

The following questions have been split into themes. If you have any further questions that have not been answered here, please get in touch with us by emailing letstalk@qldc.govt.nz

General questions

What is a Masterplan and why is it important?

A Masterplan is a long-term planning document that provides a conceptual layout to guide future growth and development. Once agreed, it will go through a separate process under the RMA to establish the planning rules to ensure the appropriate zoning is in place to allow for the agreed development activities.

It's important because it provides clarity to the community and sets expectations for developers on how the area could change over time. It will provide a concept for how new development can add value to the existing area by creating a community with great transport connections and choices, high quality public spaces and well-designed neighbourhoods that provide for every day needs like sports grounds, education facilities, community facilities, retail and employment opportunities.

What is the Masterplan trying to achieve?

- A place people want to be. A community with a strong sense of place and identity.
- Vastly improved options for getting around. Public transport, walking and cycling are easy, convenient and safe and can become everyone's first travel choice over the private motor vehicle.
- High quality housing with a variety of living options and choices.
- Well-designed neighbourhoods that provide for every day needs and promote more sustainable living, including parks and sports grounds, education facilities, community facilities, retail and transport facilities.
- High quality public spaces that celebrate the natural landscape and local identity.
- Reducing severance by providing safe and accessible connections between the existing and proposed communities on both sides of the state highway.

Why should I get involved in this process?

Right now, the Wakatipu community is in a unique position to exert some control over the future of Te Pūtahi Ladies Mile as it grows to meet the needs of future generations.

Is Ladies Mile the ‘right’ place for medium to high density development?

Does the Council have a mechanism to encourage development of land that is already zoned for development, for example increase the rates on land that is being land banked?

The Council is able to set rates according to zoning of land as opposed to its current use.

This was considered in 2016, when Council looked at changing the rating of particular development areas to commercial. The analysis identified that the difference in rates was unlikely to be substantial enough to have any real effect on land banking. There was also the chance that Council would need to defend the position in Court which is expensive and not the best use of resources or funds.

Why is Council not pushing developers to develop land that is currently zoned high density or buy it off them to develop themselves?

Council can and does encourage development by zoning land and providing infrastructure to enable development to take place. First and foremost, the Council is responsible for providing and maintaining a range of local services like roads, water services, rubbish and recycling collection and community facilities. It is not mandated or in a position to purchase and develop large areas of land.

If the Council has little control over what developers propose for their land, what is their purpose in regards to ensuring new developments are appropriate?

The Resource Management Act 1991 (RMA) requires councils to prepare District Plans to help them manage the environment in their area. These plans tell you what you can or cannot do as of right by setting out the objectives, policies and rules.

As the RMA is effects based, when developers apply for a resource consent or plan change, they provide arguments of how the effects of a proposal can be managed. This results in situations where Council may turn down a particular development, but it can then end up in the Environment Court, where often through a lengthy and costly process, developers/lawyers can successfully argue that the effects can be managed, therefore overturning the Council’s original decision.

This is what the Council is seeking to avoid through a Masterplan and planning provisions for Ladies Mile – it’s about front footing a direction and providing clarity for what is appropriate for the area.

Will QLDC keep changing zoning to allow for more high density development, i.e. rural to high density zoning? When will this stop?

QLDC is currently developing a draft Spatial Plan for the district in partnership with Central Government and Kāi Tahu. The Spatial Plan process neither promotes nor limits growth, but instead strategically considers the role of our settlements and communities over the next 30 years and beyond. Part of this process acknowledges that we have a growing district and analyses where growth should be accommodated and how. The work so far recognises that there needs to be consolidated growth and more housing choice as well as where it is appropriate to increase density and where it isn't.

The draft Spatial Plan recognises that the Ladies Mile area is potentially an appropriate location for growth and so whilst the Spatial Plan is a high level strategic document, the Ladies Mile masterplan process is the next step in the process and essential in the detailed assessment as to how the area could grow to ensure the wellbeing of the current community and the generations that will follow.

Consultation on the draft Queenstown Lakes Spatial Plan will start on 19 March and close on 19 April 2021. More information will be distributed for consultation but in the meantime, if you'd like more information on the Spatial Plan, please visit www.qldc.govt.nz/your-council/major-projects/queenstown-lakes-spatial-plan

What are the impacts on the landscape and the environment?

The Resource Management Act contains a number of directives regarding the protection and management of landscapes. Therefore any development of the Ladies Mile will need to take into account the impacts on the surrounding landscape and the environment and protect/manage these as appropriate.

