unclear what “*Door step play (i.e., play along the way)*” means.

11. Policy 27.3.17.5d –this policy states “Support visual links north to open spaces at the base of Slope Hill when viewed from intersections on State Highway 6”. This policy is opposed as it will have unintended consequences. For example, a portion of legal road extends into the property at 516 Frankton-Ladies Mile Highway as shown in the image below. This could be counted as an intersection on State Highway 6. The policy could be re-worded to make it clear it only relates to:
- Only those intersections shown on the structure plan (noting that other accesses off the State Highway have already been consented), and
 - Only visual links along the roading corridor, and not a wider area.



12. Policy 27.3.17.6a and c – these policies are opposed as noted above, a new access has been approved by Waka Kotahi New Zealand Transport Agency (NZTA) at the site legally described as Lot 2 DP 463532.
13. Rules 27.6 – the absence of minimum lot area for Medium and High Density zones within the Ladies Mile area is supported.
14. Rule 27.7.14.1 – oppose the wording of the matters of discretion, as some read more like Assessment Matters than matters of discretion. For example, 27.7.14.1b “the impact of the proposed subdivision on the future implementation of the Structure Plan” would be better placed with the Assessment Matters rather than a matter of discretion.
15. Assessment Matter 27.9.8.1d ii (e) – this assessment matter is opposed:

(e) ensuring that existing natural and cultural features are accessible to the public and, where appropriate, form prominent features within the overall design.

The concern is that:

- It reads like a policy rather than an assessment matter – “ensuring”.
- The Glenpanel Homestead is a historic feature, but ultimately it is private property. It is inappropriate for the assessment matter to try and ‘ensure’ that it is accessible to the public.

Chapter 8 – Medium Density Residential

16. Objective 8.2.12 – this objective is opposed as reads like a policy – “Development requires...”. To read like an objective it could be altered to read “Development achieves....”

17. Policy 8.2.12.2 – this policy is opposed as it could threaten the plan change objectives for the Ladies Mile. The policy seems inconsistent with the staged approach to infrastructure required elsewhere in the plan change provisions.
18. Policy 8.2.13.2 – this policy is opposed due to the strong use of the word “require” for development to be in accordance with the Structure Plan. This does not align with the Subdivision chapter which uses the term “consistency”. For example, Assessment Matter 27.9.8.1b refers to “consistency with the structure plan” and Rule 27.7.14.2 places subdivision that is “inconsistent” with the structure plan into the non-complying consent category.
19. Rule 8.4.27 – this rule requires a Sub-Area Spatial plan to be provided for two or more residential units per site (where a Sub-Area Spatial Plan has not been provided as part of a subdivision). This rule is opposed for similar reasons noted above relating to Subdivision Rule 27.3.17.2. This rule is opposed as there are a large number of different landowners on the Ladies Mile all with differing development ambitions and timeframes. Some landowners have been ready to develop for years while others are opposed. While the intention to ensure integrated management is commendable, the Sub-Area Spatial Plan will not be effective or efficient and the Structure Plan provides sufficient guidance. The Sub-Area Spatial Plan will not be effective as it will at most be a ‘best guess’ as to what might happen on adjoining land. The Information Requirements to provide a Sub-Area Spatial Plan rule can be deleted.
20. Rule 8.5.20 – this rule requires development to be undertaken in accordance with the Structure Plan. The present wording is opposed as it will potentially put numerous consents into the non-complying activity status. The wording “Development shall be in accordance with the Structure Plan...” is very strict and does not allow for road movement as per subdivision Rule 27.7.14.2. For example, if a road is in a different location by say 5m, the development would likely be classed as a non-complying activity. The term “general accordance” is preferred as it enables some flexibility, and this wording is used with regard to other zones with Structure Plans, such as the Kingston Village Special Zone, to recognise that changes inevitably arise between the zoning and consenting stage.
21. Rule 8.5 – Standards – A number of comments are made in relation to the package of ‘bulk and location’ controls proposed in the bullet points below. At a high level, the proposed standards are forcing built form outcomes that are not necessarily conducive to ensuring a wide range of housing types or affordable housing options (Policy 8.2.12.1).

It is well understood that (at least at the walk-up scale) that buildings cost more to construct as they go up in height. The cheapest form of construction is single-level, free-standing, light-weight framed buildings. Getting closer than 2m separation between building requires additional fire and acoustic attenuation and the cost increases. Likewise multilevel dwellings are more expensive to produce. Multi-level, multiunit development is almost double the cost to produce due to fire and acoustic requirements for intertenancy walls and floors. They also require more capital and are exposed to higher risk as revenue cannot be generated until an entire complex achieves title. Attached units (whether duplex or terraced forms) whilst more expensive to construct, generally occupy less land which gives an off-set saving. However, for this saving to translate to the end user the land value needs to be substantially more than the cost of construction.

It is for this reason that intensive build form outcomes only work (both from a developer and designer perspective) in areas which have high amenity and command the highest land values. This of course means that they can actually be an ‘unaffordable’ housing model. Notwithstanding, it is completely possible to deliver small compact houses (with off-street parking) using light-weight construction methodology on sites around 150m². Even on such small sites, 3+ bedroom homes can be delivered at 2 levels.

However, the package of rules makes it very difficult to build detached medium density residential housing, even though detached residential units can still deliver the density outcome sought by the plan change. Bridesdale is an example of detached medium density housing that can meet the Ladies Mile

density outcomes. Freestanding compact dwellings can be achieved on sites less than 250m² quite easily with good design and should be part of the palette of responses.

Other comments in relation to the proposed controls are listed below:

- The site coverage (45%) and height (13m) controls proposed are supported;
 - Side yard requirements should be reduced from 1.5m to 1m;
 - Outlook space requirement from the principle living room should be reduced from 10x4m to 6x4m
 - Recession planes;
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 - Are more restrictive from the rear boundary (2.5m+35°) to enable usable rear yard space.
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23. Rule 8.5.41 – this rule is opposed as it could lead to unintended outcomes and delays.
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Chapter 15 – Local Shopping Centre Zone (LSCZ)

25. Rule 15.4.3.3a – this matter of discretion is to “historic heritage and the amenity values of Glenpanel Homestead and its setting, including landscaping and ancillary buildings”. This matter of discretion is opposed as it is too subjective. It is recommended that it be removed and a new zone rule be specified relating to a 15m setback from the Homestead.
26. Rule 15.5.1.2d – matter of discretion ‘d’, relates to effects on landscape values on the Slope Hill ONL. This matter of restricted discretion should be deleted, as the zoning clearly enables a distinctly urban Local Shopping Centre Zone, and incorporating reference to try and protect the ONL at the same time with confuse matters and result in perverse outcomes such as landscape assessment reports being required. Furthermore, the ONL line is higher up Slope Hill, such that it will not be affected by the height of development enabled within the LSCZ.
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We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully



Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
 Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

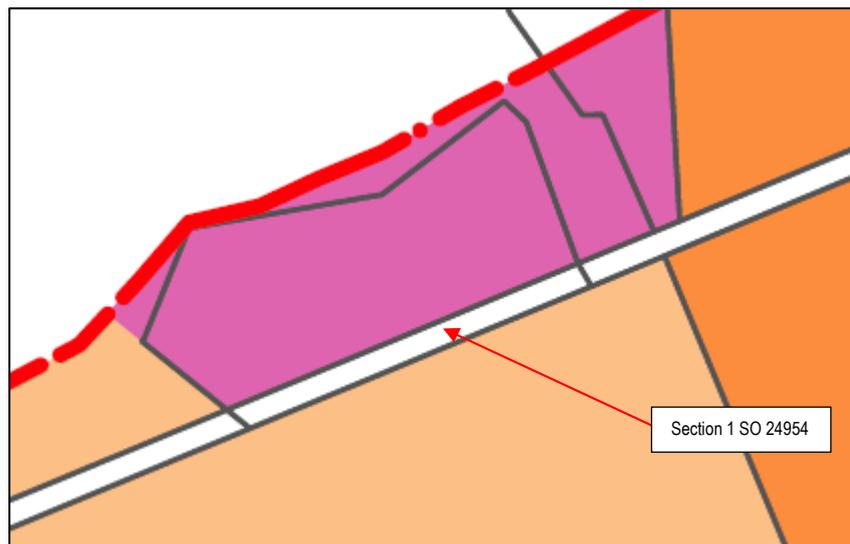
Dear Liz,

**FEEDBACK OF MR LINDSEY TOPP
 ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

Mr Lindsey Topp **supports** the proposed planning provisions and the approach of a Council-led plan variation. Mr Topp has several points of constructive feedback on the draft provisions as set out below.

Feedback on Proposed Zone Map

1. A parcel of land in front of the Glenpanel Homestead is incorrectly shown as legal road on the proposed Zone map. This parcel of land is private property (legal description is Section 1 SO 24954). Having this parcel of private property incorrectly shown as legal road can cause problems when subdividing as the application of bulk and location controls to unzoned land is unclear, and it may end up tipping a future application into a non-complying activity status. The area of land should be shown zoned as Medium Density Residential. The parcel of land is shown in the image below marked with a red arrow.



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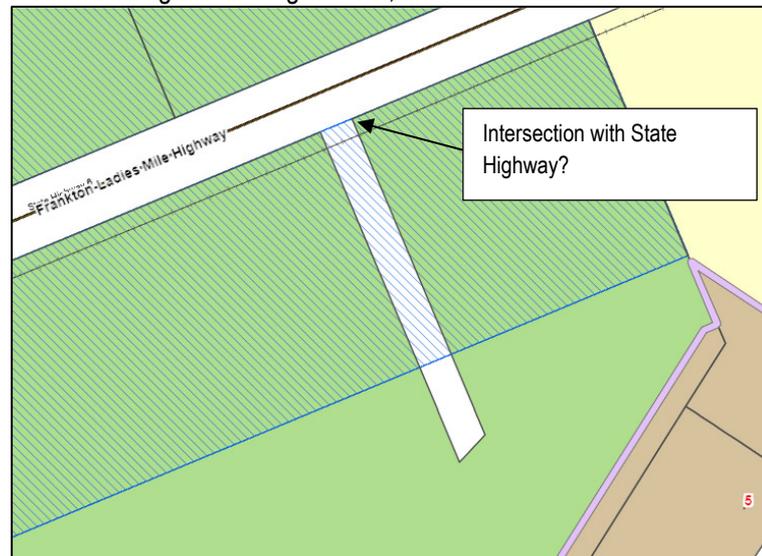
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Chapter 8 – Medium Density Residential

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Other comments in relation to the proposed controls are listed below:

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Chapter 9 – High Density Residential

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flexibility, and this wording is used with regard to other zones with Structure Plans, such as the Kingston Village Special Zone, to recognise that changes inevitably arise between the zoning and consenting stage.

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31. Rule 9.5.24.2 and 9.5.24.3 – the reference to PB45L is an error, as PB stands for pint bag (600ml), which is a different volume measurement to a Litre (1000ml). A 45 litre bag is a PB75. A PB45 is 27 litres. This should be clarified.
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Chapter 15 – Local Shopping Centre Zone (LSCZ)

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We trust the above is of assistance. Please contact me if you have any questions.

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SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

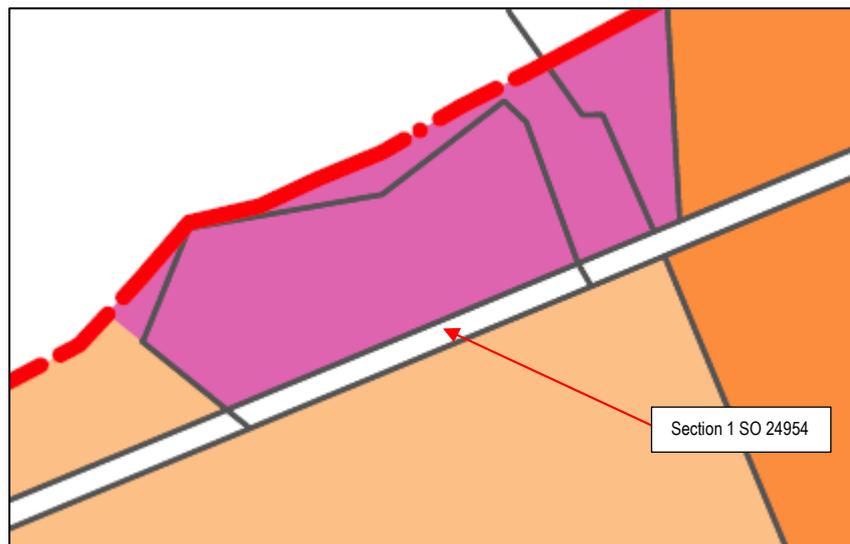
Dear Liz,

FEEDBACK OF MR MARK TYLDEN ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS

Mr Mark Tylden **supports** the proposed planning provisions and the approach of a Council-led plan variation. Mr Tylden has several points of constructive feedback on the draft provisions as set out below.

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1. A parcel of land in front of the Glenpanel Homestead is incorrectly shown as legal road on the proposed Zone map. This parcel of land is private property (legal description is Section 1 SO 24954). Having this parcel of private property incorrectly shown as legal road can cause problems when subdividing as the application of bulk and location controls to unzoned land is unclear, and it may end up tipping a future application into a non-complying activity status. The area of land should be shown zoned as Medium Density Residential. The parcel of land is shown in the image below marked with a red arrow.



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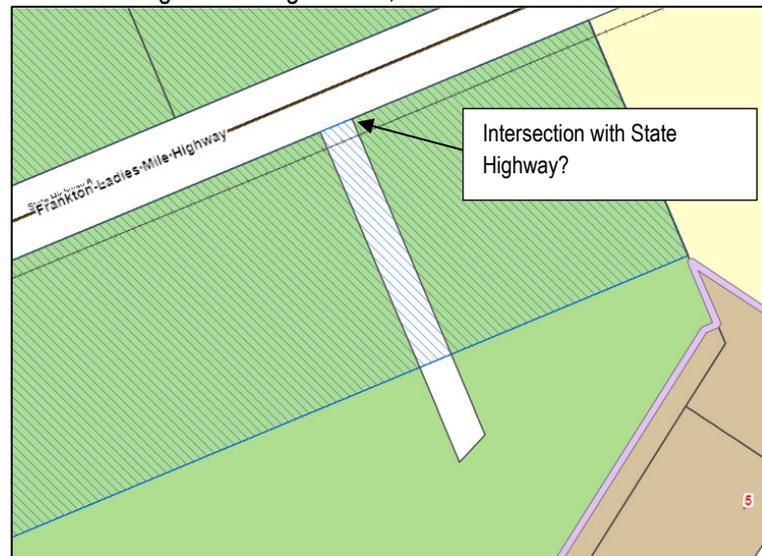
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The concern is that:

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Chapter 8 – Medium Density Residential

16. Objective 8.2.12 – this objective is opposed as reads like a policy – “Development requires...”. To read like an objective it could be altered to read “Development achieves....”

