

**QLDC Council**  
**29 April 2021****Report for Agenda Item | Rīpoata moto e Rāraki take : 1****Department: Planning & Development****Title | Taitara Ladies Mile – Te Pūtahi draft Masterplan and Plan Variation****PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO**

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- 1 The purpose of this report is to recommend the adoption of the draft Ladies Mile – Te Pūtahi masterplan and draft plan variation documentation, for a 20 working day non-statutory public feedback period.

**EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA**

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- 2 At the 12 March 2020 Council meeting, Council approved procurement and works to proceed on the Ladies Mile – Te Pūtahi Masterplan and Plan Variation. This decision was a result of previous Council meetings where it was agreed that the Ladies Mile area may be developed for urban purposes in the medium to long term and that a proactive Council-led planning approach should be undertaken. This approach was to incorporate the wide range of community, housing, recreation, transport, green space and infrastructure considerations for Ladies Mile and the surrounding area.
- 3 The Ladies Mile Consortium (LMC) team was engaged on the 8 August 2020 to produce a masterplan and plan variation document. Extensive traffic modelling, engagement with landowners, multiple stakeholders (including Wakatipu Way to Go, Waka Kotahi (NZTA), Iwi, Ministry of Education (MoE)), and public open days in November 2020 have been undertaken. The LMC has now produced a draft masterplan and related planning provisions for a 20 working day public consultation period to seek feedback on the emerging option.
- 4 The proposed April/May consultation period is non statutory and the public feedback will help shape the final masterplan and planning provisions. These will be presented at the July Council meeting, and approval sought for Council to adopt the final Master Plan and to consider whether to initiate a Proposed District Plan variation to provide the planning provisions necessary to achieve the Master Plan outcome.

**RECOMMENDATION | NGĀ TŪTOHUNGA**

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That Council:

1. **Note** the contents of this report;
2. **Agree** in principle, subject to final minor editing, that the Te Pūtahi – Ladies Mile draft masterplan and Proposed District Plan variation documentation represents QLDC’s vision for Ladies Mile at this point in time; and

- 3. **Agree** that the Te Pūtahi – Ladies Mile draft masterplan and Proposed District Plan variation documentation be notified for a non-statutory public feedback process for a period of 20 working days.

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**CONTEXT | HOROPAKI**

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**Background**

- 5 At its 12 March 2020 meeting, the Queenstown Lakes District Council approved procurement and works to proceed on the Ladies Mile Masterplan and Plan Variation. This decision was a result of previous Council meetings where it was agreed that:
  - a. the Ladies Mile area may be developed for urban purposes in the medium to long term; and
  - b. a proactive Council-led planning approach should be undertaken, taking into account the wide range of community, housing, recreation, transport, green space and infrastructure considerations for Ladies Mile and the surrounding area..
- 6 The 12 March 2020 Council Report comprehensively addressed the full history of Ladies Mile and a link to the report is provided in Attachment E.
- 7 Following a publicly advertised Request for Proposal during May 2020, the Ladies Mile Consortium (LMC) Team consisting of Candor3, Studio Pacific and Brown and Company Planning Group were contracted to complete an integrated masterplan and plan variation with a preference to follow a streamlined planning process.
- 8 Part of the masterplan brief provided to the LMC team was to look at how will Te Pūtahi – Ladies Mile grow over the next 30 years and beyond, and how Council will ensure it grows in a way that provides the community at the centre of all thinking. The aim is to see Te Pūtahi – Ladies Mile develop in a way that improves community outcomes, delivers improved transport solutions and offers a wide range of housing choices to current and future residents.
- 9 This development of the masterplan and the planning provisions has been an iterative and complex process, requiring integration of a number of work streams internal and external to Council, including:
  - landscape and urban design,
  - housing,
  - social infrastructure,
  - education,
  - transport,
  - three waters,
  - iwi, and
  - stakeholder management.
- 10 In respect of stakeholders, there has been ongoing engagement with iwi, the Ladies Mile landowners, local residents association, the Way to Go partners (QLDC, ORC, Waka Kotahi) and multiple central government stakeholders including the Ministry of Housing and Urban Development, Kāinga Ora and MoE.

