

Ladies Mile Consortium - Meeting Notes

Lake Hayes Pavilion – 22 September 2020 – 2:00pm

Present:

<i>Name</i>	<i>Organisation</i>
Bruce Harland	Ladies Mile Consortium (Candor3)
Colin Shields	Ladies Mile Consortium (Candor3)
John Gardiner	Ladies Mile Consortium (Candor3)
Nick Barratt-Boyes	Ladies Mile Consortium (Studio Pacific)
Simon Hardy	Ladies Mile Consortium (Studio Pacific)
Stuart Dun	Ladies Mile Consortium (Studio Pacific)
Jeff Brown	Ladies Mile Consortium (Brown & Company)
Christine Edgley	Ladies Mile Consortium (Brown & Company)
Liz Simpson	QLDC
Warren Ladbrook	QLDC
Tim Allan	Laurel Hills Limited

Apologies:

<i>Name</i>	<i>Organisation</i>
Wayne Foley	Laurel Hills Limited

Agenda Items:

1. Introductions
2. Ladies Mile Consortium – Role & Process
3. Confirmation of land holdings
4. Landowners thoughts / ideas

1. Introductions

Bruce led introductions and briefly explained the roles of each of the three companies involved.

2. Ladies Mile Consortium – Role and Process

Bruce gave an overview of the background to the formation of the consortium, and an overview of the project programme. In a response to a question from Tim, Warren noted that this was different to the SHA process as this was a more holistic approach, being driven by Council.



Jeff gave an overview of the Streamlined Planning Process using the call-in powers under the RMA. In response to a question from Tim, Jeff responded that the team were already in discussion with MfE officials and this was likely to mean that a plan variation could be operative in a year from notification.

3. Confirmation of land holdings

Using a map of the Ladies Mile area, Tim confirmed the Laurel Hills Limited landholding, noting that the property on the corner of Stalker Road was not part of it.



4. Landowners thoughts / ideas

Tim talked through the previous SHA proposal for 156 units was designed following sound urban planning principles and took into account all the site constraints but unencumbered by the then existing District Plan limitations on housing density.

The plan incorporated road access, open spaces, separate pedestrian and cycle paths through the property. It also included a 35m building setback from the State Highway, and a bund for screening purposes (both visual and acoustics).

The road access provided for future roading connections into the neighbouring Kelly and Boyd land and included a bus priority slip lane onto the State Highway as part of the wider opportunity (which was approved in concept by NZTA).





Tim noted that existing transportation congestion was the biggest issue raised by the community in relation to the SHA proposals in 2019 and the transport pressures would continue to increase as time goes on. Colin acknowledged this was a key part of the teams work and that they were seeking a 40% modal shift through improved public transport, roading improvements and the provision of local services including new schools east of the Shotover Bridge to relieve pressure on the State Highway transport corridor.

In response to a question on the effect of reducing the current speed limit on the State Highway to improve cross highway connectivity Tim noted that the close proximity of the Laurel Hills land to the Shotover Bridge (and therefore Frankton) meant that any transportation changes through the Masterplan Area may have less effect here than in other locations within Ladies Mile, as Frankton would remain easily accessible. While supportive of the provision and prioritisation of public transport, he also considered that while additional services within the Ladies Mile area might help with the transportation issues, however due to the distance and likely locations or new services, being on the other side of the State Highway, Laurel Hills residents are still likely to drive or at best cycle to local services.

Bruce said LMC were considering the need for any building restriction setback from the State Highway. Tim noted that the setback objectives of creating a "Gateway" into Queenstown could be achieved in other ways and that the landscaped bund achieved a better outcome with a 35m building setback with respect to the Laurel Hills Land.

In response to a question from Liz, Tim outlined the recently issued resource consent decision for 26 residential lots in accordance with the existing Large Lot Residential A zoning.

In response to a question from Warren, Tim advised that they would still be interested in a higher density housing as per their previous SHA proposal and noted that the recently issued resource consent had preserved the first section of the road in the same location as was proposed in the SHA proposal.

In summary, Tim noted that the Large Lot Residential A zoning was a transition zoning between Urban and Rural zones and that if Ladies Mile was to become an urban eastern corridor then any plan change



that provided for a built outcome as outlined in the SHA application would result in a better urban design for the entire Ladies Mile area.

In response to a question from Warren, Tim stated that they did not currently anticipate to be breaking ground on the approved subdivision prior to April next year, and noted that even if they did it would not matter as the initial road alignment is the same regardless of the housing density permitted by any future plan change.

Meeting closed at 3pm.