17. Policy 8.2.12.2 – this policy is opposed as it could threaten the plan change objectives for the Ladies Mile. The policy seems inconsistent with the staged approach to infrastructure required elsewhere in the plan change provisions.
18. Policy 8.2.13.2 – this policy is opposed due to the strong use of the word “require” for development to be in accordance with the Structure Plan. This does not align with the Subdivision chapter which uses the term “consistency”. For example, Assessment Matter 27.9.8.1b refers to “consistency with the structure plan” and Rule 27.7.14.2 places subdivision that is “inconsistent” with the structure plan into the non-complying consent category.
19. Rule 8.4.27 – this rule requires a Sub-Area Spatial plan to be provided for two or more residential units per site (where a Sub-Area Spatial Plan has not been provided as part of a subdivision). This rule is opposed for similar reasons noted above relating to Subdivision Rule 27.3.17.2. This rule is opposed as there are a large number of different landowners on the Ladies Mile all with differing development ambitions and timeframes. Some landowners have been ready to develop for years while others are opposed. While the intention to ensure integrated management is commendable, the Sub-Area Spatial Plan will not be effective or efficient and the Structure Plan provides sufficient guidance. The Sub-Area Spatial Plan will not be effective as it will at most be a ‘best guess’ as to what might happen on adjoining land. The Information Requirements to provide a Sub-Area Spatial Plan rule can be deleted.
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21. Rule 8.5 – Standards – A number of comments are made in relation to the package of ‘bulk and location’ controls proposed in the bullet points below. At a high level, the proposed standards are forcing built form outcomes that are not necessarily conducive to ensuring a wide range of housing types or affordable housing options (Policy 8.2.12.1).

It is well understood that (at least at the walk-up scale) that buildings cost more to construct as they go up in height. The cheapest form of construction is single-level, free-standing, light-weight framed buildings. Getting closer than 2m separation between building requires additional fire and acoustic attenuation and the cost increases. Likewise multilevel dwellings are more expensive to produce. Multi-level, multiunit development is almost double the cost to produce due to fire and acoustic requirements for intertenancy walls and floors. They also require more capital and are exposed to higher risk as revenue cannot be generated until an entire complex achieves title. Attached units (whether duplex or terraced forms) whilst more expensive to construct, generally occupy less land which gives an off-set saving. However, for this saving to translate to the end user the land value needs to be substantially more than the cost of construction.

It is for this reason that intensive build form outcomes only work (both from a developer and designer perspective) in areas which have high amenity and command the highest land values. This of course means that they can actually be an ‘unaffordable’ housing model. Notwithstanding, it is completely possible to deliver small compact houses (with off-street parking) using light-weight construction methodology on sites around 150m². Even on such small sites, 3+ bedroom homes can be delivered at 2 levels.

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Other comments in relation to the proposed controls are listed below:

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23. Rule 8.5.41 – this rule is opposed as it could lead to unintended outcomes and delays.
24. 8.7 – Assessment matters – a(ii) – refers to heritage items. There are no heritage items or trees within the MDR zoned land.

Chapter 9 – High Density Residential

25. Objective 9.2.9 – this objective is opposed as reads like a policy – “*Development requires...*”. To read like an objective it could be altered to read “*Development achieves...*”
26. Policy 9.2.9.2 – this policy is opposed as it could threaten the plan change objectives for the Ladies Mile. The policy seems inconsistent with the staged approach to infrastructure required elsewhere in the plan change provisions.
27. Policy 9.2.10.1 – this policy is opposed due to strong use of the word “require” for development to be in accordance with the Structure Plan. This does not align with the Subdivision chapter which uses the term “consistency”. For example, Assessment Matter 27.9.8.1b refers to “consistency with the structure plan” and Rule 27.7.14.2 places subdivision that is “inconsistent” with the structure plan into the non-complying consent category.
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29. Rule 9.5.18 – this rule requires that development “shall be undertaken in accordance with the Structure Plan”. The present wording is opposed as it will potentially put numerous consents into the non-complying activity status. The wording is very strict does not allow for road movement as per subdivision Rule 27.7.14.2. For example, if a road is in a different location by say 5m, the development would likely be classed as a non-complying activity. The term “general accordance” is preferred as it enables some flexibility, and this wording is used with regard to other zones with Structure Plans, such as the Kingston

Village Special Zone, to recognise that changes inevitably arise between the zoning and consenting stage.

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31. Rule 9.5.24.2 and 9.5.24.3 – the reference to PB45L is an error, as PB stands for pint bag (600ml), which is a different volume measurement to a Litre (1000ml). A 45 litre bag is a PB75. A PB45 is 27 litres. This should be clarified.
32. Rule 9.5.36 – this rule is opposed as it could lead to unintended outcomes and delays.
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Chapter 15 – Local Shopping Centre Zone (LSCZ)

34. Rule 15.4.3.3a – this matter of discretion is to “historic heritage and the amenity values of Glenpanel Homestead and its setting, including landscaping and ancillary buildings”. This matter of discretion is opposed as it is too subjective. It is recommended that it be removed and a new zone rule be specified relating to a 15m setback from the Homestead.
35. Rule 15.5.1.2d – matter of discretion ‘d’, relates to effects on landscape values on the Slope Hill ONL. This matter of restricted discretion should be deleted, as the zoning clearly enables a distinctly urban Local Shopping Centre Zone, and incorporating reference to try and protect the ONL at the same time with confuse matters and result in perverse outcomes such as landscape assessment reports being required. Furthermore, the ONL line is higher up Slope Hill, such that it will not be affected by the height of development enabled within the LSCZ.
36. Rule 15.5.7a –this rule is opposed. The building height rule of 7m is lower than the height of the existing Glenpanel Homestead. It is understood that this was deliberately written this way to ensure new buildings do not dominate the Homestead, however a more effective approach would be specifying a setback from the Glenpanel Homestead of 15m as noted above.

We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully



Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
 Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

Dear Liz,

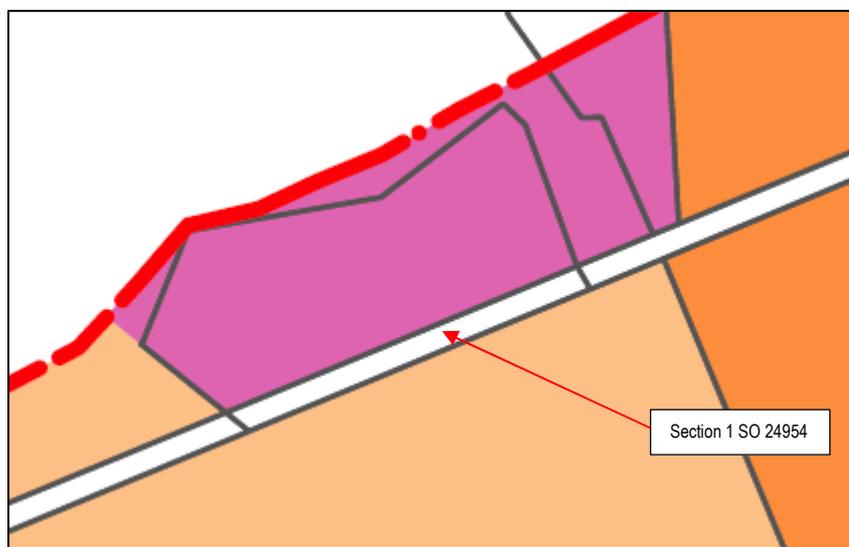
**FEEDBACK OF THE MILSTEAD TRUST
 ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

The Milstead Trust are the owners of Lot 2 DP 463532, a 7.1-hectare property adjoining the Frankton-Ladies Mile Highway.

Overall, the Milstead Trust **support** the proposed planning provisions and the approach of a Council-led plan variation. The Milstead Trust has several points of constructive feedback on the draft provisions as set out below.

Feedback on Proposed Zone Map

1. A parcel of land in front of the Glenpanel Homestead is incorrectly shown as legal road on the proposed Zone map. This parcel of land is private property (legal description is Section 1 SO 24954). Having this parcel of private property incorrectly shown as legal road can cause problems when subdividing as the application of bulk and location controls to unzoned land is unclear, and it may end up tipping a future application into a non-complying activity status. The area of land should be shown zoned as Medium Density Residential. The parcel of land is shown in the image below marked with a red arrow.



2. All of the legal roads should be shown as *zoned*, as they are going to be re-arranged in accordance with the Structure Plan. Leaving them shown on the planning maps as unzoned legal road makes the final subdivision and development more difficult once the roads are re-aligned, as some of the land that is currently shown as legal road will be used for housing or other development. This will create unfortunate situations where people will need resource consent for a future development because it happens to be in the position of what is currently shown as legal road.

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3. The 'Existing Trees to be Retained' annotation covers the whole of the Glenpanel Homestead block (Lot 1 DP 20162). This is inaccurate as the trees do not occupy the whole site, as shown in the aerial photography. Furthermore, many of the trees are exotic wilding species that should not be protected. These include Douglas fir and Pinus radiata. The extent of the 'Existing Trees to be Retained' annotation should be significantly reduced to match the extent of actual tree locations, and the planning provisions should recognise that not all of these trees are desirable for retention.

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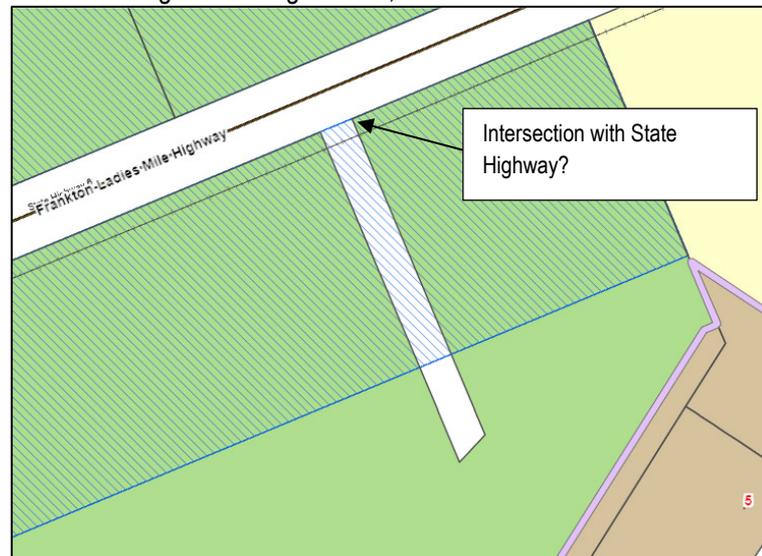
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Chapter 15 – Local Shopping Centre Zone (LSCZ)

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We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully



Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

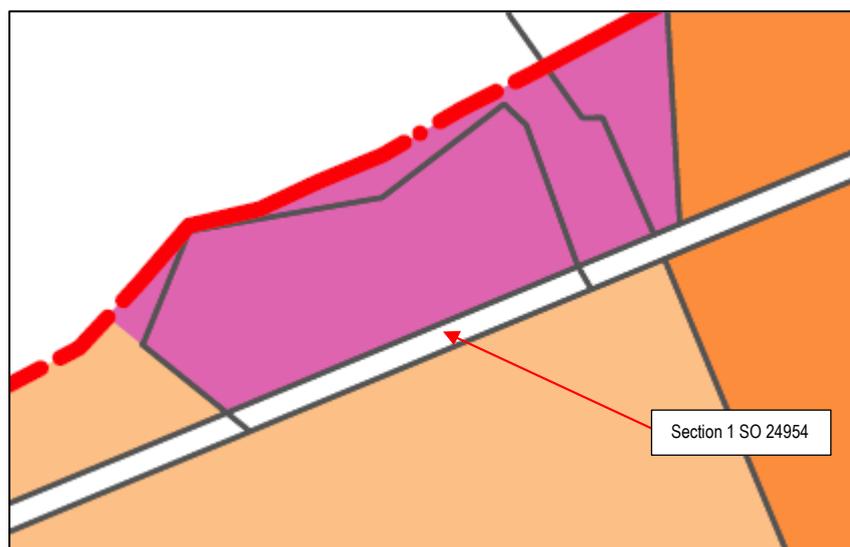
Dear Liz,

**FEEDBACK OF MR PAUL WISBEY
ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

Mr Paul Wisbey **supports** the proposed planning provisions and the approach of a Council-led plan variation. Mr Wisbey has several points of constructive feedback on the draft provisions as set out below.

Feedback on Proposed Zone Map

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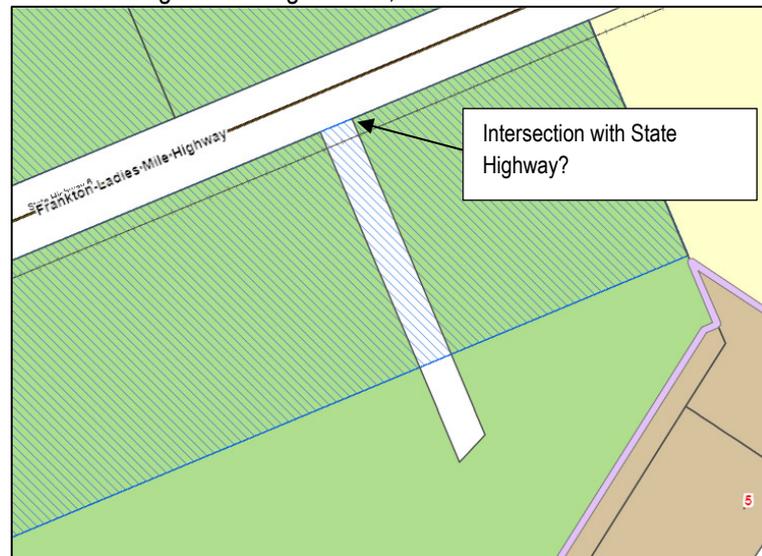
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We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully



Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
 Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

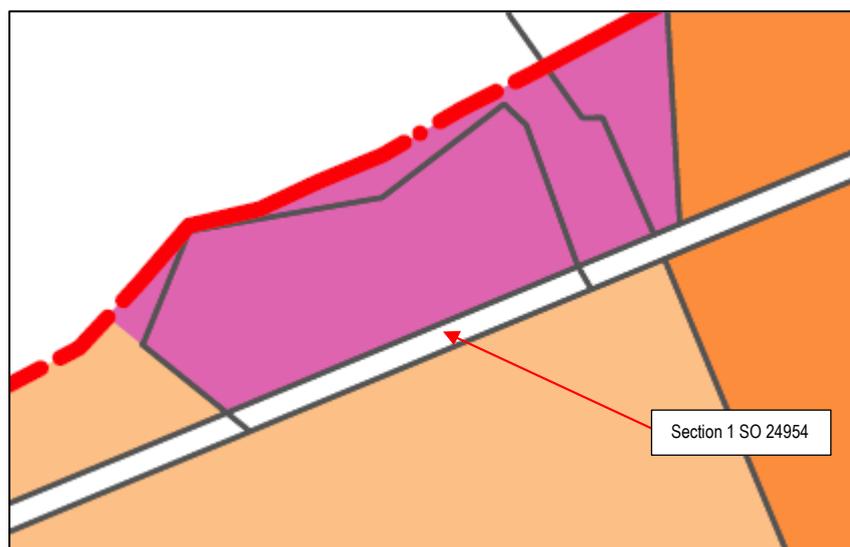
Dear Liz,

**FEEDBACK OF MS. TRACEY WAGER
 ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

Ms. Tracey Wager **supports** the proposed planning provisions and the approach of a Council-led plan variation. Ms. Wager has several points of constructive feedback on the draft provisions as set out below.

Feedback on Proposed Zone Map

1. A parcel of land in front of the Glenpanel Homestead is incorrectly shown as legal road on the proposed Zone map. This parcel of land is private property (legal description is Section 1 SO 24954). Having this parcel of private property incorrectly shown as legal road can cause problems when subdividing as the application of bulk and location controls to unzoned land is unclear, and it may end up tipping a future application into a non-complying activity status. The area of land should be shown zoned as Medium Density Residential. The parcel of land is shown in the image below marked with a red arrow.