- 11 The stakeholder engagement strategy for the project included a mixture of meetings, workshops, phone conversations and online meetings. This engagement has been ongoing and regular throughout the process. To date, three key public meetings have taken place, with a fourth public meeting proposed for early May:
- November 2020, a series of community sessions to gather feedback on the emerging concept diagrams;
  - December 2020 meeting with a number of the Sylvan Street residents to discuss a proposed new link road;
  - January 2021 meeting arranged via the Lake Hayes Estate Shotover Country Resident Association for Councillors and senior Council staff to discuss the processes and purpose of the masterplan and to provide an opportunity for elected members to hear the concerns of the community.
- 12 All meetings were well attended and a number of Councillors were present at all three. The key themes in the feedback from the November public open days and the subsequent design responses on the emerging plan can be seen on page 34 of the Te Pūtahi Ladies Mile draft Masterplan Document (Attachment A). In summary these focus around:
1. Traffic and congestion;
  2. Less density and development preferred;
  3. Keeping development away from Lake Hayes;
  4. Keeping the higher density development away from State Highway 6; and
  5. Retention of the Council owned land on the south side of State Highway 6, to be used for community purposes.

### **Engagement with Treaty Partners**

- 13 Representatives from Aukaha and Te Ao Marama have formed part of the Project Working Group. In addition there have been several meetings to discuss the emerging masterplan. The feedback has been positive in that the emerging plan and plan variation documentation was considered to have a good degree of alignment with Mana Whenua direction and values.
- 14 The rūnanga associated with Aukaha gifted the name “Te Pūtahi” as a name for the eastern corridor. The name Te Pūtahi doesn’t have historical origins, but translates as confluence or intersection, relating to the confluence of the two awa Kimi-ākau/Shotover and the Kawarau, both which were traditional trails/ movement corridors.

### **Alignment with The Spatial Plan - Grow Well | Whaiora**

- 15 QLDC, central government and Kai Tahu are working in partnership to produce a joint spatial plan that aims to set the strategic direction for the District’s growth and development for the next 30 years plus.
- 16 The Spatial Plan<sup>1</sup> which is currently out for public consultation, promotes a consolidated and mixed use approach to accommodating growth in the District, with future growth

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<sup>1</sup> The Spatial Plan will be adopted in July 2021

focusing on locations with good access to facilities, jobs and public transport. Development within these areas will require:

- a. enabling higher densities;
- b. enabling a greater mix of uses within existing urban areas; and
- c. efficiently developing new urban areas that are serviced by public transport.

17 The draft Spatial Plan, identifies a number of future urban and priority development areas, and given the Te Pūtahi – Ladies Mile developable attributes, the area (referred to as the Eastern Corridor) has been identified as both a future urban area and a key priority development area. With an assumption that the existing community and potential future urban area could accommodate a possible development yield of around 2670 dwellings by 2030 and over 4820 at ultimate spatial plan capacity in 2050.

## **ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU**

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### **The Emerging masterplan**

18 The Te Pūtahi Ladies Mile draft Masterplan Document from the Ladies Mile Consortium describes and explains the proposed draft Master Plan and is provided as a separate document to this report (Attachment A). At a high level, the masterplan includes:

- a. a wide mixture of development densities,
- b. the provision of improved bus services,
- c. local facilities such as a town centre,
- d. a primary and a high school; and
- e. a community and sports centre.

19 All of the above seek to encourage trip internalisation, reducing the number of trips required to cross the Shotover Bridge. The higher densities are needed to support the proposed commercial areas, as well as to promote active travel and to support more frequent bus services all of which can reduce car dependency and reduce trips over the bridge. The masterplan proposed for consultation is shown in figure 1 below:



Figure 1: Illustrative Masterplan

20. To align with the QLDC Spatial Plan strategies in areas of housing and transport choices, the Te Pūtahi: Ladies Mile Spatial Framework Principles & Key Moves was developed (refer Attachment A - Page 4). This diagram contains the following guiding design principles and key moves that have been central to the development of the masterplan and planning provisions:

Design Principles	Key Moves
Consider SH6 as a gateway to Queenstown	- SH6 is valued and considered in its role in the arrival experience into Queenstown
Reflect a unique and enduring identity	- Maintain key views to Lake Hayes, Slope Hill and the Remarkables - Celebrate built and landscape heritage
Support a healthy environment and ecology	- Establish a strong holistic landscape framework - Water is managed in a way that gives effect to Te Mana o te Wai - Maintain ecological value of Lake Hayes wetland edge, and improve connections between the lake and river - Support kaitiakitanga of the environment and connections to nature
Create self-sustained and connected communities	- Establish a community and commercial heart for both existing and new neighbourhoods - Provides places for community interaction and shared amenity
Enable sustainable transport networks	- Promote a step change by prioritising public transport and active mode share - Ensure quality and pedestrian cycle networks within Te Pūtahi and connections to trails beyond
Do density well, provide quality and diverse housing	- Offer a choice of lifestyles through a range of quality housing typologies, sizes and affordability - Establish medium/high density living to support public transport, commercial activity and community facilities
Develop a resilient and adaptable framework	- Set out a legible and clear structure to mitigate sporadic development - Identify an appropriate development response that is sympathetic to the local context

### Design Response to Public feedback

20 During the November 2020 open days, the purpose of the consultation was to gather feedback on what aspects of the three concept diagrams were liked and disliked. The three initial concept diagrams, had a number of different features, with the key differences focusing on:

- a. how much land could be developed,
- b. whether the higher residential densities should be located adjacent to State Highway 6 or further back towards Slope Hill, and
- c. various locations identified for the town centre, school facilities, and community and sports hub.

21 Feedback received was then used to develop the emerging masterplan (Figure 1 above), with the design responses described below.



Figure 2: Design responses to public feedback



- 22 In response to the November public feedback, the design team have kept development away from the western shore of Lake Hayes and have not proposed rezoning of this area, thereby protecting the rural zoning and the open views of that area. (numbers 1 and 3 in figure 2 above).
- 23 Public feedback was positive towards the location of the community and sports hub on the Council owned land, number 516 Ladies Mile, (number 4 in figure 2). This location at a central point between the proposed and existing communities was viewed to have wider benefits by creating greater integration between the two communities. It is proposed that Site 516 could contain multi use sports fields, a safe crossing point in the form of an underpass to the town centre and high school on the other side of State Highway 6. A multi-purpose community building is also proposed that could contain a play area, indoor sports facilities and shared use spaces.
- 24 The LMC team have also retained a future link road (number 7 on figure 2 – the Sylvan Street link). This was not supported by a number of Sylvan Street residents due to the effects on privacy and amenity of the adjoining landowners. However, the LMC team propose to retain this as a possible future link, as its benefits include:
- providing a third entrance and exit point into a community of 1600 properties (which only has two access points),
  - as well as providing a future bus link route, and
  - improving connectivity for the existing communities to State Highway 6.
- 25 The town centre, number 6 on figure 2, was initially smaller in size, but the feedback received was that this area was too small. The design team responded by increasing the size and including a civic space that would create a community focal point. The town centre would be mixed use, with commercial on the ground floor and residential on the higher levels. Figure 2 identifies that the higher residential densities (number 5 on figure 2) would be adjacent to the town centre and would support the vibrancy of the commercial areas, as well as promote walking and cycling within the development.
- 26 Numbers 2 and 5 (on figure 2) relate to the feedback about density and keeping the higher densities away from State Highway 6. It is proposed that building setbacks and height restrictions close to State Highway 6 should be included in the structure plan and all areas of higher buildings (6 storeys and above) are located from the mid-point of the site back to Slope Hill.
- 27 In respect of overall densities, the draft masterplan has been designed on the basis that a maximum number of 2400 dwellings can be accommodated and supported in the area. The zoning would consist mainly of medium and high density, with some lower density zoning on the southern side of state highway 6. A mix of typologies would be included to allow for diversity of housing choices, this would include:
- North of state highway 6 could include a mix of Apartments, Walk-Up's, Terraces and Duplex Housing.
  - Stand-alone housing is not permitted north of state highway 6. This is because it is not an efficient use of land and does not support the population requirements.

- South of state highway 6 typologies could include Terraces, Duplex and Stand-alone housing. A mix of these could meet the Lower Residential Zoning rules.

28 The high density areas would consist of approximately 70 units per hectare and medium density areas at 40 units per hectare. As shown in Figure 2, these densities would be central to the state highway corridor, to create the critical mass of people around the community facilities so that they encourage active travel.

