



Ladies Mile  
Consortium

# Te Pūtahi Ladies Mile - DRAFT

Community Presentation

05 May 2021

Ref: 2608



# Background & Spatial Plan



1998

Lake Hayes Estate is zoned for residential purposes under the District Plan



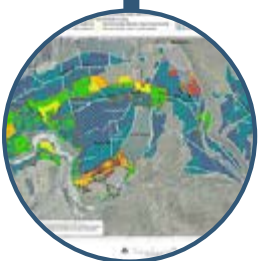
2010

Shotover Country Private Plan change is approved to enable residential development



2013

Queenstown Country Club SHA is approved. Shotover Country Extension is approved as an SHA.



2017

Wakatipu Basin Land Use Study undertaken. Inclusion of Ladies Mile within the SHA Lead Policy.



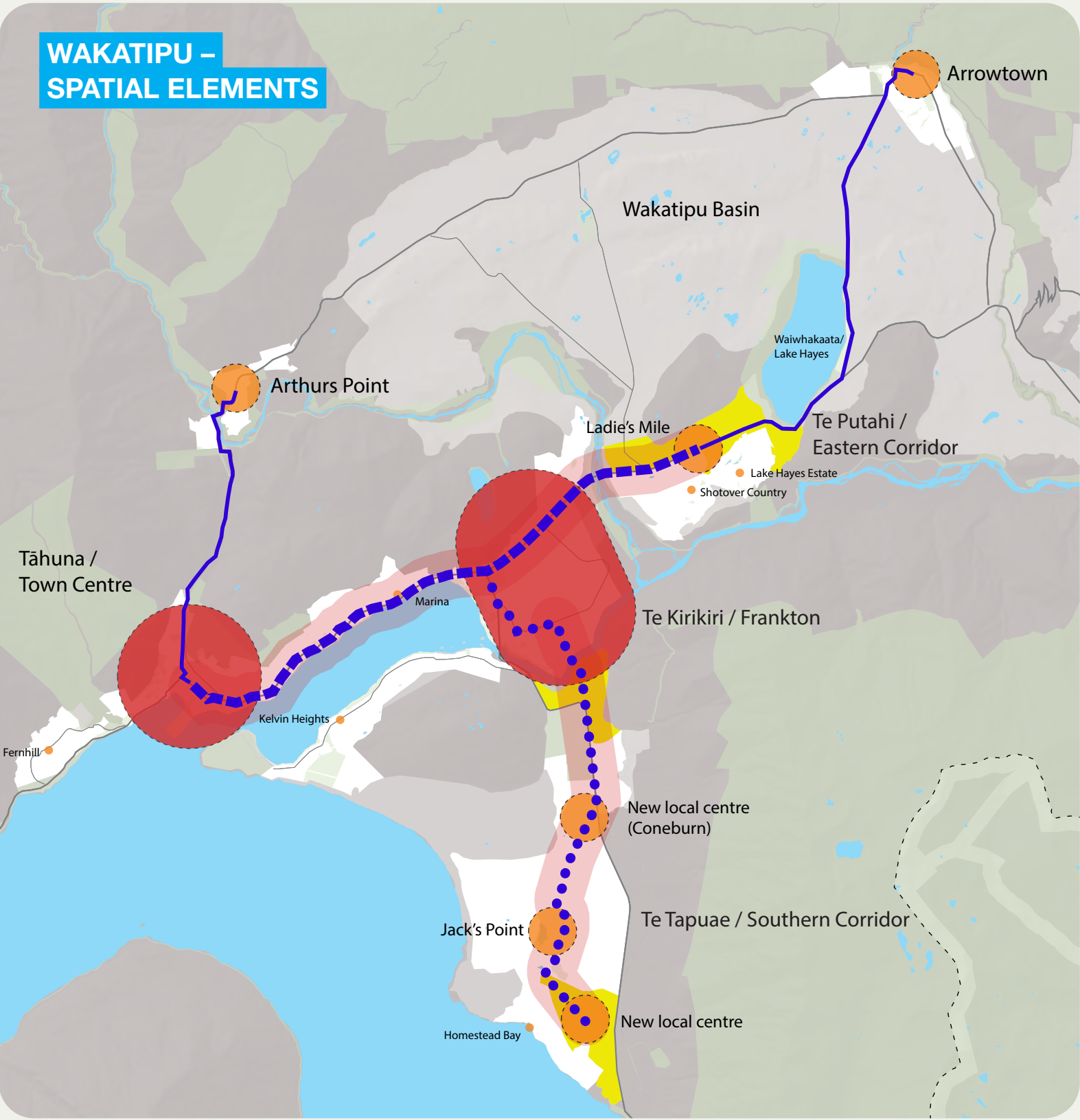
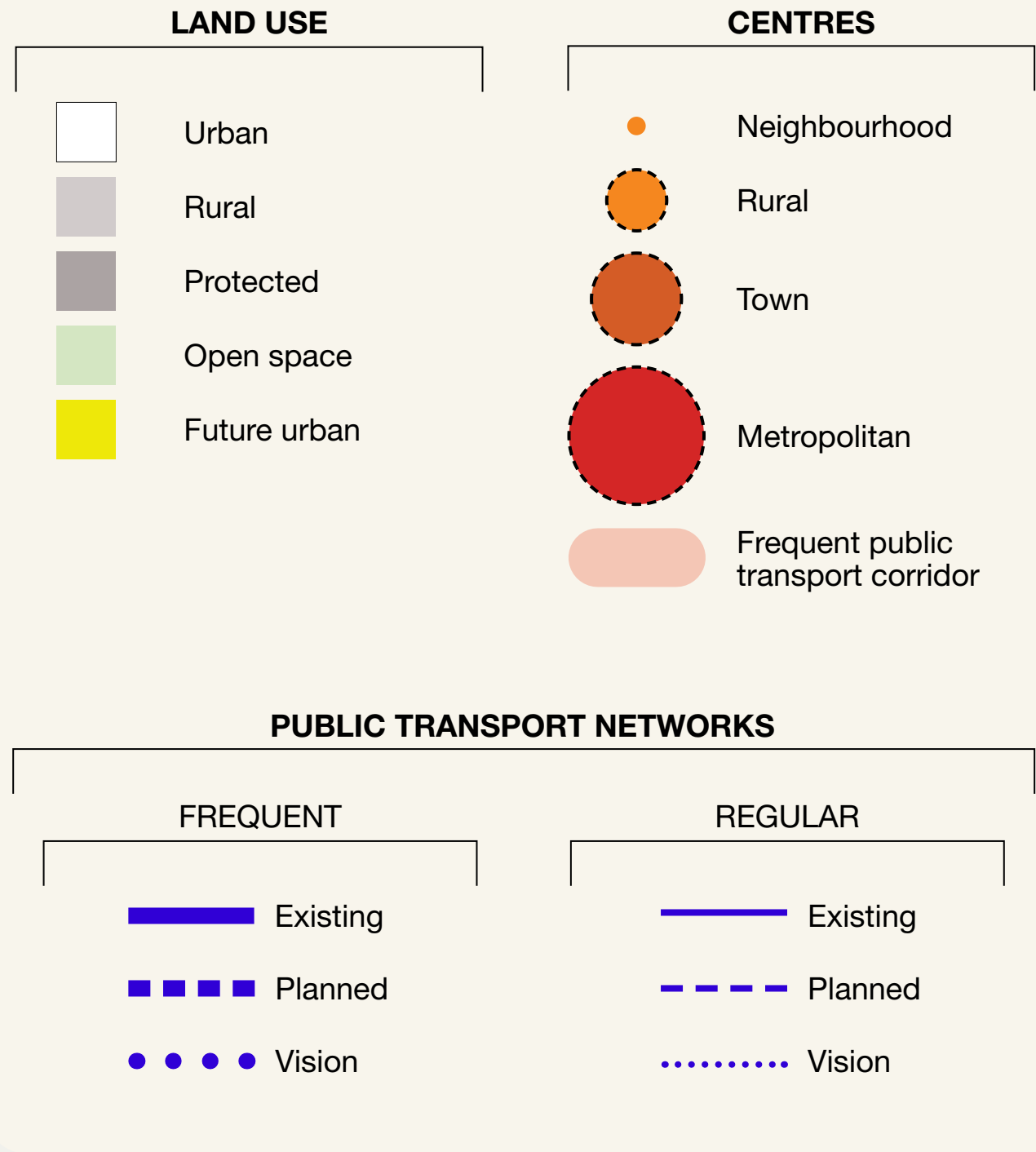
2019