Part of this project involves developing a set of District Plan provisions to ensure any development proposed is in line with the Masterplan and the specified objectives, policies and rules for the area. These plan provisions will be subject to further formal public consultation under the Resource Management Act.

The medium/ high density high-quality neighbourhood sounds ideal but all of that seems doable within Frankton Flats, why must Ladies Mile be the place for it?

Zoning land at different densities in different locations creates choice. Not everyone will want to live in a particular area for a variety of reasons.

Greenfield land is becoming scarce and continual low density development is not an efficient use of land, especially when there are known supply and affordability issues in the district.

It's important to note that this process is not about placating private developers. The Ladies Mile area is adjacent to a large residential community and existing infrastructure, it is also flat, hazard free, sunny and a convenient location to nearby Frankton. Combined with planning legislation such as the Resource Management Act and the National Policy Statement on Urban Development 2020 to enable greater housing supply and more responsive planning, the pressure to build more housing in this area is mounting and is difficult to stop. With this in mind, rather than letting development occur ad-hoc with limited control, together we have an opportunity to provide developers with really clear direction and set planning rules around how the area could change in the future.

Why will Queenstown be a destination if commercial hubs will be in the housing areas? How does this impact on tourist businesses in the centre?

It is not intended to displace either Frankton or Queenstown Town Centre. Instead, a small local commercial hub will ensure the community has access to every day needs like education facilities, community facilities and some retail and local services like dentists and cafes. This provides for a well-designed local neighbourhood and supports a reduction in the number of trips over the Shotover Bridge to Frankton that are currently required.

Will we still attract the domestic tourist, which in the current climate is so vital, if we over develop Queenstown and lose its natural beauty?

Managing our district's growth needs will always be a fine balance. 97% of the district is defined as an outstanding natural landscapes or an outstanding natural feature in the District Plan. We currently protect these areas from development and will continue to protect them.

Queenstown Commercial has lodged an application to subdivide 12 sections in the Ladies Mile area. Will this application be declined in light of the proposed Masterplan?

This application has been placed on hold by the applicant.

Why has the land between Alec Robins and Hayes Creek not been rezoned as well?

This has been very recently reviewed. Land use for this area was considered as part of the [Proposed District Plan hearings for chapter 24](#). Through this process it was zoned 'Lifestyle Precinct'. This area forms an important part of the setting of the Morven Ferry Hill Outstanding Natural Feature and whilst having a moderate-high capability of being able to absorb additional development, it also has importance in terms of acting as a buffer between the urban area to the west and the Outstanding Natural Landscape to the east and south.

There are also a number of road safety issues, with the intersection of Alec Robins Road having steep corners, changes of elevation and poor sightlines. This means that urban development here is likely to be difficult and expensive to resolve and would need to consider future road access across the Kawarau River connecting to Boyd Road.

Early in the Masterplan process a project establishment report was prepared which considered the inclusion of this area within the scope of the project. It was determined that it was not appropriate to include it.

Diversity of housing options

How much inclusionary zoning will be included for affordable housing and Queenstown Lakes Community Housing Trust?

There is currently no Inclusionary zoning provisions in our District Plan. However there is a separate work stream underway to create a District Wide Chapter that could apply to the entire district. It is planned that some early community consultation will occur on this later in 2021.

How are the limited housing options supporting a diverse community?

The final densities and mix of houses is yet to be finalised. However it is important to note that our planning work is looking at Ladies Mile in the context of the wider community of Lake Hayes Estate and Shotover Country. Ultimately the area will be made up of a number of neighbourhoods and the intention of the Masterplan project is to set direction to ensure they are connected and achieve good outcomes for the existing and future community.

The Masterplan document has semi-detached and stand-alone housing as options yet there appears to be no zoning to allow for that? How does that work?

A Masterplan is a visioning document that is intended to structure and guide land use and development. The Masterplan itself is not a statutory document and has no legal weight on its own.

Zoning rules set through the District Plan on the other hand are statutory. To create actual zoning rules, planning provisions are required to be developed which will go through a full formal RMA process. For more information on this process visit: www.mfe.govt.nz/rma/rma-processes-and-how-get-involved/getting-involved-council-plans-and-plan-preparation-processes

We are expecting to release a preferred Masterplan and associated planning provisions for feedback at the end of April.

Community facilities

Would Council enforce or provide a mechanism to ensure the development of community spaces, open areas, retail, commercial business before the development of sections and homes? Is there budget to provide Council-owned facilities?