29 Comparative examples in the District include:

- a. the Residence Du Pac in Arthurs Point which is an area that contains approximately 90 dwellings per hectare, and is indicative of the apartments that would be required to make up an average density of 70 dwelling per hectares in the higher density areas of Te Pūtahi – Ladies Mile; and
- b. the Bullendale development in Arthurs Point, would be circa 40 dwellings per hectare, this includes the new terraced housing just built. (image below):



**Image 1:** Bullendale, Arthurs Point, example of terrace housing that equates to 40 dwellings/hectare

30 With medium and high density living, there is a necessity for an increase in shared amenity, and key considerations include:

- Allowance of Open Space and Parks within walking distance of all Medium/High Density Units;
- Open Space outlook from living/ bedrooms, connection to nature.
- Medium/High Density living is in close proximity to community facilities i.e. schools, parks and Town Centre;
- Consolidated shared parking;
- Options for shared community gardens; and
- Access to shared pathways connecting to major Active Travel Routes.

### **Schools and Engagement with Ministry of Education**

- 31 Engagement with the Ministry of Education (MoE) has been a key component of the overall process. The MoE signalled early on that they were already part way through a process of considering sites for both a Primary School and a High School within the Te Pūtahi – Ladies Mile area. While a primary school might be needed in the short to medium term, a high school would still be a number of years away and would be based on demand at the time. Importantly though, MoE through this process are planning for the future school sites in advance.
- 32 Through the master planning process it became clear that the future school sites are an important component of the masterplan as they provide an opportunity to reduce a significant amount of traffic that crosses the bridge. MoE data indicates that approximately 870 students reside east of Shotover Bridge, and all attend schools to the west.
- 33 The draft masterplan (figure 1 above) shows the LMC teams preferred locations for the schools, with the primary school to the west and a high school to the east. These locations offer close walking distance to the new proposed town centre from both the primary and high schools, with a maximum 5 – 10 min walk. The School fields provide open space and character which allows for views through to Slope Hill. The location of the High School close to the amenity of the Sports and Community hub as well as an underpass that will be constructed in 2024 as part of the confirmed NZUP funding, which will provide for safe access under the highway. The NZUP funding also provides for a roundabout at Howards Drive and a westbound bus lane. It is to be noted that the school locations and layouts are indicative only and are subject to confirmation by the MoE.

### **Other Assessments**

- 34 Assessments around the provision of water, wastewater and stormwater have been undertaken. In respect of water and wastewater the Council's infrastructure team have confirmed that there are both short term and mid-term solutions available to meet the expected demand densities proposed.
- 35 In respect of stormwater, it is proposed that all stormwater runoff will infiltrate into the ground after water quality treatment. Importantly, the proposed reticulated stormwater will not discharge to Lake Hayes. A contractor has been engaged to undertake stormwater infiltration tests on both Councils 516 Ladies Mile site as well as private land owner sites

and these tests will provide more information on ground conditions which will input into the final stormwater management and design for the Ladies Mile area.

36 Other assessments have also been undertaken or are underway and will be available in the final 29<sup>th</sup> July Council report, including;

- commercial advice,
- landscape,
- cultural,
- geotechnical,
- site contamination and
- ecology assessments.

### **Transport Infrastructure and Modes**

37 Whilst the project is primarily a land use study, transport considerations are integral to the success of the masterplan. The masterplan has been required to integrate with a number of wider transport initiatives being delivered through the Way to Go partnership. These include the recently and previously approved Queenstown Transport Business Case (QTBC) Wakatipu Active Travel Network, Frankton Masterplan / Integrated Transport Programme Business Case and alongside the current project to investigate Park and Ride in the Wakatipu. This has been facilitated by regular workshops and meetings with Way to Go, and additional officers from Waka Kotahi and ORC.

38 Waka Kotahi have an obvious desire to ensure that the master planning process effectively addresses;

- integration with the state highway network and with public transport,
- performance concerns around queuing and delays, and
- previously agreed mode share targets (from the Housing Infrastructure Fund Business Case (HIF)).

39 This was highlighted in their “position paper” (refer to Attachment C). This paper made clear that for Waka Kotahi to have confidence in the development proposed that both the masterplan and the plan change provisions would need to contain staging and sequencing controls that enable the management of the transport network.