2. All of the legal roads should be shown as *zoned*, as they are going to be re-arranged in accordance with the Structure Plan. Leaving them shown on the planning maps as unzoned legal road makes the final subdivision and development more difficult once the roads are re-aligned, as some of the land that is currently shown as legal road will be used for housing or other development. This will create unfortunate situations where people will need resource consent for a future development because it happens to be in the position of what is currently shown as legal road.

Feedback on Structure Plan - General

3. The 'Existing Trees to be Retained' annotation covers the whole of the Glenpanel Homestead block (Lot 1 DP 20162). This is inaccurate as the trees do not occupy the whole site, as shown in the aerial photography. Furthermore, many of the trees are exotic wilding species that should not be protected. These include Douglas fir and Pinus radiata. The extent of the 'Existing Trees to be Retained' annotation should be significantly reduced to match the extent of actual tree locations, and the planning provisions should recognise that not all of these trees are desirable for retention.

Feedback on Structure Plan - Building Height Plan

4. On the Building Heights plan – the red colour for the 24.5m max in the Legend does not match the colour applied to the plan.

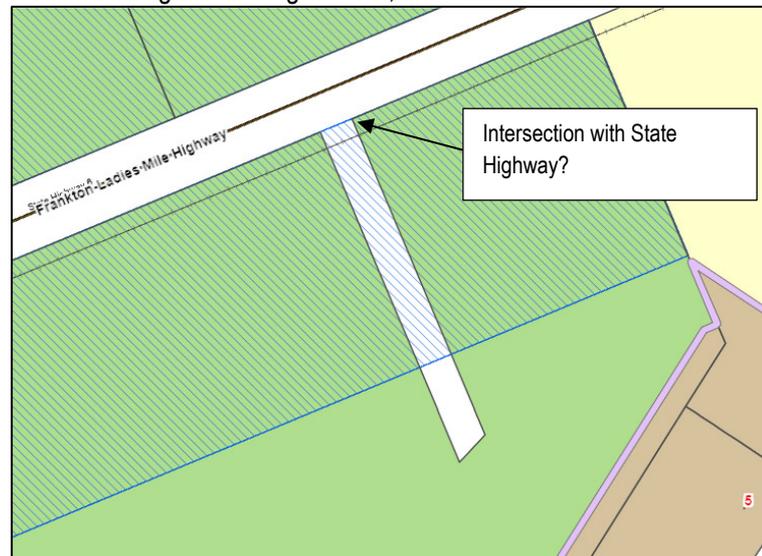
Feedback on Structure Plan – Sections

5. The Building Restriction Area is 25m according to the cross section for the State Highway (Sheet 1 of 3) but the Amenity Access Area is 20m. It is unclear why the 5m difference given that any built form near the boundary with the Amenity Access Area would be subject to a 3m road boundary setback requirement (for MDR), which is required to be landscaped under the zone provisions, and would have the same or similar landscaped effect as the additional 5m of Building Restriction Area. This 5m area should be reviewed to determine its necessity as it results on a loss of land for housing.
6. On the cross section for the State Highway (Sheet 1 of 3), there is also a 2.2m widening, rather than using the existing NZTA boundary. The 25m Building Restriction Area is taken from the widened State Highway, meaning landowners effectively lose 27.2m plus a 3m road boundary setback from that line for new buildings. Again, the loss of land for housing from these additional widenings in addition to setback provisions must be carefully weighed up.

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Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER



Sanderson
G R O U P

*The family name in luxury
retirement living*

Wednesday 26 May 2021

To Queenstown District Lakes Council (QDLC),

RE: Te Pūtahi Ladies Mile Draft Masterplan Survey

Thank you for the opportunity to provide comment on the proposed draft masterplan for Te Putahi Ladies Mile. We would like to thank QDLC for the recent public consultation which we enjoyed and came away feeling that it was a constructive evening.

Queenstown Commercial Limited and Sanderson Group have significant interests in Ladies Mile as the 489 Frankton-Ladies Mile landowner, developers of the Kawarau Park medical / retail precinct and Kawarau Heights the residential subdivision, and the former owners of the Queenstown Country Club.

We have made large investments and enhanced the area setting a high standard through developing these projects while preserving the natural landscape and protecting the Ladies Mile gateway into Queenstown.

Generally we feel the proposed layout of the draft masterplan is good and would encourage QDLC to consider the following matters in finalising the master plan:

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan.

It is our intention that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Sanderson Group is interested in the proposal (masterplan and draft planning provisions) in its entirety. Without limiting the above, the specific provisions that this submission relates to are:

- a) Chapter 27 – subdivision and development;
- b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
- c) Chapter 8 Medium Density Residential;
- d) Chapter 9 – High density Residential;
- e) Chapter 15 – Local Shopping Centre Zone;
- f) Chapter 19B Te Pūtahi Ladies Mile Town Centre;
- g) Chapter 29 – Transport;

Preserving the Ladies Mile gateway

In working through the planning approval for the Queenstown Country Club we advocated for a 75 metre setback either side of Frankton-Ladies Mile to preserve the gateway and natural landscape. This decision has been proven in practice through the subsequent development of the Queenstown Country Club. While we would prefer the 75 metre setback was maintained along the complete length of Frankton-Ladies Mile we would be satisfied with a 50 metre minimum offset.

Developing a self-sufficient satellite community

Reducing traffic impacts and eliminating the need to travel over the constrained Shotover River Bridge should be a key objective of the master plan given the current population of Lake Hayes and Shotover already exceeds Arrowtown and that the potential future population of 15,000 is significant in the overall context of the Queenstown Lakes region.

The masterplan has allowed for schooling and recreational facilities but further consideration should be made so it is developed as a self-sufficient satellite community where it can provide for itself and contains all the required services and lifestyle options needed without the need for travel.

An example in the North Island where planning has failed to address this situation is the daily gridlocked on the 10 km stretch of State Highway 2 crossing the Wairoa River between Omokoroa and Bethlehem where there are no alternatives but to travel this route for work and access to essential services.

To help mitigate this traffic issue the Western Bay of Plenty Council are implementing a plan change to accommodate an increased population of 2,000 for a total of 12,000 to 15,000 people at Omokoroa by providing a designated school area (bought by the Ministry of Education), additional zoning of high density residential land, and the approval of a large town centre on an 8 ha site within this area. This will significantly reduce traffic movements required to access State Highway 2 into Tauranga city.

The development of Ladies Mile must follow a similar approach and ensure that adequate space is provided not only for schooling and high density residential, but also for the town centre being the hub of the community. This hub needs to accommodate facilities that provide working, living and lifestyle options for the local community within this area.

Village Centre Extent

The village centre needs to be appropriately sized and shaped to accommodate everything that is needed in a self-sufficient community and be a place that brings the community together.

We believe the ideal town centre would incorporate a central courtyard for community use surrounded by commercial and retail e.g. café and food outlets facing the north with supermarket on the opposite side. The courtyard would have outdoor dining area containing a playground etc. Other facilities would surround this area including commercial, essential retail and other services. This can be developed as low rise that is surrounded by higher density living.

We have provided Attachment 1 containing illustrative images of what a village community may look like developed around a central courtyard. A potential layout of this is also provided.

Streamlined Planning Process

It is critical for both property owners and developers to be provided with future certainty. We believe that a streamlined application process for the required variation to the District Plan will help increase confidence in the intended outcome and associated timeline.

General

Within Chapters 15 and 19B in particular, the intention of creating a diversified mix of urban uses is supported, however provisions which require strict adherence to a structure plan layout should be reconsidered, as over-prescription at this stage of the planning framework can have the potential to limit quality urban design and responsive planning.

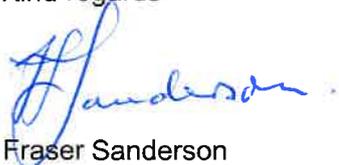
Within Chapters 27, 15, 19B, 29 and each of the notified residential chapters, there are requirements to upgrade infrastructure prior to development proceeding. While the intention of ensuring supporting infrastructure development in a timely fashion is supported, these provisions should also anticipate a greater degree of flexibility such as to ensure equitable, planning, and landowner-led outcomes. These provisions do not currently take into account future possibilities such as Government funding opportunities or changes in land use that could eventuate and effect timing and nature of infrastructure upgrades.

Although specific recommendations have been suggested to these planning provisions as set out in this submission, we are interested in, and submit on, the entirety of the proposal.

Sanderson Group seeks that Council progress the rezoning of this land under a fast track process through the RMA, such as a streamlined planning process, thereby enabling housing and community planning issues to be realised as soon as possible.

We are welcome to discuss this feedback further in person and would encourage QLDC to consider this in finalising the master plan.

Kind regards



Fraser Sanderson

Chairman

Sanderson Group / Queenstown Commercial Limited

Attachment 1: Village Community Concepts and Potential Layout

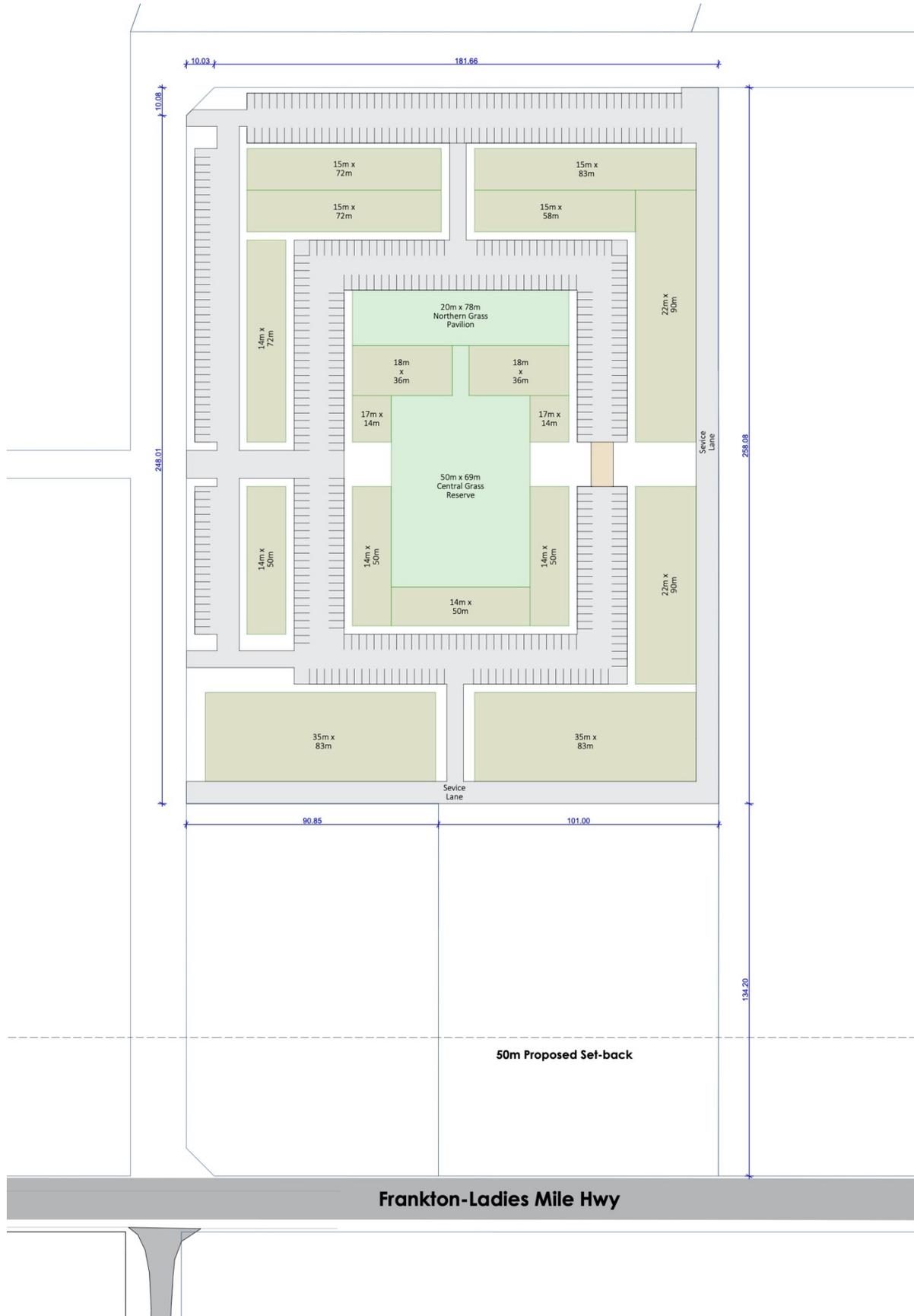
Image 1: Concept image providing illustration of an outdoor area next to a central courtyard within a potential village centre.



Image 2: Concept image showing architectural and landscaping of a potential village centre.



Image 3: Concept site plan for the potential village centre showing the central courtyard with various retail and commercial surrounding this.



28 May 2021

Queenstown Lakes District Council
 Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

Dear Liz,

**FEEDBACK OF MR TOM KELLY
 ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

The Kelly family own the property located on the corner of Stalker Road and State Highway 6. The site measures 3.3 hectares and is legally described as Lot 4 DP 325561.

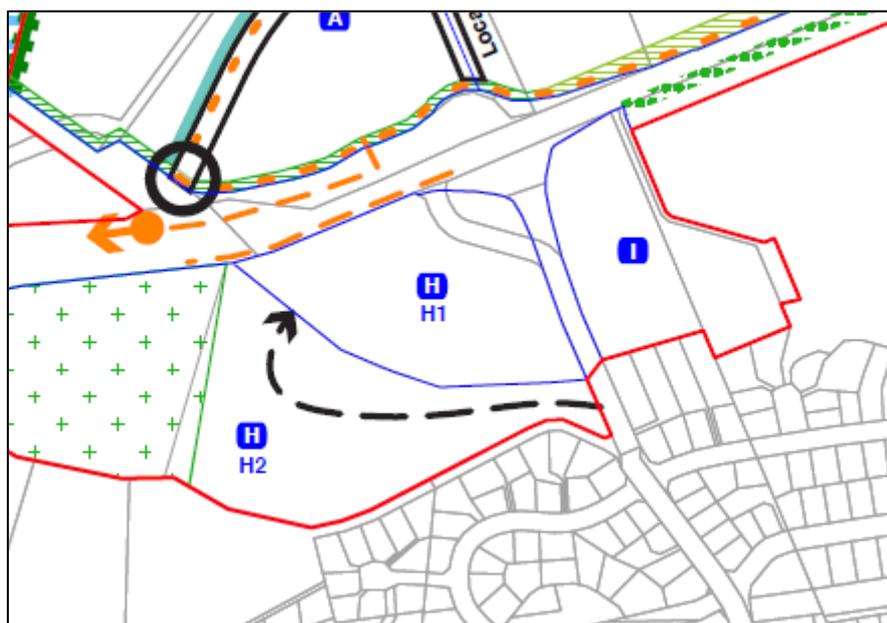
Mr Tom Kelly **supports** the proposed planning provisions, and the approach of a Council-led plan variation. Mr Kelly has several points of constructive feedback on the draft provisions as set out below.

Feedback on Zoning Map

1. The proposed Low Density Suburban residential zoning is supported.
2. The reduced Building Restriction Area is supported.

Feedback on Structure Plan - General

3. The proposed Structure Plan – General, shows a Vehicle Access Provision terminating at the boundary of the Kelly property, as shown in the image below.