These types of things form an important part of the Masterplan vision for creating well-designed neighbourhoods and good outcomes for current and future communities living in the area. The masterplan will help guide Council and landowners to plan and provide for key public open space as the development unfolds.

To a degree, economic forces and developer willingness, control the viability of commercial uptake and success. However it is possible to include planning triggers around the maximum number of dwellings allowed before certain critical infrastructure is in place. These triggers are usually used for physical infrastructure such as roads/roundabouts, but could also include schools, community spaces and the commercial area. This is something that is being worked though as part of the planning provisions.

Council's ownership of the property at 516 Ladies Mile Highway will provide more certainty that community facilities (e.g. a community centre) will be built in the area. This is subject to funding which is currently earmarked for years six and seven in the draft 2021-2031 Ten Year Plan. In the meantime, Council is considering options for a temporary community facility in the Ladies Mile area.

How is the new development going to facilitate connection between the North and South side of Ladies Mile, for example the way the railroad divides the city harbour in Dunedin?

This is still to be determined but ensuring connections between the existing and future neighbourhoods is an important part of the Masterplan vision. More information will be available in April when the preferred draft Masterplan and proposed planning provisions are released for public consultation.

Some of the ideas being developed include a new roundabout and underpass under SH6 (funded and planned to be constructed by 2024 as part of the NZ Upgrade Programme. Further improvements such as new road crossing points and traffic lights are expected as the area develops over the longer term.

Where are our retail shops, cafes, small supermarket, and community hall so we can walk for our needs rather than have to use our car?

The location of these types of facilities are still being determined. There is however a finite amount of retail spend that can be generated in an area and dispersing commercial centres throughout all the neighbourhoods will result in a dilution such that they are all likely to struggle without a critical mass. The early Masterplan options have these facilities centrally located to create a vibrant and viable community hub between the existing and proposed communities. More information will be available in

April when the preferred draft Masterplan and proposed planning provisions are released for public consultation.

Traffic Congestion and Transport

**During construction of new development what happens when there are roadworks on the bridge?
How will traffic be managed with increased earthworks and trade vehicles on the road?**

Any roadworks on the bridge will be managed through a traffic management plan. The intention is to communicate disruptions ahead of time so that people can plan their journeys accordingly.

Whilst we all know we need the alternative transport solution what are the timelines for these to be implemented in particular the bus and cycle lanes?

The NZ Upgrade Programme has funding available to construct an access roundabout at Howards Drive, bus stops and an underpass on SH6 as well as a bus priority lane. These are intended to be constructed by approximately 2024. There is also detailed planning underway for improved active travel routes to link commuters to Frankton and into town.

Are you going to increase empty buses?

Through the Masterplan process Council is assessing a number of options for bus routes including increasing frequencies, creating new high quality bus stops and new bus priority lanes. Combined with new compact walkable neighbourhoods these things will help ensure that public transport can be a viable and attractive alternative to using the car.

What parking will be available for new housing?

This is still to be determined. There may be parking maximums included in the planning provisions. More information will be available in April when the preferred draft Masterplan and proposed planning provisions are released for public consultation.

If Waka Kotahi NZTA funding wasn't an issue would Council support adding lanes to the Shotover Bridge? If not, why not?

It is unlikely at this stage. The reason for this is adding more lanes across the Shotover River Bridge would just move the congestion to another point on the network, without solving the problem. History shows that building more lanes for car capacity just ends up being filled up with cars and then you are

back to square one. The Auckland Harbour Bridge is an example of this. Currently the Shotover Bridge provides a level of protection to the Frankton network including Frankton Road. The wider transport modelling shows that the Frankton network will be at capacity by 2028 (pre COVID growth projections), so adding lanes across the Shotover River won't provide the traffic with anywhere to go once they reach Frankton. Queenstown is now at a watershed moment where future growth has to be based strongly around alternatives to private car based travel, particularly at peak times.

When is the bridge going across the Kawarau?

There is a new walking and cycling bridge proposed at Boyd Road as part of the active travel network, for more information on this visit: https://webadmin.qldc.govt.nz/media/rawbix5m/qldc_way-to-go_active-travel_engagement-booklet_dec20-web.pdf

Does Waka Kotahi NZTA have a population number/ traffic movement number they consider before they will put traffic lights in? Have we met that number and if we haven't then how much more subdivision is needed before we reach the number?

This is a question for Waka Kotahi but it's important to note that the installation of traffic lights is not just about population numbers or traffic volumes.