Three SHAs declined by QLDC (Laurel Hills, Glenpanel and Flints Park). Council resolution on Ladies Mile



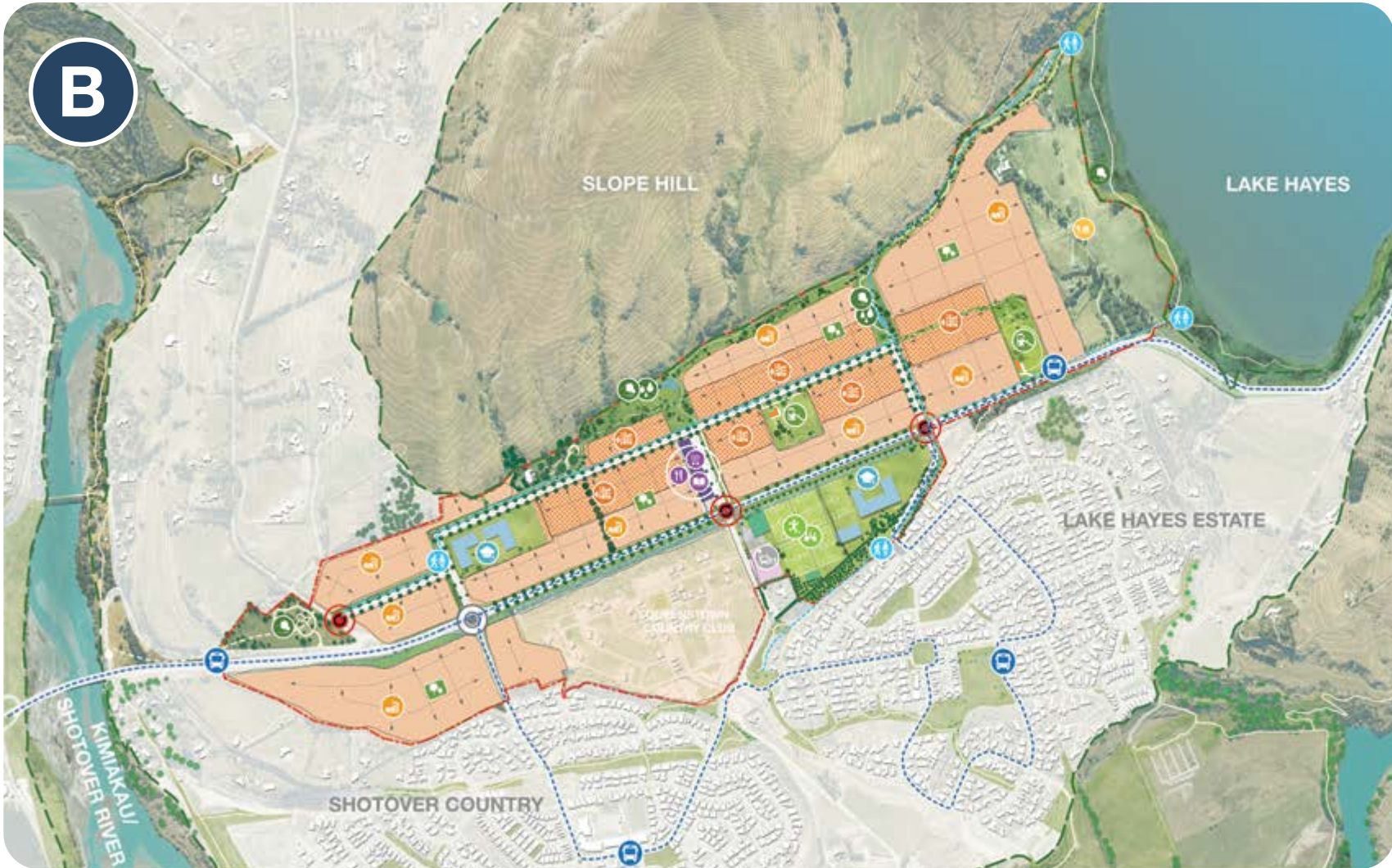
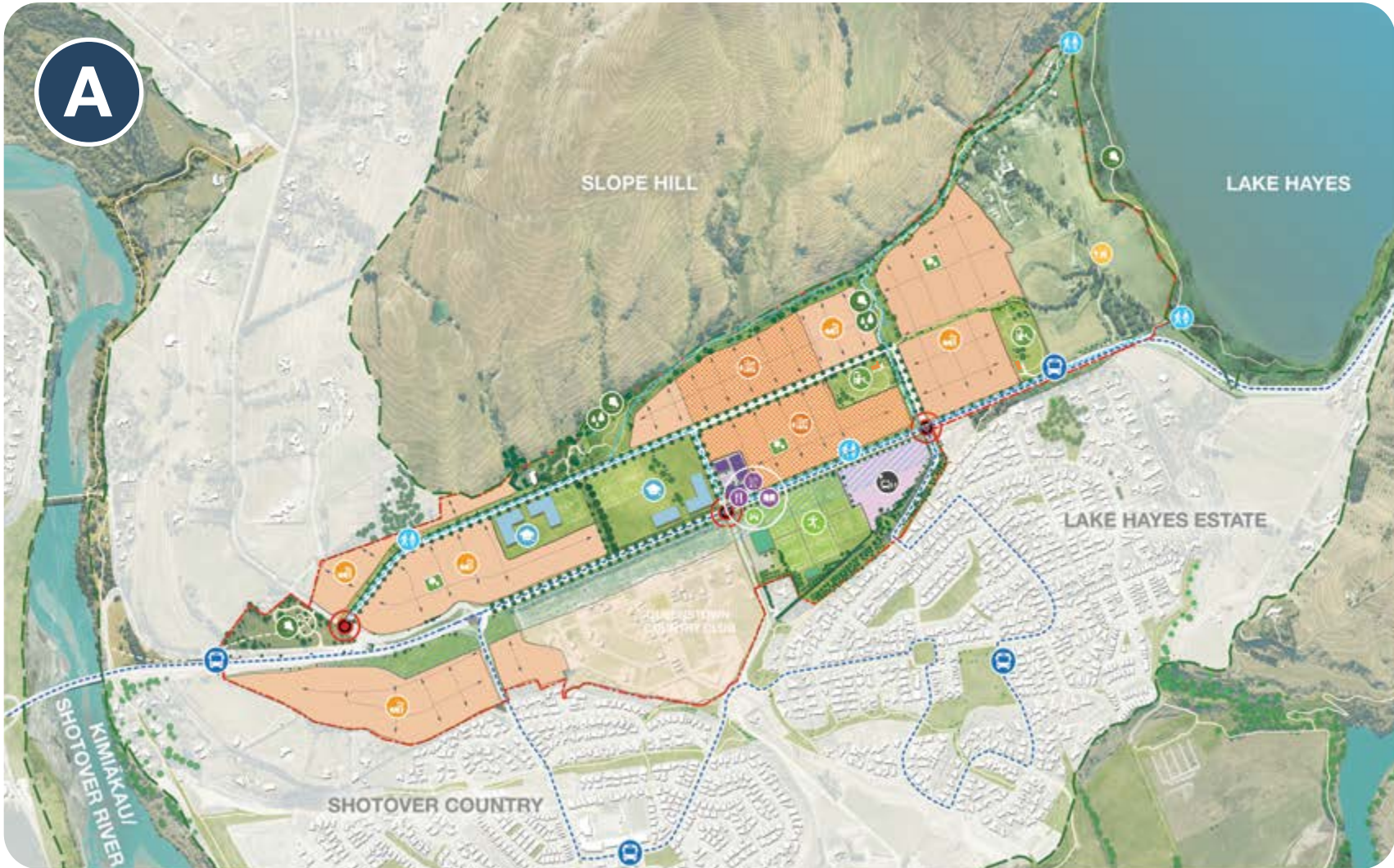
2020

Ladies Mile Consortium begins work on developing a Council-led Masterplan and District Plan Variation





# Public Open Days Masterplan ‘Options’



**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



**The aim is to see Ladies Mile developed in a way that improves community outcomes. By integrating transport, community infrastructure, placemaking and design QLDC hopes to make Ladies Mile one of the most liveable areas in Queenstown.**



# Design Principles



**Consider SH6 as a  
gateway to Queenstown**



# Design Principles



01

Consider SH6 as a gateway to Queenstown



02

Reflect a unique and enduring identity



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Support a healthy environment and ecology

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**Do density well, provide quality and diverse housing**



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**Develop a resilient and adaptable framework**

# Design Principles



**Consider SH6 as a gateway to Queenstown**



**Reflect a unique and enduring identity**



**Support a healthy environment and ecology**



**Create self sustained and connected communities**



**Ensure sustainable transport networks**



**Do density well, provide quality and diverse housing**



**Develop a resilient and adaptable framework**



# Illustrative Masterplan





# Schools

- Close walking distance to the Town Centre from both Primary and High school (5-10mins max)
- School fields provide open space character and allow for views through to Slope Hill
- Primary School embedded in residential neighbourhood
- High school close to the amenity of the Sports and Community hub

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education





# Site 516

Multi-Use Sports Fields

Sylvan Street Link

Safe Crossing via Underpass

Landmark Community Building  
and Asociated Facilities

eg. Play Area, Indoor Sports Facilites,  
Shared Use Spaces.