→ Vehicle Access Provision

This annotation is concerning as it terminates at the base of a steep embankment, as shown in the image below.



While it might be possible to achieve required gradients with extensive cut and fill, it is submitted that this link is shown incorrectly and attempting to create a link in this location is not feasible. Alternative locations would better provide for a link. It is requested that the link be removed.

The consenting of a Large Lot Residential subdivision (RM190553) shown below may also prevent the practical implementation of a link in the location shown on the Structure Plan.



Chapter 27 – Subdivision

- Objective 27.2.17 refers to how urban development “*complements and integrates with existing urban development and the surrounding landscapes*”. This objective is poorly drafted and it is unclear how buildings enabled in accordance with the height plan (e.g., up to 24.5m in HDR) can complement and integrate with the surrounding landscape. It is respectfully submitted that the overall objective of the plan change is to enable *urban* development, and the reference to complementing and integrating with the surrounding landscapes is a matter for consideration in non-urban zones. This objective will result in perverse outcomes such as landscape assessments being required for urban development, or the height plan being thwarted.

5. Policy 27.3.17.4b – it is unclear what “Door step play (i.e., play along the way)” means.

We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully



Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
 Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

Dear Liz,

**FEEDBACK OF MR RUSSELL KELLY
 ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

The Kelly family own the property located on the corner of Stalker Road and State Highway 6. The site measures 3.3 hectares and is legally described as Lot 4 DP 325561.

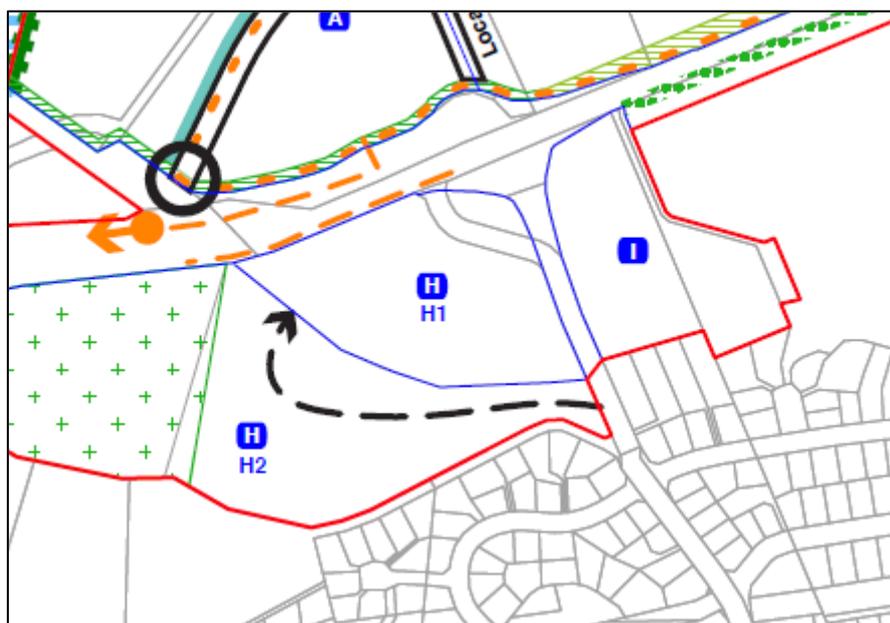
Mr Russell Kelly **supports** the proposed planning provisions, and the approach of a Council-led plan variation. Mr Kelly has several points of constructive feedback on the draft provisions as set out below.

Feedback on Zoning Map

1. The proposed Low Density Suburban residential zoning is supported.
2. The reduced Building Restriction Area is supported.

Feedback on Structure Plan - General

3. The proposed Structure Plan – General, shows a Vehicle Access Provision terminating at the boundary of the Kelly property, as shown in the image below.



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The consenting of a Large Lot Residential subdivision (RM190553) shown below may also prevent the practical implementation of a link in the location shown on the Structure Plan.



Chapter 27 – Subdivision

4. Objective 27.2.17 refers to how urban development “*complements and integrates with existing urban development and the surrounding landscapes*”. This objective is poorly drafted and it is unclear how buildings enabled in accordance with the height plan (e.g., up to 24.5m in HDR) can complement and integrate with the surrounding landscape. It is respectfully submitted that the overall objective of the plan change is to enable *urban* development, and the reference to complementing and integrating with the surrounding landscapes is a matter for consideration in non-urban zones. This objective will result in perverse outcomes such as landscape assessments being required for urban development, or the height plan being thwarted.

5. Policy 27.3.17.4b – it is unclear what “Door step play (i.e., play along the way)” means.

We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully



Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

28 May 2021

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Attention: Ms. Liz Simpson

Dear Liz,

**FEEDBACK OF MS. JAN KELLY
ON THE DRAFT LADIES MILE TE PUTAHI PLANNING PROVISIONS**

The Kelly family own the property located on the corner of Stalker Road and State Highway 6. The site measures 3.3 hectares and is legally described as Lot 4 DP 325561.

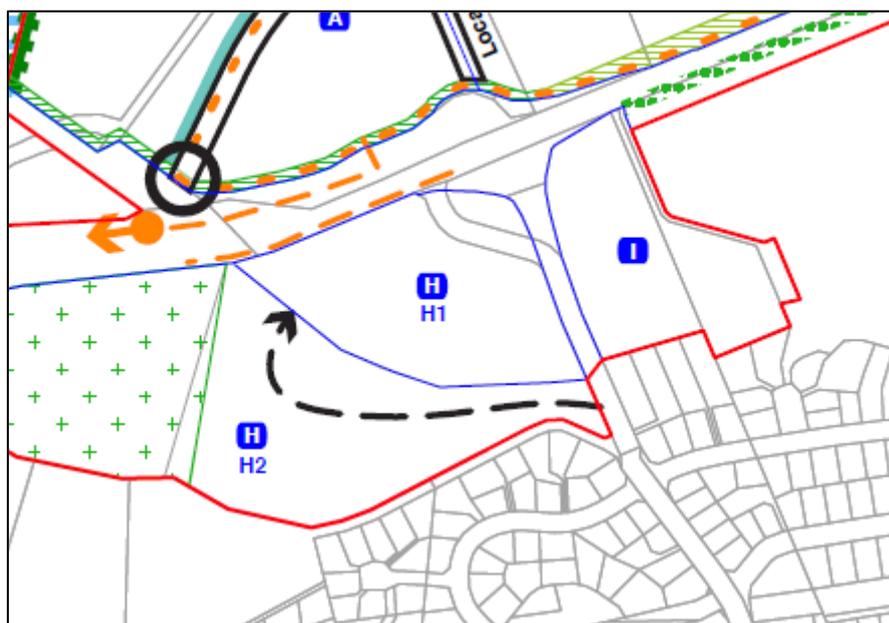
Ms. Jan Kelly **supports** the proposed planning provisions, and the approach of a Council-led plan variation. Ms Kelly has several points of constructive feedback on the draft provisions as set out below.

Feedback on Zoning Map

1. The proposed Low Density Suburban residential zoning is supported.
2. The reduced Building Restriction Area is supported.

Feedback on Structure Plan - General

3. The proposed Structure Plan – General, shows a Vehicle Access Provision terminating at the boundary of the Kelly property, as shown in the image below.



→ Vehicle Access Provision

This annotation is concerning as it terminates at the base of a steep embankment, as shown in the image below.



While it might be possible to achieve required gradients with extensive cut and fill, it is submitted that this link is shown incorrectly and attempting to create a link in this location is not feasible. Alternative locations would better provide for a link. It is requested that the link be removed.

The consenting of a Large Lot Residential subdivision (RM190553) shown below may also prevent the practical implementation of a link in the location shown on the Structure Plan.



Chapter 27 – Subdivision

4. Objective 27.2.17 refers to how urban development “*complements and integrates with existing urban development and the surrounding landscapes*”. This objective is poorly drafted and it is unclear how buildings enabled in accordance with the height plan (e.g., up to 24.5m in HDR) can complement and integrate with the surrounding landscape. It is respectfully submitted that the overall objective of the plan change is to enable *urban* development, and the reference to complementing and integrating with the surrounding landscapes is a matter for consideration in non-urban zones. This objective will result in perverse outcomes such as landscape assessments being required for urban development, or the height plan being thwarted.

5. Policy 27.3.17.4b – it is unclear what “Door step play (i.e., play along the way)” means.

We trust the above is of assistance. Please contact me if you have any questions.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Blair Devlin', with a long horizontal flourish extending to the right.

Blair Devlin
SENIOR RESOURCE MANAGEMENT PLANNER

To: Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Submission on: Queenstown Lakes Draft Planning Provisions – Te Pūtahi Ladies Mile

Name: **Queenstown Airport Corporation (QAC)**

1. This is a submission on Te Pūtahi Ladies Mile – Draft Planning Provisions
2. The specific provisions of the Draft Planning Provisions that QAC’s submission relates to are:
 - Proposed Standard 8.5.30 – Glare
 - Proposed Standard 9.5.28 – Glare
 - Proposed Policy 19B.2.3.6
 - Proposed Standard 19B.5.10 – Glare
3. **QAC’s submission is:**
 - 3.1 Queenstown Airport is owned and operated by QAC, which is a network utility operator and requiring authority under the Resource Management Act 1991 (“the Act” or “the RMA”). Queenstown Airport is also a lifeline utility under the Civil Defence Emergency Management Act 2002 and is considered an ‘Airport Authority’ under the Airport Authorities Act 1966 (AAA). It is required under the AAA to operate and manage its airport as commercial undertakings, including carrying out improvements where necessary.
 - 3.2 QAC is a Council-Controlled Trading Organisation for the purposes of the Local Government Act 2002. The company is owned by one majority and one minority shareholder:
 - 75.01% by the Queenstown Lakes District Council
 - 24.99% by Auckland International Airport Limited.
 - 3.3 QAC’s purpose is to create long-term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four ‘wellbeing’ measures under the Local Government Act: social, environmental, economic and cultural.
 - 3.4 QAC’s primary activity is the safe and efficient operation of Queenstown Airport, facilitating air connectivity through the provision of infrastructure in the region, to meet the needs of our customers, the residents of, and visitors to the lower South Island. This includes the provision of appropriate and sound aeronautical and associated infrastructure and facilities for the unique operations at the airport.
 - 3.5 As the safe and efficient operation of the airport is QAC’s primary activity, with this comes an obligation to actively monitor proposed and existing land use activities within the area to ensure that the operational requirements of the airport remain suitably protected and provided for.

Lighting and Glare

- 3.6** Inappropriately managed lighting in close proximity to Queenstown Airport has the potential to give rise to adverse lighting and glare effects, particularly for pilots on approach or departure from Queenstown Airport. This includes lighting that may mimic airfield lighting.
- 3.7** QAC supports the inclusion of lighting and glare standards that seek to manage these effects. This includes standards that encourage the downward focus of lighting in surrounding zones. Where lighting and glare standards are breached, QAC submits that a new matter of discretion is required to ensure the effects of the breach on aircraft operations can be considered. This is necessary as the existing reference to “the transportation network” does not, by definition, capture aircraft operations.
- 3.8** QAC’s submission points are addressed in further detail in **Annexure A**, which is attached to and forms part of this submission.
- 4. QAC seeks the following decision from the local authority:**
- 4.1** The submission points contained in Section 3 above and in **Annexure A** which is attached to and forms part of this submission be accepted, or that the Draft Planning Provisions be amended in a similar or such other way as may be appropriate to address QAC’s submission points; and
- 4.2** Any consequential changes, amendments or decisions that may be required to give effect to the matters raised in QAC’s submission.
- 5. QAC wishes to be heard in support of its submission.**

Signature:



Rachel Tregidga

General Manager, Property and Planning
Queenstown Airport Corporation

Date:

28 May 2021

Contact Details

Postal Address for Service: [REDACTED]
[REDACTED]
[REDACTED]

Electronic Address for Service: [REDACTED]

Contact Person: Melissa Brook

Telephone: [REDACTED]

Email: [REDACTED]

ANNEXURE A

QUEENSTOWN AIRPORT CORPORATION'S SUBMISSION POINTS

Provision	Position	Reason	Relief Sought
Rule 8.5.30 Glare	Oppose	Refer to paragraphs 3.6 and 3.7 of QAC's covering submission.	Amend the matters of discretion as follows: <i>a. <u>Effects of light and glare on amenity values, the transportation network, aircraft operations and the night sky</u></i>
Rule 9.5.28 Glare	Oppose	Refer to paragraphs 3.6 and 3.7 of QAC's covering submission.	Amend the matters of discretion as follows: <i>a. <u>Effects of light and glare on amenity values, the transportation network, aircraft operations and the night sky</u></i>
Policy 19B.2.3.6 Ensure that the location and direction of lights does not cause significant glare to other properties, roads, and public places and promote lighting design that mitigates adverse effects on views of the night sky.	Oppose	Refer to paragraphs 3.6 and 3.7 of QAC's covering submission.	Amend Policy 19B.2.3.6 as follows: <i><u>Ensure that the location and direction of lights does not cause significant glare to other properties, roads, flight paths, and public places and promote lighting design that mitigates adverse effects on views of the night sky.</u></i>

<p>Rule 19B.5.10 Glare</p>	<p>Oppose</p>	<p>Refer to paragraphs 3.6 and 3.7 of QAC's covering submission.</p>	<p>Amend Rule 19B.5.10 as follows:</p> <p><u>19B.5.10.1 All exterior lighting, other than footpath or pedestrian link amenity lighting, installed on sites or buildings within the zone shall be directed away from adjacent sites, roads, flight paths and public places and directed downwards so as to limit the effects on views of the night sky.</u></p> <p><u>19B.5.10.2</u></p> <p><u>19B.5.10.3</u></p> <p><u>19B.5.10.4 Lighting shall not mimic a design or form that resembles or conflicts with aircraft operations at Queenstown Airport.</u></p> <p>Amend the matter of discretion as follows:</p> <p><u>d. Effects of lighting and glare on aircraft operations.</u></p>
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Submission o T Pūtahi Ladies Mile Masterplan

To: Queenstown Lakes District Council (QLDC)
letstalk@qldc.govt.nz

Submitter: G W Stalker Family Trust
[REDACTED]

This submission is made on behalf of the GW Stalker Family Trust (**Submitter**) in respect of the Te Pūtahi Ladies Mile Masterplan.

The Submitter could not gain an advantage in trade competition through this submission (clause 6(4) Schedule 1 Resource Management Act 1991 (**RMA**)).

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan. It is the intention of the Submitter that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Submitter has interests in land within, and adjacent to, the Pūtahi Ladies Mile Masterplan area, generally known as 'Slope Hill'.

Parts of the masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 Without limiting the generality of the above, the specific provisions that this submission relates to are:
 - (a) Chapter 27 – subdivision and development;
 - (b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
 - (c) Chapter 8 Medium Density Residential;
 - (d) Chapter 9 – High density Residential;
 - (e) Chapter 15 – Local Shopping Centre Zone;
 - (f) Chapter 19B Te Pūtahi Ladies Mile Town Centre; and
 - (g) Chapter 29 – Transport;
- 3 The Submitter is opposed to the Te Pūtahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:**Process:**

- 4 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 5 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 6 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 7 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.
- 8 Limited provisions have been included to address inclusionary zoning objectives; if the intention is to provide for a separate plan change or variation introducing such objectives, including any land contribution requirements through development, these should be progressed in combination with the rezoning of this land.

