

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					

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					<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>		

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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 communauty 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 aleready 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	Unessessary 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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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/remains 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	see attachment B containing the emailed	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)

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:
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)