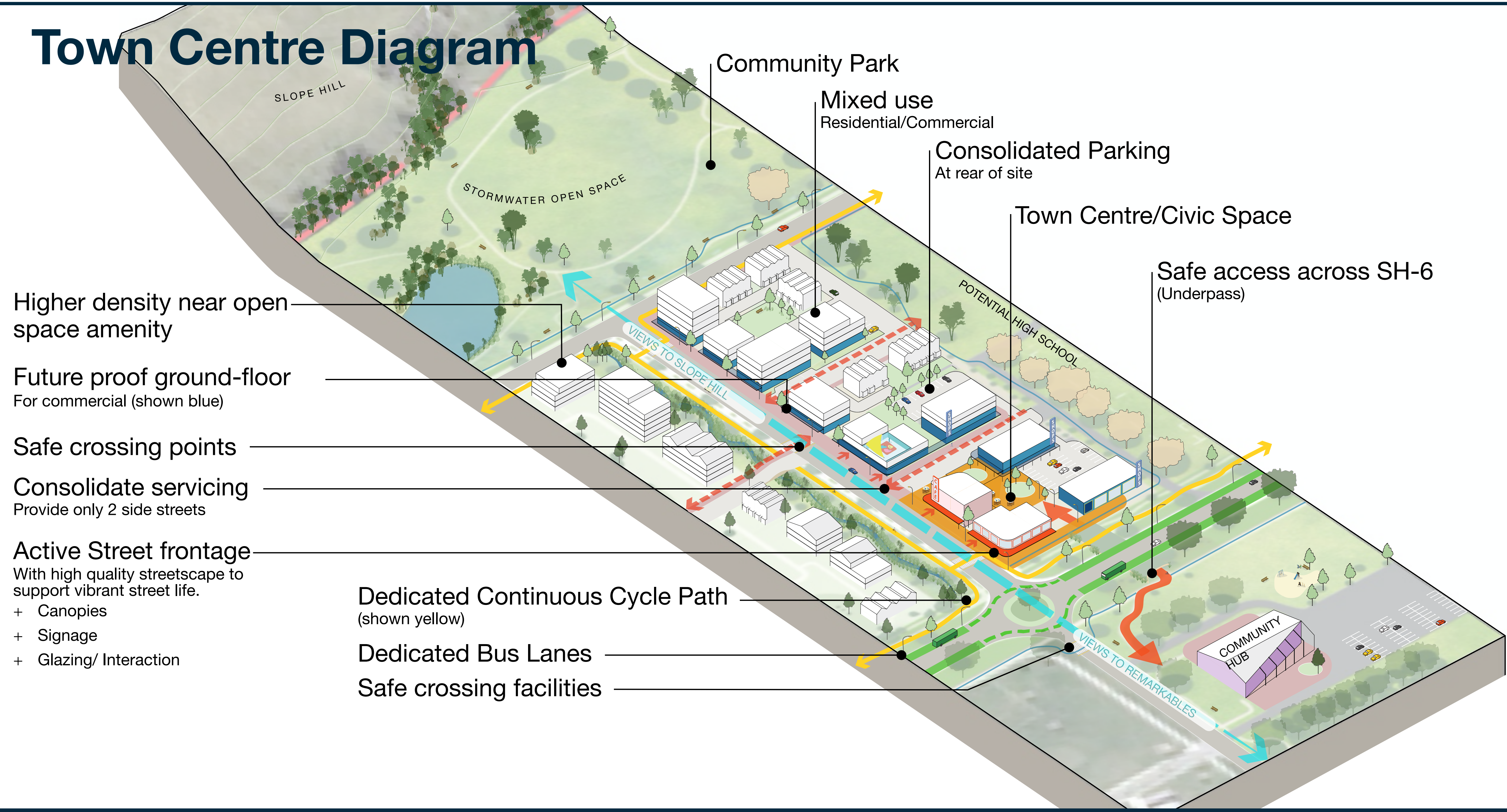
Retained Existing Trees

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Ministry of Education





# Town Centre Diagram



Higher density near open space amenity

Future proof ground-floor  
For commercial (shown blue)

Safe crossing points

Consolidate servicing  
Provide only 2 side streets

Active Street frontage  
With high quality streetscape to support vibrant street life.  
+ Canopies  
+ Signage  
+ Glazing/ Interaction

Dedicated Continuous Cycle Path  
(shown yellow)

Dedicated Bus Lanes

Safe crossing facilities

Community Park

Mixed use  
Residential/Commercial

Consolidated Parking  
At rear of site

Town Centre/Civic Space

Safe access across SH-6  
(Underpass)