Zoning map, ONL, and structure plan area:

- 9 The northern boundary of the structure plan outline is sought to be amended to follow a refined ONL identification, based upon a finer grained assessment of the topography and values of this landscape unit. The extent of the proposed Structure Plan / Zoning Map should follow this refined boundary. This ONL is yet to be tested through the District Plan Review process and is not based upon a detailed landscape assessment. Within this location there is potentially further suitable land for further residential and lifestyle development, which is consistent with the intentions of the Te Pūtahi Ladies Mile Masterplan process. The Submitter seeks the ONL be amended and that developable land outside of the amended ONL be rezoned for either rural living (residential or precinct), or LDR, LLR, or included in the Masterplan if the process is to continue to RMA notification. The Submitter also seeks that the UGB be amended to align with the amended ONL.
- 10 The Submitters are concerned with lack of integration with adjacent rural and rural living development / land uses. There is a significant increase in intensity of urban development proposed adjacent to currently operational farm land on Slope Hill, as well as existing lifestyle developments.
- 11 The increase in pedestrian movements, traffic, and other occupations will make continued farming on this land impossible for security, safety and reverse sensitivity reasons. A more varied form of densities, including rural living and LLR / LDR development in the Masterplan area will more appropriately reflect the existing high quality patterns of rural living development and adjacent residential subdivisions (Shotover Country and Lake Hayes Estate).
- 12 It is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood, Slope Hill and Springbank Grove / Lower Shotover Road) given those land uses may be incompatible with, and affected significantly by, the currently proposed intensity of mixed urban and residential development. Such integration is lacking across all of the amended plan chapters.

Decision sought:

- 13 The Submitter seeks the following decisions from the QLDC:

- (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
- (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
- (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;
 - (ii) Greater recognition of amenity effects on, and protection of, adjacent rural, and lifestyle uses and developments, including in the form of increased setbacks, lower densities of development within the Masterplan, and more sensitive urban / rural mitigation and edge treatments;
 - (iii) Amendment of the ONL boundary at the base of Slope Hill such that developable land is included in the Masterplan and rezoned.
 - (iv) Amendment of the UGB to align with the amended ONL.

14 The Submitter wishes to be heard in support of this submission.

15 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

28 May 2021



GW Stalker Family Trust
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Submission on Te Pūtahi Ladies Mile Masterplan

To: Queenstown Lakes District Council (QLDC)
letstalk@qldc.govt.nz

Submitter: Grant and Sha yn Stalker
[REDACTED]

This submission is made on behalf of Grant and Sha yn Stalker (**Submitter**) in respect of the Te Pūtahi Ladies Mile Masterplan.

The submitter could not gain an advantage in trade competition through his submission (clause 6(4) Schedule 1 Resource Management Act 1991 (RMA)).

This submission has been prepared in accordance with the requirement of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Resource Management Act. It is the intention of the Submitter that this submission be accepted as a contribution to this consultation process, as well as any future formal RMA notification process under Section 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Submitter has interests in land within and adjacent to, the Pūtahi Ladies Mile Masterplan area, outlined in red in the zoning map attached as **Appendix A**.

Parts of the Masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 In addition to the generality of the above, the specific provisions that this submission relates to are:
 - a) Chapter 27 – subdivision and development;
 - b) Te Pūtahi Ladies Mile Masterplan, building heights plan, and zoning maps;
 - c) Chapter 8 Medium Density Residential;
 - d) Chapter 9 – High density Residential;
 - e) Chapter 15 – Local Shopping Centre Zone;
 - f) Chapter 19B Te Pūtahi Ladies Mile Town Centre;
 - g) Chapter 29 – Transport
- 3 The Submitter is opposed to the Te Pūtahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:

- 4 Specific recommendations to the notified charter provisions have been set out below, however the objectives of the Submitter in making these recommendations are summarised as follows:

Process:

- 5 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 6 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 7 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 8 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.

Zoning map and structure plan area:

- 9 The Submitters are concerned with lack of integration with adjacent rural and rural living development / land uses. There is a significant increase in intensity of urban development proposed adjacent to currently operational farm land on Slope Hill, as well as existing lifestyle developments.
- 10 The increase in pedestrian movements, traffic, and other occupations will make continued farming on this land impossible for security, safety and reverse sensitivity reasons. A more varied form of densities, including rural living and LLR / LDR development in the Masterplan area will more appropriately reflect the existing high quality patterns of rural living development and adjacent residential subdivisions (Shotover Country and Lake Hayes Estate).
- 11 It is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood, Slope Hill and Springbank Grove / Lower Shotover Road) given those land uses may be incompatible with, and affected significantly by, the currently proposed intensity of mixed urban and residential development. Such integration is lacking across all of the amended plan chapters.

Decision sought:

- 12 The Submitter seeks the following decisions from the QLDC:
 - (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
 - (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
 - (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;

- (ii) Greater recognition of amenity effects on, and protection of, adjacent rural and lifestyle developments (in particular on Springbank / Lower Shotover Road), including in the form of increased setbacks, lower densities of development within the Masterplan, and more sensitive urban / rural mitigation and edge treatments.

13 The Submitter wishes to be heard in support of this submission.

14 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

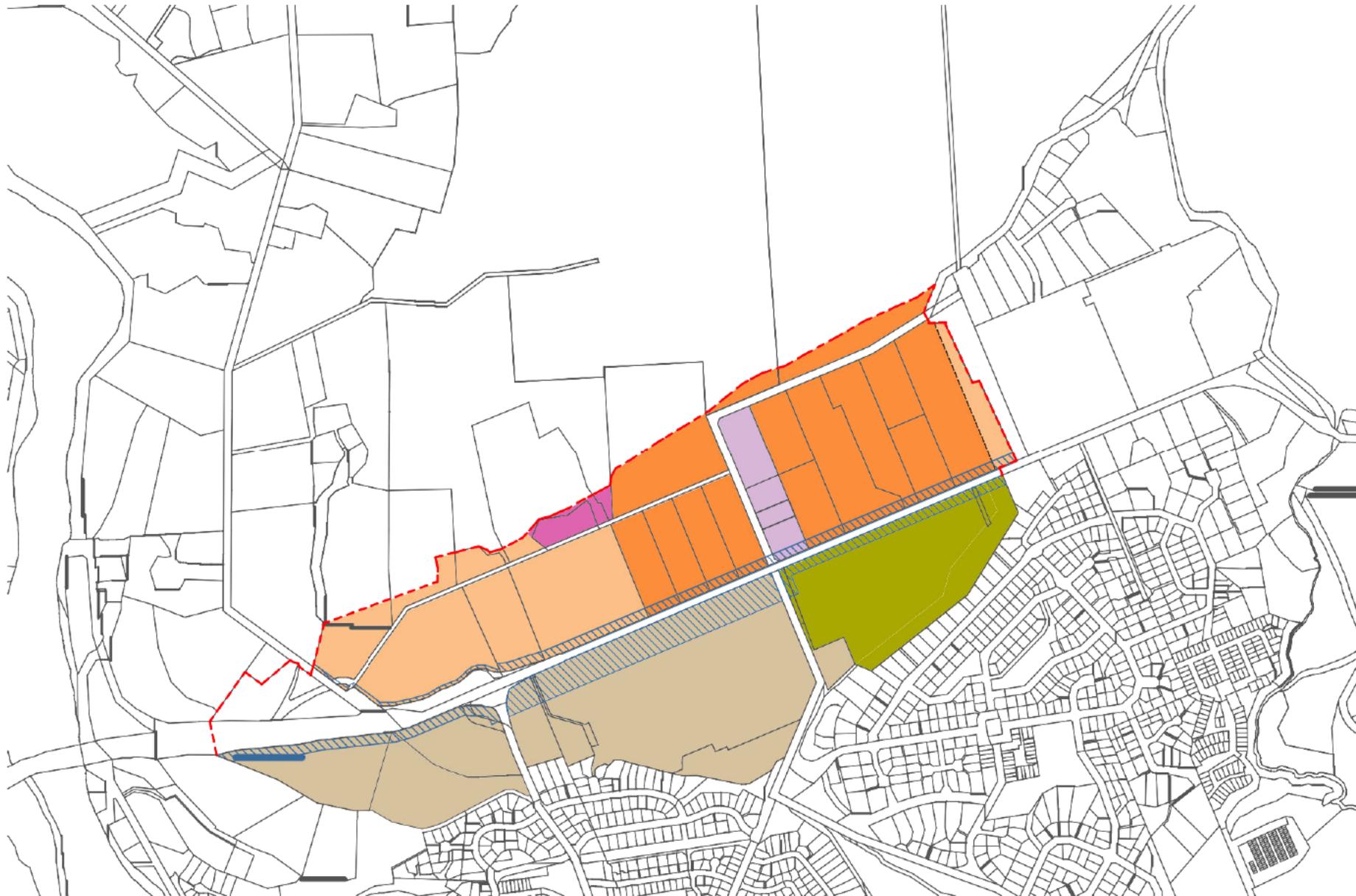
28 May 2021



Grant and Sharyn Stalker
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Te Pūtahi Ladies Mile Zoning Plan

1:10,000 @ A3
1:5,000 @ A1
100m 200m



- Key**
- Urban Growth Boundary Extension
 - Building Restriction
 - Town Centre
 - Local Centre
 - High Density Residential
 - Medium Density Residential
 - Lower Density Residential
 - Open Space - Community Purposes

**Submission of Te Pūahi Ladies Mile Masterplan
draft masterplan and planning provisions consultation**

To: Queenstown Lakes District Council
letstalk@qldc.govt.nz

Submitter: Shotover Country No. 2 Limited
[REDACTED]

This submission is made on behalf of Shotover Country No.2 Limited (**Submitter**) in respect of the Te Pūahi Ladies Mile Masterplan.

The Submitter could not gain an advantage in trade competition through this submission (clause 6(4) Schedule 1 Resource Management Act 1991 (RMA)).

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan. It is the intention of the Submitter that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūahi Ladies Mile Masterplan.

The Submitter has interests in land within, and adjacent to, the Pūahi Ladies Mile Masterplan area, outlined in red on the zoning map attached as **Appendix A**.

Parts of the masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 Without limiting the generality of the above, the specific provisions that this submission relates to are:
 - (a) Chapter 27 – subdivision and development;
 - (b) Te Pūahi Ladies Mile Masterplan, building heights plan, and zoning maps;
 - (c) Chapter 8 Medium Density Residential;
 - (d) Chapter 9 – High density Residential;
 - (e) Chapter 15 – Local Shopping Centre Zone;
 - (f) Chapter 19B Te Pūahi Ladies Mile Town Centre;
 - (g) Chapter 29 – Transport;
- 3 The Submitter is opposed to the Te Pūahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:

- 4 Specific recommendations to the notified chapter provisions have been set out below, however the objectives of the Submitter in making these recommendations are summarised as follows:

Process

- 5 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 6 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 7 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 8 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.
- 9 Limited provisions have been included to address inclusionary zoning objectives; if the intention is to provide for a separate plan change or variation introducing such objectives, including any land contribution requirements through development, these should be progressed in combination with the rezoning of this land.

Zoning map and structure plan area:

- 10 The Zoning map is opposed on the basis of the level of prescription provided across the different areas of the Masterplan area. In particular, the densities associated with each of the LDR, MDR, and HDR are opposed, along with the anticipated variation of development of different activities in the local Shopping and Town centre Zones.
- 11 The Structure Plan is opposed on the basis of the level of prescription provided across different areas of the Masterplan area. It is unrealistic to expect that the multitude of landowners across the Masterplan area will be able to achieve this level of detail through multiple development / consent applications in the future. The prescription will not provide for creative and high quality design outcomes, which respond to evolving community desires and needs. In particular, the structure plan details which are opposed include:
- (i) Identified infrastructure requirements which do not take into account landowner boundaries or commitments to development, such as roading, stormwater, underpass and active links;
 - (ii) Open space, tree protection and stormwater management areas – which are not based upon a detailed effects assessment as to the needs of these to be retained, their size or location. There has also been no acknowledgement as to what management structures will be in place in the future, or what compensation will be made to landowners who are subject to these overlays, which will effectively prohibit any development or use of this land.
 - (iii) Identified sub-areas which are based upon an arbitrary grid-like pattern of development will not provide for creative or responsive urban planning, or take into account different land ownership needs and aspirations.

- 12 The proposed building height structure plan is opposed on the basis of the significant heights that are anticipated across the structure plan area. These heights are considered to be inconsistent with local amenity and not reflect community needs, culture, and history.
- 13 The Submitter seeks that the above plans be deleted and that the rezoning of the Submitter land, and surrounding land within the Masterplan be a mixture of densities ranging between rural residential / precinct, LLR, LDR, and MDR.

Specific issues – inflexibility, density and infrastructure across all proposed chapters:

- 14 The requirements across chapters 27, 7, 8, 9 to achieve an expected density within each zone or sub area through subdivision will have the adverse consequence of stymieing residential development. Requirements for achieving diverse housing choices (27.9.8.1(f)) should also be left to individual landowners and the market to decide; homogeneity in housing can in some cases lead to better design outcomes and cost effectiveness in subdivision.
- 15 Specific provisions across Chapters 27, 7, 8, and 9 relating to the provision of infrastructure prior to development proceeding do not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 16 The Submitters request that these requirements be deleted, and if replaced, are left to general controls in the subdivision chapter as to requirements for the upgrade and install of requisite infrastructure. In practice, necessary infrastructure can be designed and implemented on a development needs basis, and with private agreements between landowners if need be. The current level of prescription will have the perverse outcome of stagnating residential development.
- 17 Prescriptive wording used to achieve urban design outcomes across all chapters 27, 7, 8, and 9 is opposed. Words such as 'require' and 'avoid' have been interpreted in the courts as to mean a bottom-line approach. This could have the adverse consequence of limiting development options, timeliness and responding to community and market demands. In particular, the avoidance of single detached residential units is opposed as this is a housing product suitable for families, renters, and worker accommodation, which are in demand across the District. Furthermore, developers / landowners may have experience in delivering this type of product to the market in an efficient and cost effective way, which further supports affordability and increases supply.

Decision sought:

- 18 The Submitter seeks the following decisions from the QLDC:
 - (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
 - (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
 - (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;

- (ii) Rezoning takes into account and provides for the community needs of limited and small scale / sensitively designed supporting zoning such as commercial and local shopping centre zoning, plus education and recreational opportunities;
 - (iii) Any such rezoning take into account a realistic amount of additional residential development that is supported by NZTA and which provides for an equitable outcome of development shared across different landowners in the area;
 - (iv) Requirements for infrastructure upgrades be realistic and proportionate to the development proposed and take into account past contributions made by existing landowners;
 - (v) Affordable housing and development contribution requirements are realistic and equitable such as to not dissuade affordable and efficient development of the land to market;
 - (vi) Structure plan restrictions on development, such as infrastructure areas, protected trees and recreation, be equitably offset / compensated with landowners.
- (d) Any further amendments to affordable and community housing contributions, or inclusionary zoning sought to be progressed through a planning variation or change should be progressed at the same time as this rezoning / master planning proposal.
- (e) The Submitter seeks that Council progress the rezoning of this land under a fast track process through the RMA, such as a streamlined planning process, thereby enabling housing and community planning issues to be realised as soon as possible.