SH6 is controlled by Waka Kotahi and they would need to consider the arterial function of the road, current road speeds and safety aspects as well the changing rural to urban environment. Ultimately, there is no set formula for when traffic lights or speed reductions would be implemented.

Why has Alec Robins Road not been considered as a second entry to Lake Hayes Estate?

The intersection of Alec Robins Road has steep corners, poor sightlines and changes of elevation which would result in an access that would be hard and expensive to resolve safely.

When will there be a direct bus service from Shotover Country /Lake Hayes Estate to Arrowtown?

This is still to be determined. Bus stops and additional bus services are all being considered and discussed with Otago Regional Council (who operate the Orbus service in our district) as part of the Ladies Mile Masterplan process.

Why does QLDC not fund a single lane bridge with bike lane from Shotover country to Glenda Drive?

This was considered as part of the Frankton to Queenstown Business Case, however it was discounted due to high costs and height challenges. You would either have a very tall bridge structure or need to create a way to ascending/descending into Glenda Drive.

Currently active travel routes are being designed for access to both north and south Frankton.

When do we get traffic lights? I just need to get out of Shotover Country in a timely fashion.

There are no current plans for traffic lights, however there is a bus priority lane planned as part of the NZ Upgrade Programme. The bus lane on SH6 along Ladies Mile will make exiting Shotover Country more efficient as the merge to the west of the Shotover Country roundabout will be removed (to become the bus lane) enabling traffic to flow more efficiently at peak times.

Iconic Entrance to Queenstown

The Ladies Mile trees are iconic and when last threatened the community responded and got them a stay of execution. How will QLDC retain/replace the natural beauty of established trees to ensure the entrance to Queenstown remains attractive and first impressions for visitors and returning residents are not of high rise buildings?

This is still to be determined. We are currently looking at the corridor approach and aesthetics and more details on this will be included in the draft preferred Masterplan which will be released for public consultation in April 2021. This could include pushing the taller buildings further back to ensure views of mountains are maintained.

Sustainability and Food production

Considering the climate action plan what considerations have been taken regarding food sustainability within the community?

Food sustainability initiatives are an important focus area of our Climate Action Plan. To help drive this focus area forward Council launched the Torokiki community ideas system in July 2020 with the challenge of 'how do we reduce our district's food waste and improve the resilience of our local food system to Climate Change'.

This challenge generated some great ideas which were all interconnected around similar themes relating to community gardens, Pataka kai pantries, organics composting, food sharing, and gardening skills education. Upon reviewing these ideas it became clear that what is missing is the establishment of a support network that allows us to support ALL of the ideas in a sustainable manner by accessing the

talent and knowledge that exists across our district. This would involve connecting together stakeholders from across our local food system to develop scalable and sustainable solutions for growing, distributing, composting and regenerating food supplies across our communities. There are many successful models of the food support networks around NZ and the world and we are currently working with Public Health South to explore options for launching a similar model here in our district.

A first area of focus will be in learning from existing initiatives. There are many great examples of existing community food initiatives including Queenstown Harvest Community Garden, Glenorchy gardens, Hawea Food Forest as well as efforts that are underway to set up new ones (for example a project underway in Shotover Country).

In the meantime Council will continue to directly support the progress of local projects and any other area of opportunity with the Lake Hayes Estate Shotover Country Community Association through our Volunteer/Community Parks Officer and the Climate Action team.

Ladies Mile contains lifestyle farmlets now. Why can we not leave them as is?

The Wakatipu Basin area has been very recently reviewed and considered as part of the Proposed District Plan hearings for chapter 24, rezoning has been proposed which will allow for more lifestyle subdivision. Substantial urban pressure will continue at Ladies Mile and without careful planning and clear expectations set for land developers, there is potential for ad hoc decisions and negative outcomes for the existing and future community living in this area.

Why shouldn't Ladies Mile be used for primary production under the National Policy Statement for Highly Productive Land?

The proposed National Policy Statement for Highly Productive Land (NPS HPL) is still in draft format and has not yet been released. However if we consider the draft version (which is subject to change), the land at Ladies Mile land is already fragmented and this could increase under the PDP as the land is proposed to be rezoned as Rural Lifestyle and Large Lot Residential.

Though the NPS HPL is still in draft, we will be looking at these higher level policy frameworks in more detail as we work through the process, but currently we do not believe they rule out urban development. The objective of this NPS HPL is not to provide absolute protection for highly productive land. Discussions with ORC will be held to ensure alignment.

I have more questions, who can I talk to?

If you have further questions that have not been answered here, please get in touch with Liz Simpson on liz.simpson@qldc.govt.nz