POTENTIAL HIGH SCHOOL

COMMUNITY HUB





**Town Centre Visualisation**



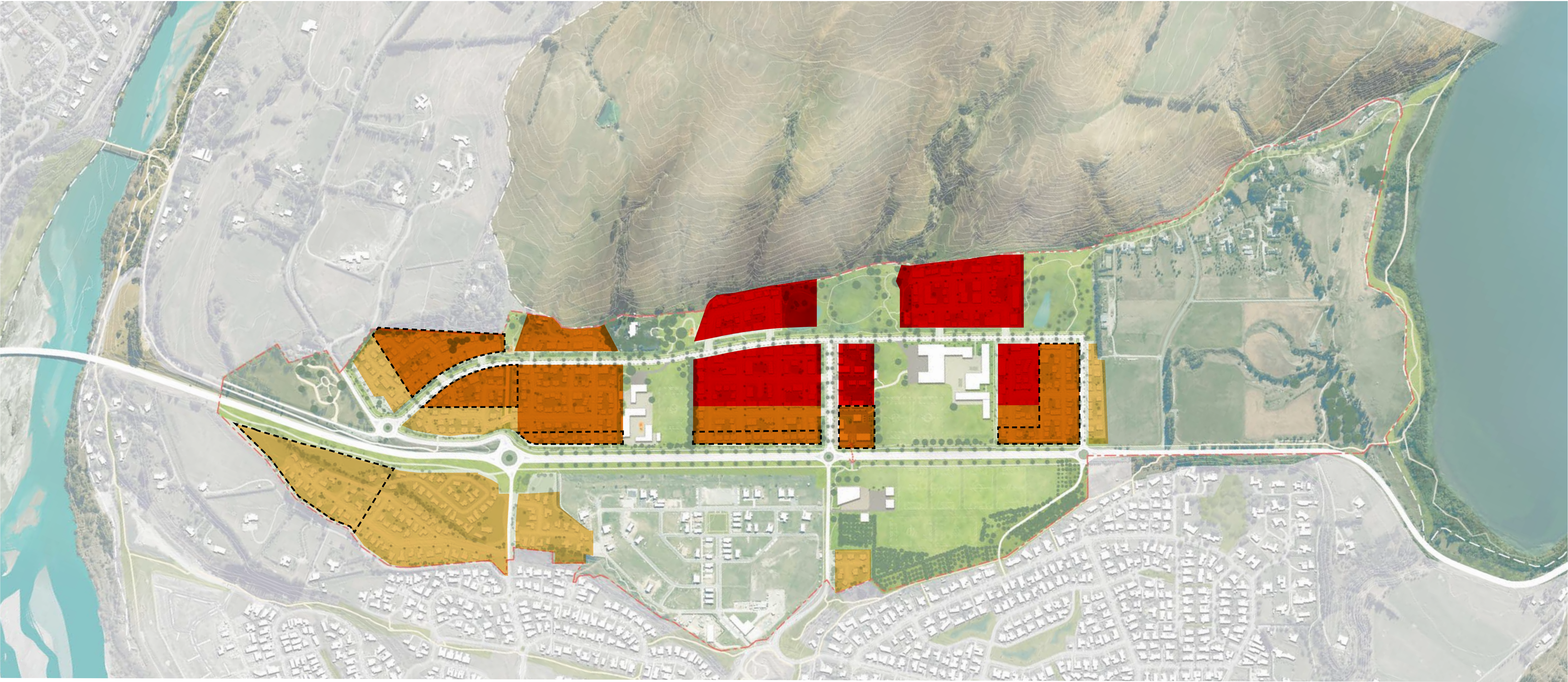
# Stormwater Management

- Slope Hill runoff diverted to swales
- Urban runoff treated through wetlands
- Soakage to ground, with some use of existing Howards Dr SW pipe
- No discharges to Lake Hayes from urban area
- Flood Management uses detention basins & swales





# Height and Density



24.5m Max     13m Max     8m Max    - - - - Special provisions and conditions apply