19 The Submitter wishes to be heard in support of this submission.

20 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

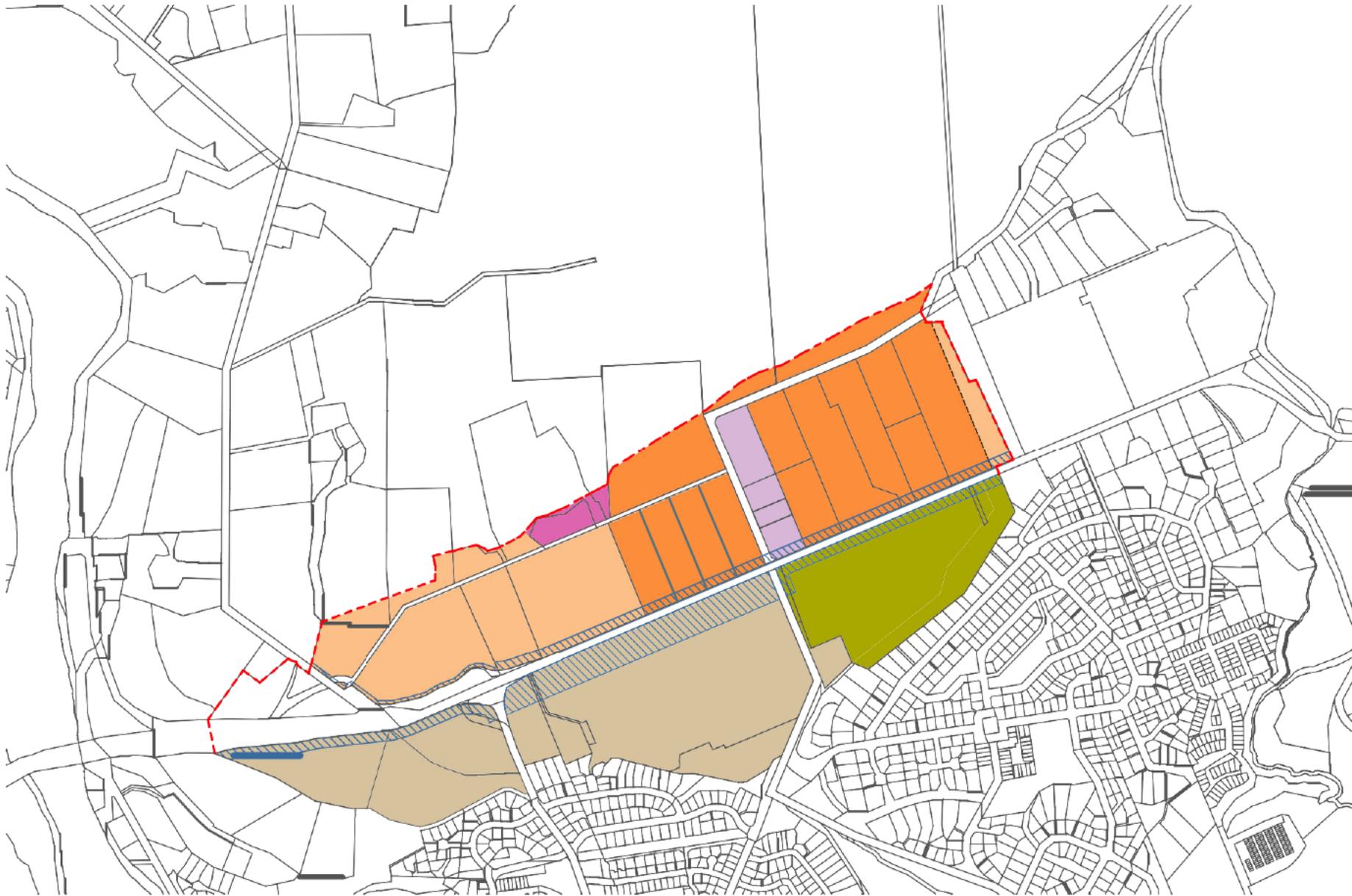
28 May 2021



Shotover Country No. 2 Limited
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Te Pūtahi Ladies Mile Zoning Plan

1:10,000 @ A3
1:5,000 @ A1
100m 200m



- Key**
- Urban Growth Boundary Extension
 - Building Restriction
 - Town Centre
 - Local Centre
 - High Density Residential
 - Medium Density Residential
 - Lower Density Residential
 - Open Space - Community Purposes



26 May 2021

Queenstown District Council
10 Gorge Road
QUEENSTOWN

RE:Ladies Mile Master Plan Process

The Roman Catholic Diocese of Dunedin (RCDD) registered at the outset with Queenstown Lakes District Council (QLDC) as an interested party with regard to the Ladies Mile Masterplan Project. Consultation with QLDC planners and Council appointed planners Brown and Company was undertaken (see attached email correspondence with Christine Edgely of Brown and Company Planning Group).

The RCDD indicated that we were interested and committed to relocating St Joseph's School to the new Ladies Mile development and would require approximately 3 hectares of land zoned for a new 300 pupil school and church. St Joseph's is a State-Integrated school and a part of the education network funded by the Government through the Ministry of Education. The RCDD indicated they were prepared to work with the Ministry of Education (MOE) and consider a co-location arrangement. The RCDD indicated that they were committed to a timeline of 5 years to have a new school up and running.

When the first early concept plan was released a 3ha Primary School site was proposed and RCD naturally thought it was for St Joseph's School, but have subsequently been informed that the two school sites proposed are both for the MOE. MOE apparently advised QLDC that they were not interested in a co-location with RCDD.

St Joseph's has not been considered in the current revision of the masterplan. St Joseph's currently has 15% of its pupils (37 in total) in Inner Queenstown and 85% of pupils (87 in total) reside and commute daily from Frankton, Shotover Country, Lake Hayes and Arrowtown, so by relocating to Ladies Mile we will reduce the daily commute to and from Queenstown by 70%. This will have a positive outcome for the transportation modelling on the daily flows at peak times on the State Highway to Queenstown.

Our modelling, based on QLDC and MOE projections, will see the demand for an increased provision for Catholic education in the QLDC area. Relocating to the Ladies Mile area is the logical move for us, as the majority of population growth is not at the Queenstown end of the region, where the St Joseph's is currently located. The expected level of growth would more than treble the transportation demands the school community places on the route in and out of Queenstown.

Over and above this the QLDC projections estimate that by 2051, the Wakatipu Basin will have a population similar to that of Invercargill, which has 4 Catholic Primary Schools and one

Catholic Secondary School. The Census data shows that 9% of the total population are Primary School age and of this 8.5% identify as Catholic. If these figures are applied to the projected population of 49,230, we could expect demand for Catholic schooling in the vicinity of 375 children, which is not feasible on the current site.

Decision Required: That the QLDC make accommodation in the masterplan for the Ladies Mile for another school site, and accordingly make the necessary rule changes in their District Plan Variation to achieve this outcome.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'M J Dooley'.

+ Michael J Dooley DD
Bishop
Roman Catholic Diocese of Dunedin

From: Christine Edgley [REDACTED]
Sent: 10 May, 2021 3:50 PM
To: Sydney Brown [REDACTED]
Subject: Ladies Mile Masterplan - consultation

Hi Syd,

I trust this email finds you well.

Following up from previous consultation on early concept plans for the Te Putahi Ladies Mile Masterplan in November last year, the Council has now released a draft preferred Masterplan and associated draft plan variation for public feedback.

All the information can be viewed online at Council's Let's Talk page (<https://letstalk.qldc.govt.nz/ladies-mile-masterplan>) and you can undertake a survey on both the draft Masterplan and the draft planning variation via the same link.

Feedback is open until 5pm, **28 May 2021**.

Kind regards,
Christine

Christine Edgley
Resource Management Planner
[REDACTED]


BROWN & COMPANY
P L A N N I N G G R O U P

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From: Sydney Brown <Sydney.Brown@highlandparkmosgiel.co.nz>
Sent: Monday, November 16, 2020 8:05 AM
To: Christine Edgley <Christine@brownandcompany.co.nz>
Cc: Gerard Aynsley <gerarda@cdd.org.nz>
Subject: RE: Ladies Mile - early concept plans for Public Open Days

Hi Christine

Thanks for the concept plans. On behalf of the Catholic Diocese the proposed school sites all work for us ,our first choice would be option A as this gives the opportunity of co-location and sharing of

costs. Option B & C ,the only concern we have is connectivity ,as the transport plan only shows public transport on the shotover country side of Ladies Mile.
Can you please forward me the final plan when it is publicly released.
If you require any further input from me don't hesitate to ask.

Regards, Syd

Syd Brown
Managing Director
Cranbrook Properties Ltd

[REDACTED]

From: Christine Edgley [REDACTED]
Sent: 13 November, 2020 11:34 PM
To: [REDACTED]
Subject: Ladies Mile - early concept plans for Public Open Days

Good evening Syd,

I understand that you requested to be sent a copy of the information for the material presented at the Public Open Days for the Ladies Mile Masterplan project.

Please find a link below to the Council's Let's Talk page, which includes the early concept plans:

<https://letstalk.qldc.govt.nz/ladies-mile-masterplan>

Kind regards,
Christine

Christine Edgley
Resource Management Planner

[REDACTED]



BROWN & COMPANY
P L A N N I N G G R O U P

This message contains confidential information and is intended only for the recipient. If you are not the recipient you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version.

28 May 2021

Te Pūtahi Ladies Mile Draft Masterplan and Planning Provisions Feedback
Queenstown Lakes District Council
via email: letstalk@qldc.govt.nz

To whom it may concern

Te Pūtahi Ladies Mile Draft Masterplan and Planning Provisions: Feedback of Ladies Mile Property Syndicate Limited Partnership and E&O Property Syndication Limited

Thank you for the opportunity to provide a feedback on the Te Pūtahi Ladies Mile Draft Masterplan and Planning Provisions. This feedback is on behalf of Ladies Mile Property Syndicate Limited Partnership and E&O Property Syndication Limited (the **Syndicate**).

Summary of feedback

The Syndicate owns land at Ladies Mile within the masterplan area. The Syndicate supports the concept of master-planning for Ladies Mile, however it does not support the current masterplan as drawn.

Matters supported

- Draft zoning map that shows the Syndicate's land zoned a mix of high and medium density residential.
- The general approach of the design principles.
- Building heights depicted in the masterplan.
- Use of the existing planning framework with adaptations as required to recognise the higher density of residential development to be enabled at Ladies Mile.

Matters not supported

- The location of the high school.
- Small area of residential on the Syndicate's land.
- Masterplan layout in the vicinity of the town centre.
- Limits on overall yield.
- Prescriptive nature of several of the rules/standards.
- Activity status for non-compliance with several of the rules/standards.

The Syndicate's preference is for the masterplan to be redrafted to align with earlier consultation options A and B. Further detail on these matters are expanded on below.

Introduction

The Syndicate owns 4.5 hectares of land at 497 Frankton-Ladies Mile Highway, shown in Figure 1 below. The Syndicate has owned the land since November 2018 and it is currently used as a boutique visitor accommodation lodge.



Figure 1: 497 Frankton-Ladies Mile Highway

The Syndicate is committed to developing this site for medium and high density housing in the short to medium term. Developing the land in this way will contribute to the overall delivery of the Council's goals for urbanising Ladies Mile.

The Syndicate supports the Council's initiative of master-planning this area, and has engaged with the Council's team on this process, including providing feedback on the draft Ladies Mile Masterplan options formally via letter and informally in meetings with the Ladies Mile Consortium team.

Feedback on Te Pūtahi Ladies Mile Draft Masterplan

The Syndicate does not support the masterplan in its current form. The key areas of concern are:

1. The location of the high school.
2. The lack of residential land shown on the masterplan at 497 Ladies Mile Highway.

An overlay of the draft masterplan and the Syndicate's land is shown in Figure 2 below.



Figure 2: 497 Frankton-Ladies Mile Highway (shown by red border) overlaid on snip from the draft masterplan

High school location

As Figure 2 shows, the draft masterplan shows the high school and associated open space located over the majority of the Syndicate's site, with a small area of residential land in the northern part of the site. This is a significant change from the previous iterations of the draft masterplan that showed a mix of medium and high density residential in this area.

Given the plans outlined above in relation to the Syndicate's development intentions for its site (that have been conveyed to the Council in previous feedback), the Syndicate is disappointed to see the high school located in this location. The Syndicate will not be able to deliver its intended medium-high density residential development if this land is taken for school purposes. The Syndicate seeks that the high school be moved from its land.

Previous consultation versions of the masterplan showed the high school further to the east (Option A) or across the road at 516 Frankton Ladies Mile Highway (Option B). The Syndicate considers 516 Frankton Ladies Mile Highway to be the most appropriate and practical site as the high school can be collocated with the bus interchange and playing fields. In terms of the specifics of Option B in relation to the Syndicate's land, this is not supported due to the location of a park over part of its land and consequential impact on residential development feasibility. The Syndicate therefore provided feedback in support of Option A during the earlier consultation period and this masterplan is still supported by the Syndicate.

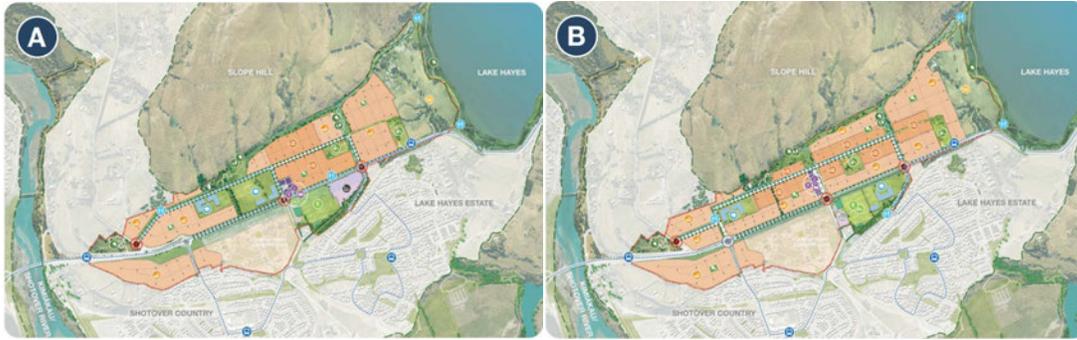


Figure 3: Earlier versions of the masterplan – Public Open Days Masterplan Options A and B

Location of residential land

The Syndicate requests that all of its land be shown as residential on the masterplan. Under the current masterplan, the residential part of its site equates to just over one hectare, or approximately 23%. Developing only one hectare significantly undermines the feasibility of any future development plan in terms of the economies of scale that would otherwise be achieved. The current masterplan therefore creates a risk that this part of the masterplan area will remain undeveloped. This is at odds with the overall intent of the masterplan and principles. As previously conveyed to Council in its submission on the draft Queenstown Lakes Spatial Plan, part of ‘unlocking’ the potential of the Ladies Mile area requires landowners who are motivated to deliver on the Council’s masterplan.

Other matters

Zoning

The masterplan contains a draft zoning map, which shows the Syndicate’s land as a mix of high and medium density residential. The Syndicate supports this draft zoning. One of the key features noted on the zone map that forms part of the masterplan is that ‘zoning supports anticipated land use’. Given the Syndicate’s plans for residential development on the site, the Syndicate supports the mix of high and medium density zoning on its site as per this draft zoning map.

The town centre and surrounding land use

In order for the town centre to be a successful and vibrant hub, it will require a critical mass of people living nearby. However, the town centre is currently adjoined by expansive stormwater and reserves/open space to north and east. The Syndicate considers it more appropriate to locate high density residential activity in and immediately adjacent to the centre to contribute to vibrancy. The high school and associated open space will not contribute to town centre vitality or vibrancy.