### **Transport Modelling and Strategy**

40 Extensive transport modelling has been carried out using QLDC & Waka Kotahi’s existing strategic and public transport models, with the key findings included in the Executive Summary of the Draft Te Pūtahi Ladies Mile Masterplan Transport Strategy (Transport Strategy) (refer to Attachment B). The model assumed a baseline of 1,100 households at Ladies Mile, based on the Housing Infrastructure Fund Detailed Business Case which identified that 1,100 households could be realised along the Ladies Mile if specified triggers and measures can be met, such as a Park n Ride and mode shift to public transport. The mode shift targets have now been set by the Queenstown Transport

Business Case and include an aspirational 40% shift to public transport and active travel modes by 2028, increasing to 60% by 2048<sup>2</sup>.

- 41 It is noted, that Waka Kotahi support is conditional on the masterplan ensuring that all possible traffic demand measures and mode shift measures have been considered and incorporated in the masterplan and planning provisions. The expectation is that all land use development is achieved through measured stages, in a way that ensures the functionality of a multi modal transport network. These are not simple matters to address and are still subject to ongoing work.
- 42 The key transportation challenges and outcomes can be summarised as:
- All essential community facilities are presently located to the west of Shotover Bridge;
  - Morning peak period has queues westbound from Shotover Bridge, but generally no queues in school holidays. 2018 Census and Ministry of Education data indicates approximately 870 students reside east of Shotover Bridge and attend schools to west. Based on calculations within the Transport Strategy (Page 39 of Attachment B), approximately 19% of traffic on Shotover Bridge, westbound in the morning peak, is pupil drop-off only, along with 34% of traffic northbound on Stalker Rd and Howards Drive;
  - High car ownership rates (approximately 96% of households own at least 1 car) and high dependency on car trips - 78% of journeys to work are driving car alone;
  - Low density housing does not provide the scale of demand to support public transport;
  - There are no bus priority measures, so bus passengers currently experience the same congestion as those travelling in private vehicles; and
  - There are existing network gaps and/or poor provision for pedestrians and cyclists.
- 43 The key findings of the transport modelling conclude that peak am/pm traffic flows across the bridge will increase in all options but these increases are relatively small when compared to the base number of 1,100 household units. The transport modelling strategy document also states that a higher public transport mode share would provide results similar to the base case, with no worsening of queues on the network with the Te Pūtahi – Ladies Mile. The modelling indicated that if the bus mode share predicted by the model is not met, then queues could increase with the Te Pūtahi – Ladies Mile, compared to the base case.
- 44 In response to the modelling and the issues and opportunities raised, a Transport Strategy has been developed to address the relevant Travel Demand Management measures that are required. The Transport Strategy has focused on achieving the mode shift targets set by the HIF Business Case by using a wide range of transport interventions, based on the three guiding principles comprising of: shaping urban form, making shared and active modes more attractive and influencing demand and transport choices. By taking a multimodal approach (including an improved walking and cycling network and frequent

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<sup>2</sup> The figures relate to the peak day, peak hour on the most constricted part of the local network – SH6A (Frankton Road). Elsewhere on the network, these will be lower, but as yet undefined.

public transport system) and integrated land use, this will allow Queenstown to ‘Grow well – Whaiora’.

45 The proposed transport strategy interventions can be seen in detail within the Transport Strategy (pages 6 – 12 of Attachment B) but in addition to the active modes and street layout proposals which shape the urban form as proposed as part of the masterplan, the following interventions have been proposed and are subject to further discussion and confirmation:

- Improved vehicular access as a result of new roundabouts, road links and priority intersections;
- Speed limits on SH6 reduced over time;
- New bus infrastructure such as bus priority lanes, both eastbound and westbound with funding secured for the westbound lane via NZUP in 2024;
- High quality bus stops to be provided along State Highway 6;
- Bus Service Improvements;
- Temporary Park and Ride on Councils land at 516 Ladies Mile;
- Implementation of the Way to Go Active mode improvements;
- Traffic signalisation along Ladies Mile on State Highway 6 to be introduced over time;
- Car share and carpooling schemes;
- Travel behaviour changes - these include implementing planned Way to Go measures as well as additional measures identified as part of the Transport Strategy;
- Demand Management with the introduction of maximum car parking provisions to be adopted through the proposed planning provisions.