# Living in Te Pūtahi Ladies Mile









# Typologies

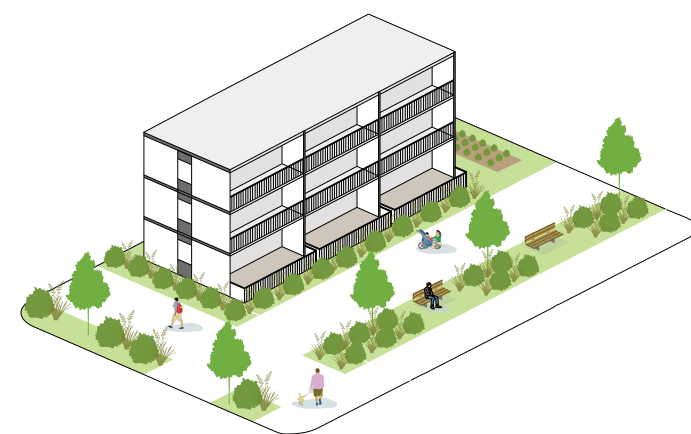
North of SH-6

South of SH-6

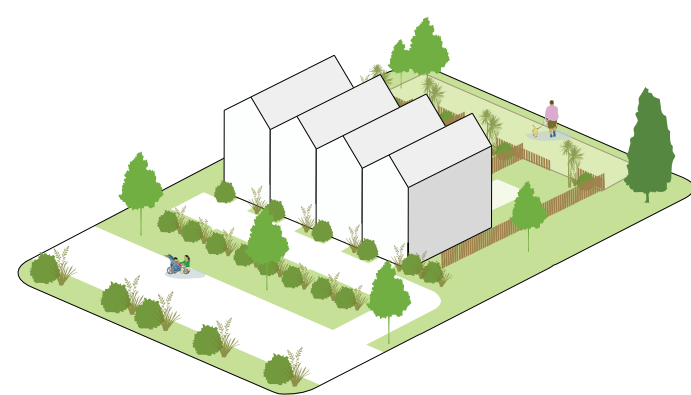
Apartments



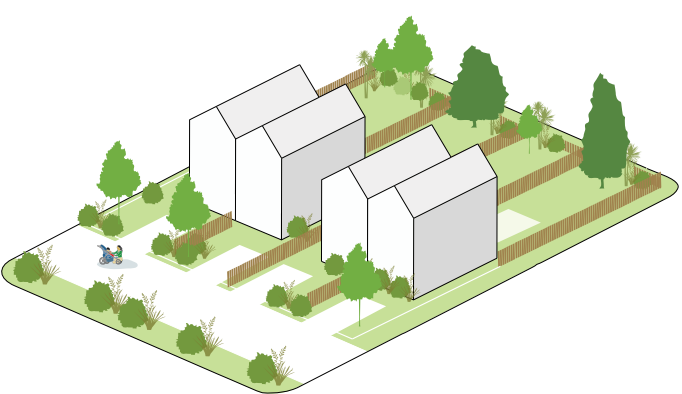
Walk-Up Apartment



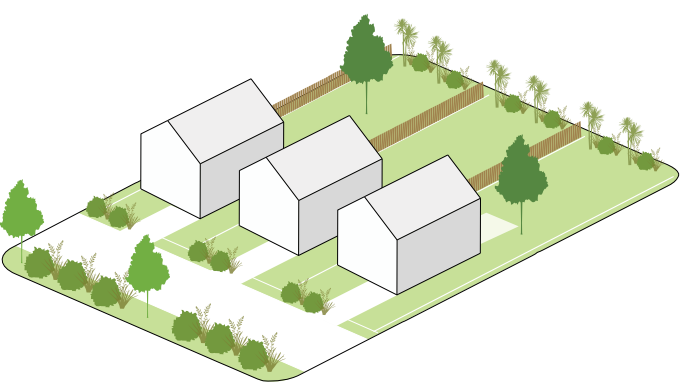
Terrace Housing



Duplex/ Semi-Detached



Stand-alone Housing





# Transportation

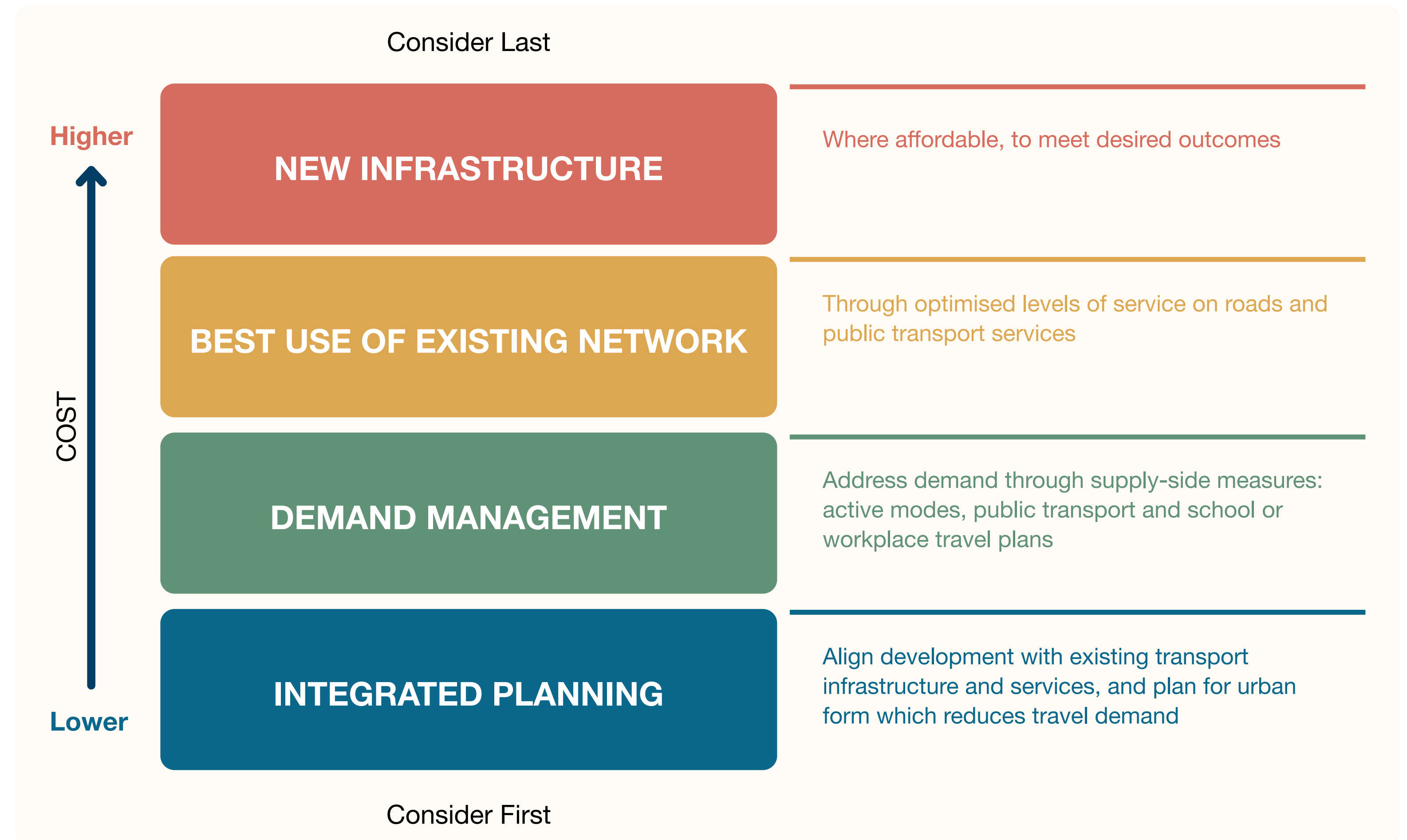




# Transport Strategies and Policies

Transport Strategy developed in line with the guiding principles of:

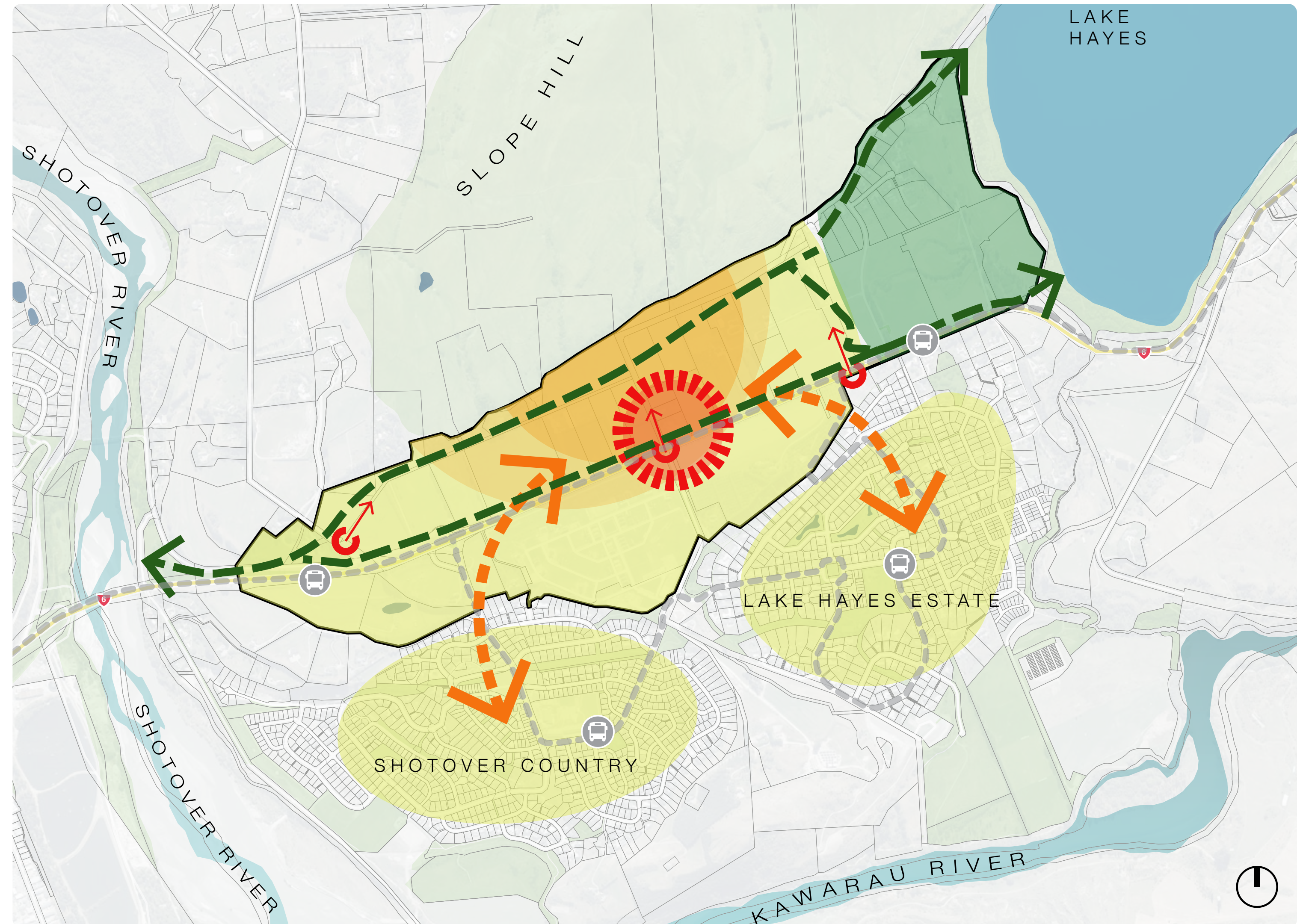
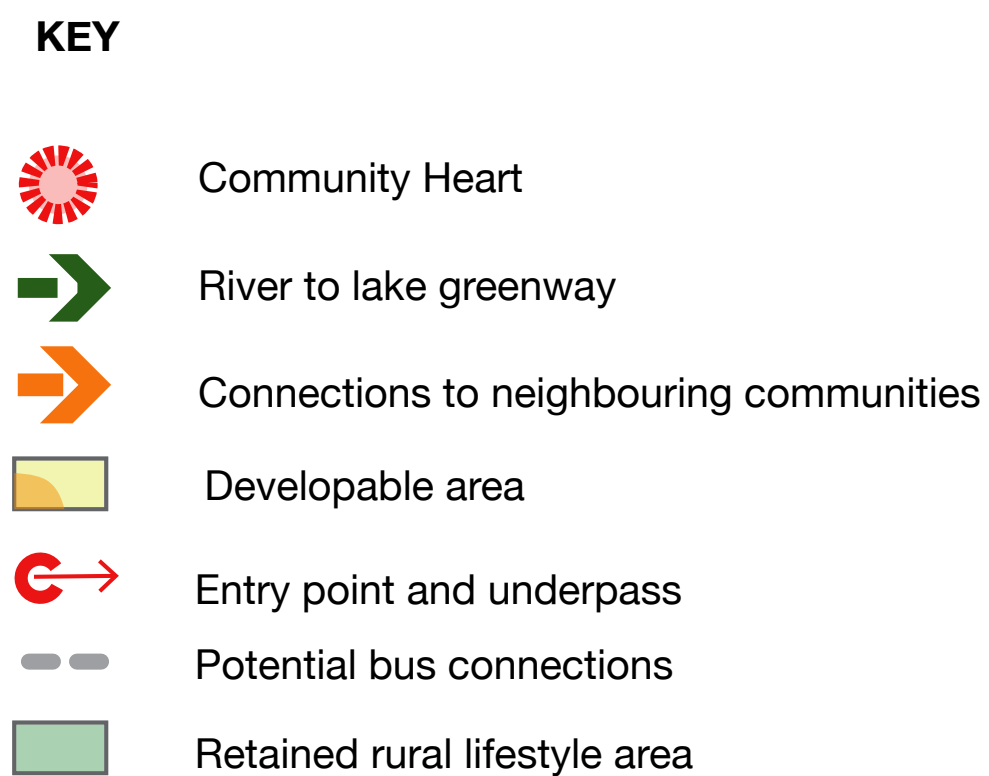
- Shaping Urban Form
- Making shared and active modes more attractive
- Influencing demand and transport choices
- Mode shift targets