Design principles

The Syndicate supports the seven design principles, and in particular Principle 6 ‘Do density well, provide quality and diverse housing’. The Syndicate considers Ladies Mile has the potential to provide a significant and unique contribution to much needed supply and diversity of housing in Queenstown. The built form outcomes and increased heights and densities over what is typically delivered in the wider Queenstown urban context is supported.

Height, setbacks and yield

Syndicate seeks maximum flexibility for development. The Syndicate supports increasing the height beyond what is currently enabled by the PDP to 24.5 metres in high density areas and 13 metres in medium density areas.

The Syndicate does not support the 20 metre amenity access area and building restriction area adjoining State Highway 6. While this is a significant improvement on the current setback requirements, the Syndicate considers there are opportunities to further reduce this and still maintain the gateway environment of Ladies Mile. A reduction in this setback will assist in providing landowners by providing flexibility.

It is understood that the residential yield at Ladies Mile is limited by traffic and transport infrastructure constraints, including the capacity of the Shotover River bridge on State Highway 6. The Syndicate considers this issue must be addressed and transport challenges should not be the determinant of yield in this or any other location.

Feedback on the Draft Planning Provisions

The Syndicate agrees is its most efficient and effective to utilise the existing PDP provisions, with some adaptations to ensure that the unique outcomes anticipated at Ladies Mile can be delivered. The Syndicate is generally supportive of the relatively enabling draft provisions. This includes the additional height allowance for the medium and high density zones, removal of minimum lot size, and exemption from the minimum dimension requirement, for example.

In relation to height, the Syndicate notes that the structure plan building heights plan does not appear to align with the height mapping set out in the draft masterplan (several areas that should be subject to the 24.5m height limit are shown as black (this may be a printing error due to the additional hatching shown)).

The Syndicate considers there are other opportunities to make the provisions more enabling. This includes a controlled activity status for development in accordance with the structure plan (as opposed to restricted discretionary), and increasing the maximum building coverage standard.

The Syndicate does not support the minimum average density requirement (40 units per hectare) and minimum number of stories, as the preferred density will be driven by market demand and what is feasible to achieve. The Syndicate does not support the activity status of non-complying to breach the standard and considers restricted discretionary activity status to be more appropriate. Matters of discretion could include the extent of infringement, size of units, opportunity to make up the shortfall elsewhere, viability of achieving the 40 unit average, and the like.

While infrastructure delivery and land use planning must be integrated, as noted earlier, the Syndicate does not agree that infrastructure constraints should be the driver of residential yield in such a critical location. To this end, the Syndicate does not support the inclusion of provisions that development cannot proceed until various infrastructure items are provided for (e.g. Rules 7.5.20, 8.5.41 and 9.5.36).

With regard to activity statuses, as noted, the Syndicate would prefer to see as much flexibility built into the provisions as possible to facilitate development. This would be better achieved by having restricted discretionary activity status for breach to standards throughout the provisions, rather than non-complying.

Summary

The Syndicate supports the Council's initiative to masterplan Ladies Mile. The Syndicate does not support the current location of the high school, and requests that the masterplan be amended to show high and medium density residential development over the entirety of its site at 497 Ladies Mile Highway. The Syndicate supports the overall enabling direction of the draft planning provisions, and considers these could be further developed to ensure maximum flexibility for motivated landowners to deliver much needed residential capacity and choice in Queenstown.

Please contact me should you require further information or clarification of the matters raised in this feedback.

Yours sincerely

Ladies Mile Property Syndicate Limited Partnership and E&O Property Syndication Limited



Peter McConnell

General Manager: Performance & Planning
On behalf of E+O Property Syndication Limited

Contact

Please contact E+O Property Syndication Limited for more information.

Graeme Gunthorp
Charles Beale



Submission on Te Pūtahi Ladies Mile Masterplan

To: Queenstown Lakes District Council
letstalk@qldc.govt.nz

Submitter: Maryhill Limited
[REDACTED]

This submission is made on behalf of Maryhill Limited (**Submitter**) in respect of the Te Pūtahi Ladies Mile Masterplan.

The Submitter could not gain an advantage in trade competition through this submission (clause 6(4) Schedule 1 Resource Management Act 1991 (**RMA**)).

This submission has been prepared in accordance with the requirements of clause 6, Schedule 1, RMA, in anticipation of the Te Pūtahi Ladies Mile Masterplan and draft planning provisions forming a variation to the QLDC Proposed District Plan. It is the intention of the Submitter that this submission be accepted as both feedback to this consultation process, as well as any future formal RMA notification process under Schedule 1 relating to the Te Pūtahi Ladies Mile Masterplan.

The Submitter has interests in land within, and adjacent to, the Pūtahi Ladies Mile Masterplan area, outlined in red on the zoning map attached as **Appendix A**.

Parts of the masterplan and planning provisions that this submission relates to:

- 1 The Submitter is interested in the proposal (masterplan and draft planning provisions) in its entirety.
- 2 Without limiting the generality of the above, the specific provisions that this submission relates to are:
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 - (d) Chapter 9 – High density Residential;
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 - (f) Chapter 19B Te Pūtahi Ladies Mile Town Centre;
 - (g) Chapter 29 – Transport;
- 3 The Submitter is opposed to the Te Pūtahi Ladies Mile Masterplan and associated draft planning provisions in their entirety. Although specific recommendations have been suggested to these planning provisions as set out in the below submission, the Submitter is interested in, and submits on, the entirety of the proposal.

Reasons for submission:

- 4 Specific recommendations to the notified chapter provisions have been set out below, however the objectives of the Submitter in making these recommendations are summarised as follows:

Process:

- 5 The Submitter is generally concerned with the proposed intensity of development anticipated in the Structure plan. In particular, it is considered this does not represent community, adjacent and occupying landowner, views despite significant 'consultation' expended to date.
- 6 The intensity of development proposed is far beyond that which is currently seen or anticipated in the District, and is likely to be at odds with the landscape within which the area is set, as well as the function of the Ladies Mile rural – urban gateway.
- 7 Despite significant Council planning evidence being presented in the course of District Plan hearings and Environment Court appeals, to the effect that there is 'surplus' land zoned for residential development across the District, and that this meets the needs of the NPS Urban development, the Masterplan seeks an intensity of residential development significantly greater than what community and landowners have sought, or what is supported by NZTA.
- 8 There continues to be no acceptance of the lack of infrastructure (particularly roading) to provide for the proposed level of development / density in the Masterplan.
- 9 Limited provisions have been included to address inclusionary zoning objectives; if the intention is to provide for a separate plan change or variation introducing such objectives, including any land contribution requirements through development, these should be progressed in combination with the rezoning of this land.

Zoning map and structure plan area:

- 10 The northern boundary of the structure plan outline is sought to be amended to follow a refined ONL identification, based upon a finer grained assessment of the topography and values of this landscape unit. The extent of the proposed Structure Plan / Zoning Map should follow this refined boundary. This ONL is yet to be tested through the District Plan Review process and is not based upon a detailed landscape assessment. Within this location there is potentially further suitable land for further residential and lifestyle development, which is consistent with the intentions of the Te Pūtahi Ladies Mile Masterplan process. The Submitter seeks the ONL be amended and that developable land outside of the amended ONL be rezoned for either rural living (residential or precinct), or LDR, LLR, or included in the Masterplan if the process is to continue to RMA notification. The Submitter also seeks that the UGB be amended to align with the amended ONL.
- 11 The Zoning map is opposed on the basis of the level of prescription provided across the different areas of the Masterplan area. In particular, the densities associated with each of the LDR, MDR, and HDR are opposed, along with the anticipated variation of development of different activities in the local Shopping and Town centre Zones.
- 12 The Structure Plan is opposed on the basis of the level of prescription provided across different areas of the Masterplan area. It is unrealistic to expect that the multitude of landowners across the Masterplan area will be able to achieve this level of detail through multiple development / consent applications in the future. The prescription will not provide for creative and high quality design outcomes, which respond to evolving community desires and needs. In particular, the structure plan details which are opposed include:

- (i) Identified infrastructure requirements which do not take into account landowner boundaries or commitments to development, such as roading, stormwater, underpass and active links;
 - (ii) Open space, tree protection and stormwater management areas – which are not based upon a detailed effects assessment as to the needs of these to be retained, their size or location. There has also been no acknowledgement as to what management structures will be in place in the future, or what compensation will be made to landowners who are subject to these overlays, which will effectively prohibit any development or use of this land.
 - (iii) Identified sub-areas which are based upon an arbitrary grid-like pattern of development will not provide for creative or responsive urban planning, or take into account different land ownership needs and aspirations.
 - (iv) Lack of integration with adjacent rural and rural living development / land uses. The submitters are concerned with the significant increase in intensity of urban development proposed adjacent to currently operational farm land on Slope Hill. The increase in pedestrian movements, traffic, and other occupations will make continued farming on this land impossible for security, safety and reverse sensitivity reasons. A more varied form of densities, including rural living and LLR / LDR development in the Masterplan area will more appropriately reflect the existing high quality patterns of rural living development and adjacent residential subdivisions (Shotover Country and Lake Hayes Estate).
- 13 The proposed building height structure plan is opposed on the basis of the significant heights that are anticipated across the structure plan area. These heights are considered to be inconsistent with local amenity and not reflect community needs, culture, and history.
- 14 It is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood and Slope Hill) given those land uses may be incompatible and affected significantly by, the currently proposed intensity of mixed urban and residential development. Such integration is lacking across all of the amended plan chapters
- 15 The Submitter seeks that the above plans be deleted and that the rezoning of the Submitter land, and surrounding land within the Masterplan be a mixture of densities ranging between rural residential / precinct, LLR, LDR, and MDR.

Chapter 27 – Subdivision:

- 16 Provisions pertaining to requiring development be consistent with the structure plan are overly prescriptive and will not provide for a high quality design-led and responsive planning outcomes. Such provisions include, 27.9.8.1b, c, d, e. The requirement to achieve an expected density within each zone or sub area through subdivision will have the adverse consequence of stymieing residential development. Requirements for achieving diverse housing choices (27.9.8.1(f)) should also be left to individual landowners and the market to decide; homogeneity in housing can in some cases lead to better design outcomes and cost effectiveness in subdivision.
- 17 It is considered that a much more simplified regime for subdivision can be achieved through a concise statement of objectives, policies, and assessment matters which seeks to achieve an integrated and high quality mixed urban / residential outcome for the area.

- 18 The Submitters seek that subdivision to densities requested by the Submitter are controlled or restricted discretionary, with matters of control limited to those currently included in the LDR, LLR, MDR and rural living Zones of the PDP.
- 19 There is a lack of acknowledgement, and integration with, existing rural lifestyle / rural residential and rural land adjacent to Ladies Mile. The effects on these owners and the existing high quality developments need to be considered and responded to in future development.

Chapter 7 – Low Density Residential:

- 20 7.5.20 – infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 21 The Submitters request that these requirements be deleted, and if replaced, are left to general controls in the subdivision chapter as to requirements for the upgrade and install of requisite infrastructure. In practice, necessary infrastructure can be designed and implemented on a development needs basis, and with private agreements between landowners if need be. The current level of prescription will have the perverse outcome of stagnating residential development.

Chapter 8 – Medium Density residential:

- 22 Objective 8.2.12 – is unclear in its current expression in that it is uncertain what 'greater' intensity and diversity of housing is being compared to (i.e. whether this is other zones, or other MDR zoned areas than Ladies Mile). The intention of greater 'intensity' and diversity of housing to achieve a modal transport shift is also opposed on the basis that this has been queried, and not supported by, the NZTA.
- 23 Policy 8.2.12.1 – is opposed on the basis of the prescriptive wording used to achieve urban design outcomes. Words such as 'require' and 'avoid' have been interpreted in the courts as to mean a bottom-line approach. This could have the adverse consequence of limiting development options, timeliness, and responding to community and market demands. In particular, the avoidance of single detached residential units is opposed as this is a housing product suitable for families, renters, and worker accommodation, which are in demand across the District. Furthermore, developers / landowners may have experience in delivering this type of product to the market in an efficient and cost effective way, which further supports affordability and increases supply.
- 24 Policy 8.2.13 is supported, subject to deleting reference to 'urban', and also referencing adjacent rural lifestyle, rural residential and rural land. Given that existing Shotover Country and Lake Hayes Estate Submissions are residential. The integration with those existing communities necessitates a lower overall density and intensity of development at Ladies Mile than is currently anticipated in the draft masterplan. Furthermore, it is critical to consider integration with adjacent rural lifestyle, rural residential, and rural land uses (such as Threepwood and Slope Hill) given those land uses may be incompatible and affected significantly by, the currently proposed intensity of mixed urban and residential development.
- 25 Policies 8.2.13.1 – 8.2.13.3, Rule 8.4.28, Rule 8.5.20 – requirements to adhere to the structure plan, and associated non-complying activity status for non-conformity, are opposed on the basis these are overly prescriptive, will have the perverse effect of delaying development, and will not encourage innovative design led outcomes.

- 26 Infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 27 Rule 8.5.21, 8.5.22, 8.5.24, 8.5.26, 8.5.27, 8.5.29, – density, building coverage, heights and outdoor living spaces – these provisions are generally opposed for the reasons as outlined above, opposing the overall increased intensity of development. A minimum density to be achieved (at 40 dwellings per hectare) is significantly greater than what is anticipated in this location, and there has been no evidence provided that this is what the market is seeking. No evidence has been provided to support whether this type of development is feasible or affordable and it is considered it will have the perverse outcome of delaying development of affordable and high quality housing.
- 28 Rule 8.5.41 – infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 29 Assessment matters:
- (a) *8.7.a context and character* – should equally refer to integration with and responding sensitively to adjacent development (which includes rural land uses, rural living, and low and medium density residential subdivisions).
 - (b) *8.7f sustainability and resilience* – while the intention of this assessment matter as an aspirational goal is supported, the current wording does not take into account other alternative contributions to sustainable outcomes such as creation of open space and reserve contributions that are achieved through development.

Chapter 9 – High Density Residential:

- 30 Objective 9.2.9 - is unclear in its current expression in that it is uncertain what 'greater' intensity and diversity of housing is being compared to (i.e. whether this is other zones, or other HDR zoned areas than Ladies Mile). The intention of greater 'intensity' and diversity of housing to achieve a modal transport shift is also opposed on the basis that this has been queried, and not supported by, the NZTA.
- 31 Policies 9.2.9.1 - is opposed on the basis of the prescriptive wording used to achieve urban design outcomes. Words such as 'require' and 'avoid' have been interpreted in the courts as to mean a bottom line approach. This could have the adverse consequence of limiting development options, timeliness and responding to community and market demands. In particular, the avoidance of single detached residential units is opposed as this is a housing product suitable for families, renters, and worker accommodation, which are in demand across the District. Furthermore, developers / landowners may have experience in delivering this type of product to the market in an efficient and cost effective way, which further supports affordability and increases supply.
- 32 9.2.10 – 9.2.10.3 - Provisions pertaining to requiring development be consistent with the structure plan are overly prescriptive and will not provide for a high quality design-led and responsive planning outcomes. The requirement to achieve an expected density within each zone or sub

area through subdivision will have the adverse consequence of stymieing residential development. Requirements for achieving diverse housing choices should also be left to individual landowners and the market to decide; homogeneity in housing can in some cases lead to better design outcomes and cost effectiveness in subdivision.

