

QLDC Council
30 June 2022**Report for Agenda Item | Rīpoata moto e Rāraki take [8]****Department: Planning & Development****Title | Taitara Te Pūtahi Ladies Mile Draft Masterplan and Plan Variation adoption****PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO**

- 1 The purpose of this report is to provide advice and to recommend to Council to approve the:
 - a. Adoption of the amended Te Pūtahi Ladies Mile Masterplan;
 - b. Adoption of the Te Pūtahi Ladies Mile Zone Plan Provisions and Consequential Amendments; and
 - c. Approval to make an application to the Minister to undertake a Streamlined Planning Process as an alternative to the Schedule 1 Process.

EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA MATUA

- 2 The Council's intent to pro-actively plan for the Te Pūtahi Ladies Mile area has been extensively signalled and debated publicly since Council resolutions in May 2019 to set the direction for development at Te Pūtahi Ladies Mile. While there remain concerns for some over the proposed development of the area and the management of the traffic congestion, it is also evident that the area will be developed over time.
- 3 The subsequent Masterplan adopted by Council at the 28 October 2021 meeting has been further refined since the October meeting, resulting in the removal of the centralised stormwater management areas and the addition of open space areas. Council is asked to in this report to adopt the revised June 2022 Masterplan.
- 4 The Masterplan itself is now ready to be considered alongside the necessary land use planning variation and consequential amendments to the Proposed District Plan to enable implementation.
- 5 This report considers whether Council should continue with a Council-led approach or to stop work on the Masterplan, acknowledging that private developers will likely apply for resource consents and/or private plan changes. This likelihood has been demonstrated by the recent referrals of the two fast-track consents by the Minister of the Environment to the Environmental Protection Agency which will enable those development proposals to be tested. If Council continues with a Council led approach, notification of the Plan provisions can be undertaken by either the standard Schedule 1 Process or the Streamlined Planning Process.

- 6 Under the Streamlined Planning Process, it is the Minister for the Environment who appoints the Independent Hearings Panel and will ultimately be the decision maker. The mandatory process under the Streamlined Planning Process has a shortened procedural process which would speed up the consenting process. However, it is recommended that if the Streamlined Planning Process is applied for, that additional steps are included to ensure adequate public engagement and involvement.
- 7 The report also notes that a number of subsequent actions will still be required by the Council and other agencies working with the landowners and developers to ensure the full implementation of the Master Plan Goals.

RECOMMENDATION | NGĀ TŪTOHUNGA

That Council:

1. **Note** the contents of this report.
2. **Note** that work has continued on the refinement of the Te Pūtahi Ladies Mile Masterplan since the 28 October 2021 Council resolution and changes have been made to the Masterplan on the following matters as outlined in this report:
 - a. Stormwater management
 - b. Open Space;
 - c. Avifauna;
 - d. Residential Visitor Accommodation; and
 - e. Climate mitigation, biodiversity and resilience matters.
3. **Adopt** the attached revised Te Pūtahi Ladies Mile Masterplan June 2022
4. **Adopt** the attached Te Pūtahi Ladies Mile Zone Provisions and Te Pūtahi Ladies Mile Zone Consequential Amendments;
5. Having particular regard to the section 32 evaluation report, **approve** pursuant to clauses 5 and 16A of the First Schedule of the Resource Management Act 1991 to notify the following variation and consequential variations to the Queenstown Lakes Proposed District Plan:
 - a. Te Pūtahi Ladies Mile Zone
 - b. Chapter 4 Urban Development
 - c. Chapter 25 Earthworks
 - d. Chapter 27 Subdivision and Development

- e. Chapter 29 Transport
 - f. Chapter 31 Signs; and
 - g. Chapter 36 Noise
6. **Authorise** the Manager Planning Policy to notify the variation and consequential variations in accordance with clause 5 of the First Schedule of the Resource Management Act 1991.
7. **Authorise** the Chief Executive to make an application to the Minister for the Environment for direction under section 80c to use the Streamlined Planning Process for the Te Pūtahi Ladies Mile Zone Provisions and Te Pūtahi Ladies Mile Zone Consequential Amendments as identified in 4a-g above, as an alternative to using the process under RMA Schedule 1 and to request if accepted by the Minister the following procedural steps be utilised:
- a. include full public notification rather than limited notification;
 - b. include a public hearing before an independent hearing panel; and
 - c. not to include a further submissions process.