46 Overall the vision of the transport strategy is to:

*‘Create an accessible, healthy, safe and sustainable Ladies Mile community by reducing reliance on car use, by providing a well-connected street network to the local community facilities and investment in active and public transport modes so that walking, cycling and bus use are everyone’s first travel choice.’*

### **Development of the Planning Provisions**

47 Should Council decide to approve the masterplan at the 29<sup>th</sup> July meeting, changes to the Proposed District Plan will also need to be considered, as the masterplan on its own has no statutory weight. Proposed provisions have been developed to give effect to the comprehensive masterplan for the areas. The masterplan, and the provisions (including a structure plan) will be included in the proposed public feedback process, seeking views from the community and stakeholders, including landowners and agencies. Accordingly the provisions are still in draft form (Attachment D) and subject to change as a result of the expected feedback.

48 The key resource management issues to be considered include;

- population growth and housing affordability,

- safe and efficient functioning of the transport network;
- the District Plan review,
- existing zoning, and
- the efficient use of scarce land resources.

49 The development of the planning provisions specifically focused on the following key planning issues that relate back to the seven design principles and key moves identified through the Te Pūtahi Ladies Mile draft Masterplan Document:

- requiring increased density and diversity of housing, to achieve increased affordability;
- design controls for the neighbourhood layout and site/building design and staging;
- controls relating to the traffic limitations of the development;
- ensuring a cohesive and integrated development, taking into account existing and fragmented ownership;
- provision of local social amenities, retail and work opportunities for existing communities (Lake Hayes Estate and Shotover Country) and the future community of Te Pūtahi - Ladies Mile, to contribute to the transport mode shift goal.

50 The proposed planning provisions include a new Town Centre chapter. New Chapter 19B – Te Pūtahi – Ladies Mile has a focus on providing for activities that support local needs and self-sufficiency and avoiding undermining the roles of other centres.

51 Existing District Plan chapters have also been utilised, these include: low, medium and high density residential, local shopping centre, subdivision, transport and open space – community purpose zones, with consequential amendments to the earthworks and signs chapters. Bespoke provisions have been included to deal specifically with those planning issues identified in paragraph 50 above (refer to Attachment D), these include:

- single standalone residential units will be a non-complying activity, in the medium and high density zones,
- the inclusion of minimum densities in the medium and high density residential zones, in order to achieve the density and diversity of housing required through the masterplan;
- all buildings will require a discretionary resource consent to consider design matters;
- maximum car parking requirements for residential, office and retail activities with additional design controls for parking areas;
- minimum cycle parking requirements to encourage active travel; and
- to enable a cohesive and development, Sub-Area Spatial Plan areas have been identified within the structure plan, landowners will have to demonstrate both consideration of integration with the wider area and consultation with landowners with the same Sub-Area.

### Next Steps

52 The next proposed step is to go out for non-statutory public feedback, for a period of 20 working days to provide an opportunity for the community to review and comment. An

engagement approach has also been developed with the LMC team and QLDC Communications team in respect of promoting the event. This includes;

- a public session on the 5<sup>th</sup> May at the Shotover Primary School,
- a letterbox drop to approximately 2000 Ladies Mile residents,
- social media posts,
- print advertising,
- online advertising, and
- radio advertising.

53 The feedback once received will shape the final masterplan and planning provisions that will be presented to the Council on the 29<sup>th</sup> July 2021. Council will then be asked to consider approving the final masterplan and to notify changes to the Proposed District Plan.

**Option 1 Approve the draft Ladies Mile – Te Pūtahi masterplan and plan variation documentation, for a 20 working day non-statutory public feedback period.**

54 Advantages:

- a. It provides communities with the opportunity to comment on the draft masterplan and planning provisions;
- b. This process creates opportunities for greater alignment, integration and coordination between central government agencies and local government around housing, land use, transport and infrastructure planning.
- c. The masterplan and planning provisions enable density that will support the shift to public transport and active modes;
- d. The masterplan responds to the NPS-UD requirements to plan well for growth and to ensure a well-functioning urban environment for all people, communities and future generations.