# Existing Transport Conditions - Challenges and Opportunities

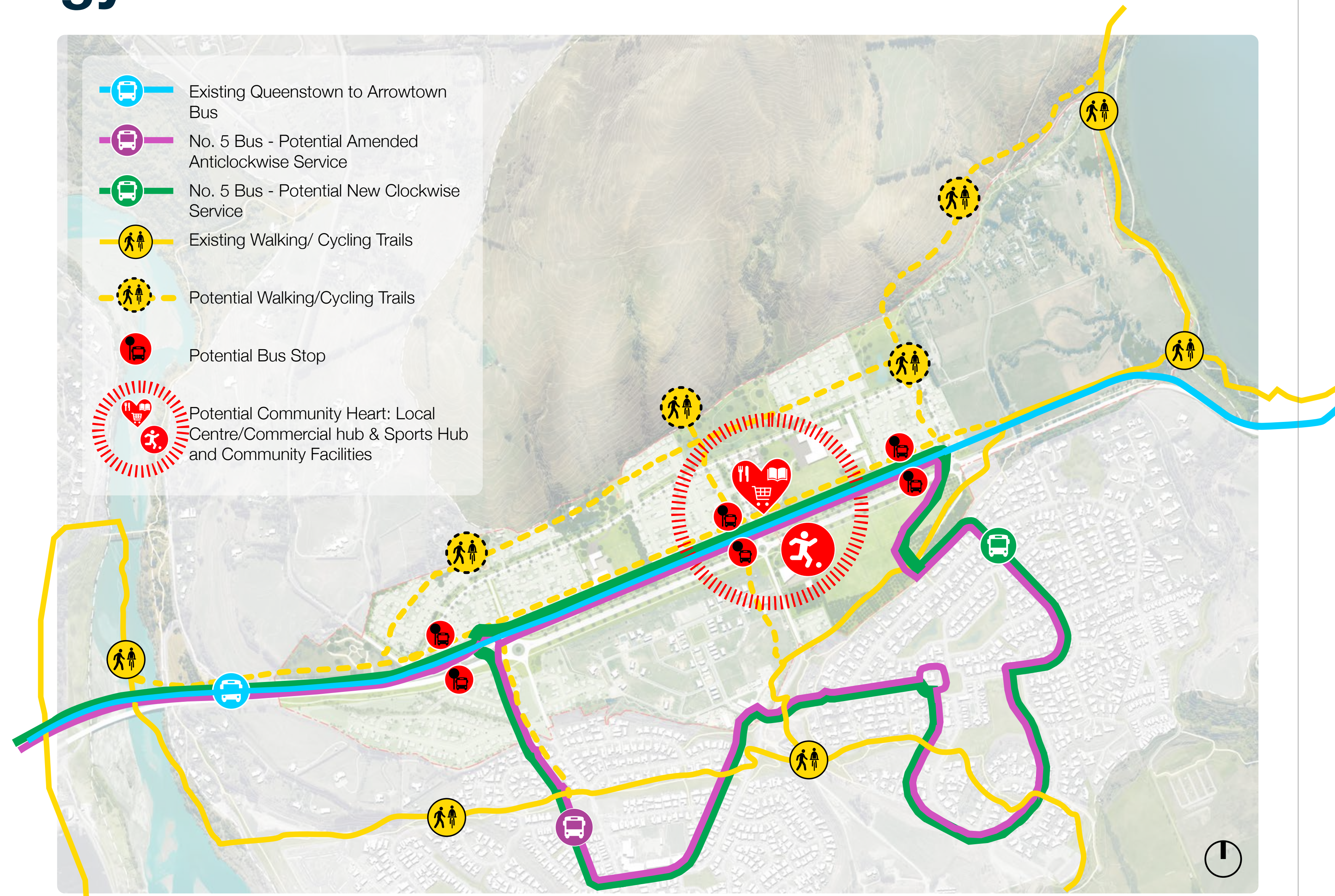
- Traffic queues
- Location of Community Facilities
- Housing density
- Car ownership rates
- Buses
- Walking and cycling
- Travel Demand Management








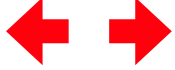
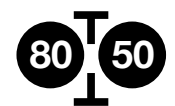

# The Transport Strategy

- Vehicle access points
- Street layouts
- Bus improvements
- Walk/cycle improvements
- Car share/car pool
- Public eBike share
- Travel plans
- Travel demand management
- Shaping a Supportive Urban Form
- Making shared and active modes more attractive
- Influencing travel demand and transport choices





# The Transport Strategy: Te Pūtahi Ladies Mile Corridor

-  Bus stop
-  Signal controlled pedestrian/cycle crossing
-  Potential midblock controlled crossing
-  Underpass
-  Speed limit change
-  Raised pedestrian/cycle crossing





# Transport Impact of Ladies Mile Masterplan

- Strategic modelling work carried out.
- Making connections
- New Zealand and International best practice examples
- Results from the transport impact assessment.
- Why 2,400 units compared to HIF bid of 1,100 units?







# Planning



# Planning

- Development based on a Structure Plan
- Adoption and adaption of existing Proposed District Plan zones, other than the new TPLM Town Centre Zone
- Medium to high density across Ladies Mile is required
- Strong focus on quality development layout and building design
- Key infrastructure items are required before development proceeds



# Next Steps

- **Feedback closes 5pm 28 May 2021**
- **June:** Feedback considered by LMC and Council officers
- **29 July:** Council consider updated plans
- **Post-July:** If the Council adopts the plans then there will be a formal statutory process under RMA for Plan Variation