- 33 Within the HDR provisions there is no acknowledgement of the need to integrate with adjacent rural lifestyle, rural residential and rural land uses (such as Threepwood and Slope Hill) given those land uses may be incompatible and affected significantly by, the currently proposed intensity of mixed urban and residential development. There should be further acknowledgement of a design response to, and integration with, existing residential subdivisions of Lake Hayes estate and Shotover Country.
- 34 Rules 9.4.21, 9.5.18, 9.5.19, 9.5.20, 9.5.23, 9.5.24, 9.5.25, 9.5.27, density, building coverage, heights and outdoor living spaces (etc) – these provisions are generally opposed for the reasons as outlined above, opposing the overall increased intensity of development. A minimum density to be achieved (at 70 residential units per hectare) is significantly greater than what is anticipated in this location, and there has been no evidence provided that this is what the market is seeking. No evidence has been provided to support whether this type of development is feasible or affordable and it is considered it will have the perverse outcome of delaying development of affordable and high quality housing.
- 35 9.5.36 –infrastructure required prior to development proceeding – this provision does not take into account the complexity of landownership, development interests, and relative contributions across the different development areas. It does not account fairly and equitably for the different levels of development anticipated across differing areas, and the corresponding contributions that should be made to different infrastructure, nor does it take into account past significant contributions of existing landowners.
- 36 9.7 Assessment matters
- (a) *9.7.a context and character* – should equally refer to integration with and responding sensitively to adjacent development (which includes rural land uses, rural living, and low and medium density residential subdivisions).
- (b) *9.7f sustainability and resilience* – while the intention of this assessment matter as an aspirational goal is supported, the current wording does not take into account other alternative contributions to sustainable outcomes such as creation of open space and reserve contributions that are achieved through development.

Local Shopping Centre Zone and Te Putahi Ladies Mile Town Centre Zones:

- 37 The Submitter supports some form of mixed use and commercial development within the Ladies Mile masterplan and generally in the locations identified. However given these zones are not over the Submitter's land, detailed submissions have not been provided on the draft planning provisions.
- 38 The general intention of the Submitter, and relief sought in respect of these zones is that:
- (a) Mixed commercial and local shopping centre activities are provided for, to the extent that these integrate with a lower density of development and respond sensitively to surrounding rural land and landscapes;
- (b) School, recreation and public amenity opportunities are provided for, but are not overly prescribed into the masterplan in terms of eventual locations and extent.

Higher order provisions and consequential amendments:

- 39 4.2.2.21(b) - References to urban, medium and high density residential development is opposed on the basis of the above submission; the Submitter seeks that a lower range of densities and mixed development opportunities be supported to enable greater supply and diversity of choice in the housing market. 4.2.2.21(d) and (e) Contribution to public transport as a preferred method of travel is unlikely to be able to be achieved through subdivision housing development and should therefore be deleted.

Chapter 29 – Transport:

- 40 Based on the contents of this submission, standalone dwellings and lower residential density is supported, therefore maximum parking spaces (Rule 29.5.14, 29.5.2X) which do not provide for even one parking space for a 1 bedroom apartment are unlikely to work in practice. Worker accommodation from the tourism sector is an area which is in shortage in the District, and many of those workers will not be able to work within Ladies Mile. The restrictions on parking and the anticipated lack of external movements over the Shotover Bridge will mean that worker accommodation for key sectors will continue to be in demand, and this rezoning will not alleviate such social pressures.

Decision sought:

- 41 The Submitter seeks the following decisions from the QLDC:
- (a) That the Te Putahi Ladies Mile Masterplan and associated draft planning provisions not be accepted by Councillors for further progression under any RMA planning process;
 - (b) In the alternative to the above, that the Council accept the suggestions and comments made in the above submission to be amended in the draft planning provisions and Masterplan following further consultation with landowners within the Masterplan area;
 - (c) Should the masterplan and draft planning provisions be refused for further consultation by Council, the Submitter seeks:
 - (i) The Ladies Mile Masterplan area be rezoned to a mixture of rural residential / precinct, LLR, low and medium density residential;
 - (ii) Rezoning takes into account and provides for the community needs of limited and small scale / sensitively designed supporting zoning such as commercial and local shopping centre zoning, plus education and recreational opportunities;
 - (iii) Any such rezoning take into account a realistic amount of additional residential development that is supported by NZTA and which provides for an equitable outcome of development shared across different landowners in the area;
 - (iv) Requirements for infrastructure upgrades be realistic and proportionate to the development proposed and take into account past contributions made by existing landowners;
 - (v) Affordable housing and development contribution requirements are realistic and equitable such as to not dissuade affordable and efficient development of the land to market;
 - (vi) Amendment of the ONL boundary at the base of Slope Hill such that developable land is included in the Masterplan and rezoned.

- (vii) Amendment of the UGB to align with the amended ONL.
 - (viii) Structure plan restrictions on development, such as infrastructure areas, protected trees and recreation, be equitably offset / compensated with landowners.
 - (d) Any further amendments to affordable and community housing contributions, or inclusionary zoning sought to be progressed through a planning variation or change should be progressed at the same time as this rezoning / master planning proposal.
 - (e) The Submitter seeks that Council progress the rezoning of this land under a fast track process through the RMA, such as a streamlined planning process, thereby enabling housing and community planning issues to be realised as soon as possible.
- 42 The Submitter wishes to be heard in support of this submission.
- 43 If others make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

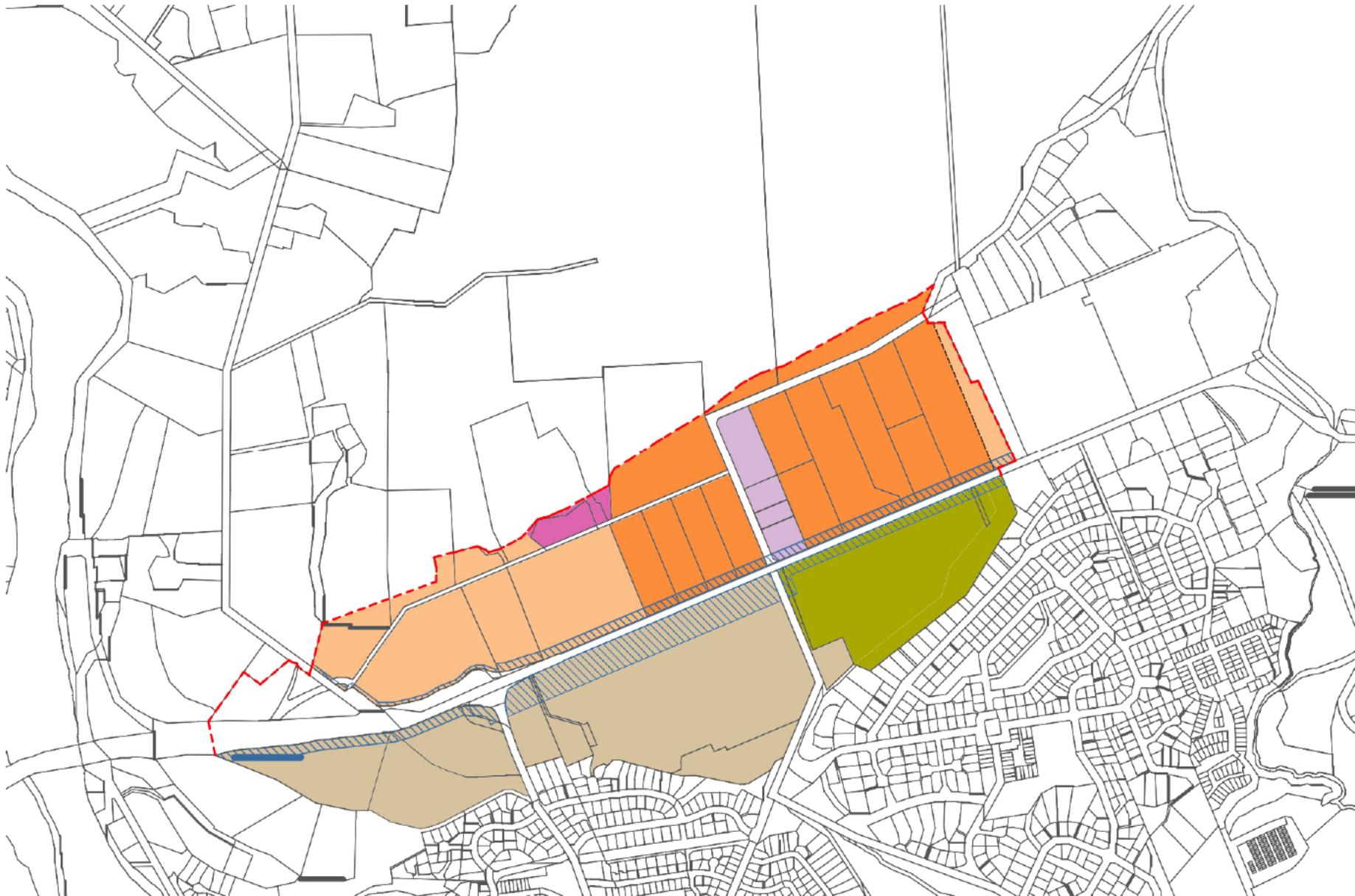
28 May 2021



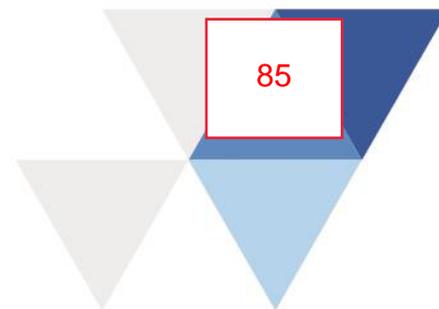
Maryhill Limited
Signed by their duly authorised agents
Anderson Lloyd
Per: Maree Baker-Galloway
Address for service: [REDACTED]

Te Pūtahi Ladies Mile Zoning Plan

1:10,000 @ A3
1:5,000 @ A1
100m 200m



- Key**
- Urban Growth Boundary Extension
 - Building Restriction
 - Town Centre
 - Local Centre
 - High Density Residential
 - Medium Density Residential
 - Lower Density Residential
 - Open Space - Community Purposes



Feedback on the Queenstown Lakes District Council’s draft Te Pūtahi Ladies Mile Masterplan and draft Planning Provisions to the Proposed Queenstown Lakes District Plan for Te Pūtahi Ladies Mile

To: Queenstown Lakes District Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO BOX 13960
Christchurch 8141

Attention: Hugh Loughnan

Phone: [REDACTED]

Email: [REDACTED]

This is the Ministry of Education’s ('the Ministry') feedback on the draft Te Pūtahi Ladies Mile Masterplan and draft Planning Provisions to the Proposed Queenstown Lakes District Plan for Te Pūtahi Ladies Mile by the Queenstown Lakes District Council.

The Ministry welcomes the opportunity to provide feedback on the draft Te Pūtahi Ladies Mile Masterplan (draft TPLMM) and draft Planning Provisions to the Proposed Queenstown Lakes District Plan (PDP) for Te Pūtahi Ladies Mile (draft DPP).

Background

The Ministry of Education is the Government’s lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government’s goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Queenstown Lakes district.



The draft TPLMM relevance to Ministry property:

The draft TPLMM sets out the spatial framework and direction for planning for growth in Te Pūtahi Ladies Mile area. The Ministry understands that the development is anticipated to enable up to potentially 2400 households. Of relevance to the Ministry is that to accommodate the anticipated growth from the proposed development and wider catchment, a new primary and secondary school site will be required. In this regard, the Ministry's expectation is that the secondary school will be required around 2030, with the primary school required around 2023, albeit dependent on the rate and growth of development within Ladies Mile.

In recognition of these requirements, the Ministry has undertaken a site identification and evaluation exercise for both schools, the key outcomes and findings of which have been discussed with the Ladies Mile Consortium during previous consultation. This evaluation process has involved a multi-criteria analysis methodology, with several sites evaluated across Ladies Mile against a broad range of criteria, including matters relating to technical ground conditions and natural hazards, location and proximity to student catchment, ease of acquisition, transportation, infrastructure, site constraints, social impacts and opportunities for co-location and shared facilities. The overall conclusion from the Ministry's evaluation was that the Ladies Mile locale displays a number of attributes that would support the provision of appropriate primary and secondary school facilities in a range of locations.

Overall, the Ministry is generally supportive of the aims of the draft TPLMM and commends the inclusion of educational facilities. The Ministry, however, considers that there are some potential co-location opportunities that should be explored in relation to the site at 516 Frankton Ladies Mile Highway owned by Queenstown Lakes District Council (QLDC). The Ministry understands that this land is indicated in the draft TPLMM as a Community and Sports Hub (including playing fields). The Ministry recognises the desire and necessity for community and recreation facilities in the area, however, considers that such facilities can be feasibly established on the site in conjunction with a secondary school. In this regard, the site would enable an opportunity to establish a wide range of accessible and quality facilities and activities for use by the community and students, as well as provide for the efficient utilisation of land across Ladies Mile.

The Ministry is increasingly embracing the opportunity for efficiencies and sharing public facilities, with a number of examples of co-location of facilities undertaken between the Ministry and other local authorities across the country. These include:

- The Peak Performance Centre, a new indoor sports shared facility between Rototuna Junior and Senior High schools and the Hamilton City Council,
- The Upper Riccarton Library, a shared community and school library operated by Christchurch City Libraries in collaboration with Riccarton High School and
- A current opportunity between Marlborough District Council and Marlborough Boys and Marlborough Girls College's which seeks to share recreational facilities.

In addition, Rototuna Junior and Senior High schools as well as Rolleston College are also located adjacent to council facilities; Rototuna Sports Park and Foster Park, respectively. It is considered that both from a community perspective and the Ministry's perspective, there are considerable benefits to co-location and shared facilities.



The Ministry's feedback:

Overall, the Ministry is generally supportive of the aims of the draft TPLMM and commends the inclusion of educational facilities.

However, the Ministry wishes to emphasise and express the opportunity of, and willingness to, investigate co-location of facilities with QLDC in relation to the site at 516 Frankton Ladies Mile Highway.

The Ministry's policies regarding its approach to working with schools, local authorities and other parties to establish agreements for sharing school facilities recognise that:

- The Ministry supports community use of school facilities where there is a public interest in doing so, in order to rationalise facility funding and reduce duplication and associated costs.
- The Ministry aims to support wider Government goals through provision of facilities for shared community use (e.g. health and wellbeing programmes; response to civil emergencies).
- There are opportunities for shared use that should be considered jointly by both the Ministry and school Board of Trustees, to ensure that the best outcome for schools and the wider community is investigated across the wider school network.

With regard to the draft DPP, and in order to not foreclose a co-location opportunity in relation to the site at 516 Frankton Ladies Mile Highway, the Ministry would support specific provision for education facilities and buildings (in much the same way as the specific provision for clubrooms within the Open Space and Recreation –Community Purposes Zone at Ladies Mile). This approach would also provide a consistent zone framework, noting that Objective 38.7.1 and its supporting policies all take an enabling view towards 'community activities' (and subsequently educational activities) within the Open Space and Recreation Zone.

The Ministry looks forward to continuing to work closely with the Ladies Mile Consortium and QLDC to enable the development of educational facilities and provide for efficient land uses throughout the Queenstown Lakes District.

Should you have any more queries please do not hesitate to contact the undersigned as consultant to the Ministry.



Hugh Loughnan
Planner – Beca Ltd
(Consultant to the Ministry of Education)

Date: 28/05/2021