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CONTEXT | HOROPAKI

Background

- 8 Te Pūtahi Ladies Mile area has obvious attributes that make it an important consideration in planning future development in the district. It is sunny, flat, and an easily serviceable part of the Wakatipu Basin that is not prone to significant natural hazards or located in an Outstanding Natural Landscape. Although it is an amenity landscape, relative to other parts of the Wakatipu Basin it has a high capacity to absorb urban development without affecting the wider rural setting.
- 9 There is significant pressure to urbanise the area, with a number of major landowners along Te Pūtahi Ladies Mile, signalling their intention to seek development of their land in the short to medium term. In 2019, three Special Housing Area development applications were declined by Council through the now expired Housing Accords and Special Housing Area legislation, these landowners are still looking at mechanisms to develop their land.
- 10 Te Pūtahi Ladies Mile is also identified by the Councils Spatial plan (Eastern Corridor) as one of two of the Wakatipu's future urban and priority development areas. As a priority development area, it has been identified as a new transit orientated neighbourhood offering new housing choice that will require working in partnership to deliver a public transports solution to unlock the potential of this site.
- 11 Following a Council resolution in May 2019, a report was commissioned to set the direction for development at Te Pūtahi Ladies Mile^[1]. The report recommended QLDC develop a Masterplan and plan change in parallel.
- 12 Part of the original Masterplan brief 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 was to see Te Pūtahi Ladies Mile develop in a way that improved community outcomes, delivered improved transport solutions, and offered a wide range of housing choices to current and future residents.
- 13 In August 2020 a consultant team was engaged by Council, and a Project Working Group, Project Control Group and Political Sounding Board were set up to oversee the development of the project. From August to November, consultation with affected landowners and stakeholders was undertaken to inform the development of a number of draft Masterplan options. Over four days in November 2020, three options were made available to the public for their input via an online survey and through two public open day sessions held at Shotover Primary School.
- 14 The feedback received from this initial round of consultation identified traffic congestion as one of the main concerns of the community. Following a Council-held public meeting on this issue in January 2021, further traffic modelling was commissioned in early 2021.

^[1] The Ladies Mile Te Pūtahi Masterplan Establishment Report ([link](#))

- 15 In March 2021, Council resolved to notify a draft Masterplan, draft Transport Strategy and accompanying draft plan variation for non-statutory public consultation in April 2021. The consultation period ran for 20 working days.
- 16 The results of the community consultation period focused heavily on traffic congestion and the majority were in opposition to the draft Masterplan. At a Council meeting on 29 July 2021, Council directed that further work be undertaken on the plan provisions and other methods to consider a staged zoning approach that restricted development until the necessary transport interventions are confirmed.
- 17 Further work was undertaken and presented at the 28 October 2021 Council meeting, where the Council resolved:

“1. Note the contents of this report.

2. Note that work undertaken since the 29 July 2021 report to Council has confirmed that:

- a. *While the Masterplan outcomes will support modal shift, transport demand management and travel behaviour changes, it will not on its own alleviate the current traffic congestion issues that occur at peak times;*
- b. *Managing traffic congestion at Te Pūtahi Ladies Mile and across the Queenstown network requires a district wide transport intervention approach to be delivered by the Queenstown Lakes District Council, Waka Kotahi and the Otago Regional Council, with an extensive programme being planned for but which currently has funding uncertainty; and*
- c. *Development on Ladies Mile is likely to span 10-15 years allowing interventions to occur alongside any development.*

3 Adopt the Masterplan, noting the following matters are yet to be resolved:

- a. *The management and funding for stormwater across the site; and*
- b. *The location of the high school and the primary school(s).*
- c. *A further ecological plan to be proposed and analysed as part of the Masterplan, which will consider an avifauna corridor habitat between the two water bodies of Lake Hayes and Shotover River.*

4 Note that If Council continues with a Council led approach and adopts the Masterplan, then the next steps would be to report back at the March 2022 Council meeting with:

- a. *Completion of the outstanding matters identified in 3 a. and 3 b. above, any other climate mitigation, biodiversity and resilience matters, and the final Masterplan.*

b. *The final draft plan provisions and supporting Section 32 assessment that would ensure delivery of the Masterplan, including consideration of:*

- i. *Restrictions on residential visitor accommodation; and*
- ii. *Discourage cats because of endangered avifauna presence”*

18 After the 28 October 2021 Council meeting, there has been an application made by the Te Pūtahi Ladies Mile landowners to access contestable funding from the Infrastructure Acceleration Fund. There have also been two fast-track consents referred within the Te Pūtahi Ladies Mile Masterplan area by the Minister of the Environment to the Environmental Protection Agency for consideration.