55 Disadvantages:

- a. The masterplan is a 30 year vision and includes significant density increases which represents a change in the current type of developments within the District and there will be sensitivities to the adoption of this;
- b. Should Council eventually seek to secure the outcomes of the masterplan & plan variation through a RMA plan variation, there is still the risk that private developers would try to deliver different outcomes than those envisaged by the masterplan.

**Option 2 Do not approve the draft Ladies Mile – Te Pūtahi masterplan and plan variation documentation, for a 20 working day non-statutory public feedback period**

56 Advantages:



- a. No added pressure on timelines and QLDC resources due to not continuing with the Council led process;
- b. No additional funding required;
- c. Private developers will take all the future risks and costs association with future resource consents or private plan change(s).

57 Disadvantages:

- a. Lose the opportunity for the community to be part of masterplan and plan variation process;
- b. Lose the ability to require density which supports shift to public transport and active modes. Traffic issues may increase from development capacity available in Frankton, Shotover Country and Lakes Hayes, or further afield in Cromwell or beyond;
- c. Perception that Council has acted in bad faith with the Ladies Mile private developers as Council Lead Policy and previous Council Decisions have all indicated that Ladies Mile should be developed as a greenfield development area.

58 This report recommends **Option 1** to approve the draft Ladies Mile – Te Pūtahi masterplan and plan variation documentation, for a 20 working day non-statutory public feedback period. This is to enable the continuation of delivering a masterplan and plan change requirements that will promote improved community outcomes and an ability to deliver enhanced transport outcomes, public transport and active travel.

## CONSULTATION PROCESS | HĀTEPE MATAPAKI:

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### > SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

59 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because of the social, economic and environmental importance the plan has locally.

60 The persons who are affected by or interested in this matter are residents/ratepayers of the Queenstown Lakes district community, central government agencies, other local and central government agencies, Council staff, and local residents

61 The consultation undertaken will be non-statutory and will run for a period of 20 working days. There is no requirement to use the Special Consultative Procedure, and should the final masterplan and planning documentation be approved by Council in July 2021, a formal RMA process would be then be undertaken.

### > MĀORI CONSULTATION | IWI RŪNANGA

62 The Council has consulted with iwi on this particular matter, both Aukaha and Te Ao Marama have been included as part of the broader consultation on the emerging plan and plan variation documentation.

## RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

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63 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00056: Ineffective provision for the future planning and development needs of the district within the QLDC Risk Register. This risk has been assessed as having a moderate inherent risk rating.

## FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

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64 There are minor costs in relation to print and circulation costs for consultation, and the costs are estimated to be a maximum sum of \$8500. This will be taken from the District Plan budget.

## COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

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65 The following Council policies, strategies and bylaws were considered:

- The Operative and Proposed District Plan;
- Housing Our People in our Environment Strategy 2007;
- Wakatipu Basin Land Use Strategy 2017;
- 2020/2021 Annual Plan Mahere ā-Tau;
- Ten Year Plan 2021-2031;
- Significance and Engagement Policy 2017;
- Queenstown Integrated Transport Business Case 2017;
- The Draft Spatial Plan 2021.

66 The recommended option is consistent with the principles set out in the named policy/policies.

67 This matter is included in the draft 2021-2031 Ten Year Plan/Annual Plan.

## LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

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68 There is no statutory requirement to review the District Plan provisions for the Ladies Mile area at the present time. Master planning is a non-statutory process that falls under the general provisions of the Local Government Act 2002 around decision making and meeting the needs of communities and for infrastructure services (see section below).

## LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

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69 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by providing and managing for growth

- Can be implemented through current funding under the Ten Year Plan and Annual Plan; and
- Is consistent with the Council's plans and policies.

**ATTACHMENTS | NGĀ TĀPIRIHANGA**

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A	Te Pūtahi Ladies mile Draft Masterplan Report
B	Te Pūtahi Ladies mile Transport Strategy
C	Waka Kotahi's Position Paper
D	Te Pūtahi Ladies mile Planning Provisions
E	12 March 2020 Council Report - ITEM 3 - <a href="https://www.qldc.govt.nz/your-council/council-documents/agendas-minutes/full-council">https://www.qldc.govt.nz/your-council/council-documents/agendas-minutes/full-council</a>

NOTE: All the attachments are distributed separately.