19 This report reports back on the final plan provisions developed to implement the completed Masterplan, the options for notification and what is required in respect of the physical implementation of the Masterplan.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Reporting back on the 28 October Council resolution

20 Work has been undertaken to be able to report back on matters 3 a. b. and c. and 4 a. b. (i)(ii) of the 28 October 2021 Council resolution. Summarised below are changes made to the Masterplan in response to the October 2021 resolution. And attached is a fuller report that provides analysis and discussion on these matters. Refer to Attachment D - Te Pūtahi Ladies Mile Discussion Document) (**Discussion Document**).

- a. Stormwater;
- b. Open Space;
- c. Visitor Accommodation;
- d. Location of the Schools;
- e. Climate mitigation, biodiversity (fauna and avifauna) and resilience matters;
- f. Density; and
- g. Structure Plan - Transport infrastructural works.

Stormwater

21 A fundamental change to the Masterplan has been the removal of the centralised stormwater management areas, refer to page A47 of Attachment C - Te Pūtahi Masterplan Report Final June 2022 (**Masterplan Report**) for the revised plan.

- 22 Stormwater has been a key consideration to the development of Te Pūtahi Ladies Mile. When the Masterplan was adopted in October 2021, the preferred solution was for a centralised management area but as acknowledged at that time, the management and funding for stormwater across the site was still to be resolved. After several meetings with the landowners, the centralised stormwater approach as indicated in the Masterplan was not able to be agreed upon.
- 23 Subsequently, the centralised stormwater system has been removed from the Masterplan. In its place, landowners and developers will need to demonstrate how they will manage stormwater on their sites, similar to how any development within a newly zoned area are required to deal with stormwater.
- 24 Specific plan provisions have been developed to support good stormwater management that includes no discharge to Lake Hayes and high levels of treatment and attenuation of stormwater to ground. In addition to the plan provisions and Councils Code of Practice standards that will need to be met by the landowners, stormwater design and construction will continue to be reviewed and consented in an ongoing but separate workstream that will focus on ensuring good stormwater management across all of Ladies Mile. This will be done in a way that allows Council to deliver the Masterplan for the area and importantly, that no flows in or towards Lake Hayes Lake will be accepted. There will also need to be substantial work from the landowners around how they manage existing flows from Slope Hill.
- 25 Outside of the plan provisions, stormwater will continue to be an ongoing but separate workstream that focuses on how the landowners intend to manage stormwater across their sites and this is discussed further within the Discussion Document (Attachment D).

Open space

- 26 As a consequence of the stormwater areas being removed from the Masterplan, the extent of zonings has been revisited along with consideration of the optimal location for the proposed open space areas. The final Te Pūtahi Ladies Mile Masterplan shows these changes and includes a centrally located Community Park of approximately 2 hectares, and two local parks of approximately 3000m² each.
- 27 The three proposed parks are all deliberately located along the east-west collector road as part of ensuring they have a high degree of legibility in the neighbourhoods while also being connected by high quality walking and cycle networks. This approach will ensure that the design integrity of the Masterplan is retained. The revised plan can be seen in on page A47 of the Masterplan Report (Attachment C).

Visitor Accommodation

- 28 During the 28 October 2021 Council meeting, it was requested to consider restrictions on residential visitor accommodation. Subsequently, the plan provisions include objectives and supporting policies to avoid Visitor Accommodation and Residential Visitor Accommodation as a Non-Complying Activity. This is to ensure that the Zone is retained

for the primary purpose of housing fulltime residents in the district, promoting affordability, and a self-sustaining community.

- 29 Whilst this provides less flexibility for landowners and residents in using their properties when compared to other residential area, homestays, where visitors share a residential unit with the occupiers will still be available.

Climate mitigation, biodiversity and resilience matters

- 30 The Te Pūtahi Ladies Mile Zone sets out to achieve mode shift to ensure a well-functioning urban environment and to reduce the impacts of development on climate change. To achieve this, private vehicle use is discouraged through the provision of commercial, recreational, education and other activities within the Zone as well as discouraging vehicle ownership by setting maximum carparking rates.

- 31 In addition, there are policies and assessment matters for site and building design, developed to promote innovative design responses to create a benefit for the environment significantly beyond the minimum levels required by the Proposed District Plan:

- a. Carbon emission reductions,
- b. Stormwater management and water quality,
- c. Biodiversity,
- d. Renewable energy, and
- e. Energy efficiency.

- 32 During the October 2021 Council meeting, it was requested to consider a further ecological plan, whether an avifauna corridor was appropriate, and to consider restrictions on cats because of endangered avifauna presence. Subsequently, Council engaged Natural Solutions to perform a peer review of the e3 Scientific report (refer to Attachment C - Te Pūtahi Ladies Mile Section 32 Evaluation Report – Supporting Document viii - Natural Solutions for Nature Ltd - Ladies Mile Review – December 2021) (**NSN review**).

- 33 The NSN review provided a number of recommendations, the majority of which were wider in scope than what the plan provisions could provide for, which is discussed in more detail in Attachment D – Discussion Document. However, the plan provisions include policies and assessment matters encouraging the use of indigenous vegetation, and those species preferred by indigenous birds.

- 34 The plan provisions have been unable to place restrictions on domestic cats as they are not considered a pest under ORC's Pest Management Plan, or its pest management programmes.

Densities

- 35 Whilst the density of 40 units per hectare has been retained in the medium density precincts. The 70 units per hectare in the high-density residential precinct, has been reduced to 60 units per hectare as a result of landowner consultation, the detail of this is discussed in the Discussion Document. Refer to the Te Pūtahi Ladies Mile Zoning Plan in Attachment A - Te Pūtahi Ladies Mile Zone Provisions, Structure Plan and Consequential Amendments which identifies the high-density residential precincts as HDR precincts.
- 36 This effectively reduces the number of apartment buildings required to meet the density requirements. Noting that the zone still requires a mixture of housing typologies, sizes and affordability that would support public transport, commercial activity and community facilities for the area.
- 37 The plan provisions are now based upon a minimum of 60 units per hectare but have an allowance for +20% density for when that level of density becomes commercially feasible. This will allow the lowest density to be approximately 2,013 units but as high as 2,438, this was viewed as important as not to limit the densities when the Transport Strategy work identifies that 2400 can be supported. (Refer Attachment C - Te Pūtahi Ladies Mile Section 32 Evaluation Report – Supporting Document i – LMC Ladies Mile Masterplan Transport Strategy).

Structure Plan - Transport infrastructural works.

- 38 Transport congestion remains a key concern that requires coordinated effort from a range of agencies to be able to effectively reduce. This is covered further later in this report, but the Te Pūtahi Ladies Mile Zone plan provisions include a specific Transport objective and supporting policies that focuses on reducing vehicle trips on State Highway 6 from the new development of Te Pūtahi Ladies Mile. Refer to the Section 32 (Attachment B) that provides a detailed analysis of proposed objective 49.2.6 and supporting policies.
- 39 To summarise, the policies are based on a number of specific transport interventions that focus on either physical road improvements, active travel improvements, bus infrastructure improvements or support travel behavioural changes.
- 40 These transport interventions have been included as plan provisions and then tied to a Sub-Area Staging Plan that will effectively stage development by requiring each Sub-Area to construct key Transport Infrastructure works such as the NZUP funded Howards Drive roundabout, bus stops on State Highway 6 and active travel crossing points across State Highway 6 before any development (except for utilities and other physical infrastructure) within the Sub-Area is completed¹.
- 41 One substantial change from the October 2021 Council report is that Councils 516 site has now been included as a Sub-Area within the Te Pūtahi Structure Plan (Refer to Attachment

¹ For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose

A - Te Pūtahi Ladies Mile Proposed Plan - Variation Zone Provisions, Structure Plan and Consequential Amendments). This ensures that resources consent for subdivision and/or development within the Structure Plan area, must be consistent where relevant with the objectives and policies specific to that Structure Plan area.

42 Consequently, when the land on Councils 516 site is developed in the future, the landowners (Council) will be required, along with the adjacent landowners of Sub-Area D & E (see Figure 1 below) to comply with the relevant zone conditions to complete key Transport infrastructural works. These works include:

- a. Intersection on State Highway 6 at Howards Drive
- b. Bus Stops on State Highway 6, west of Howards Drive intersection
- c. Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)

Note: Pink hatched area below denotes the Key Crossing area

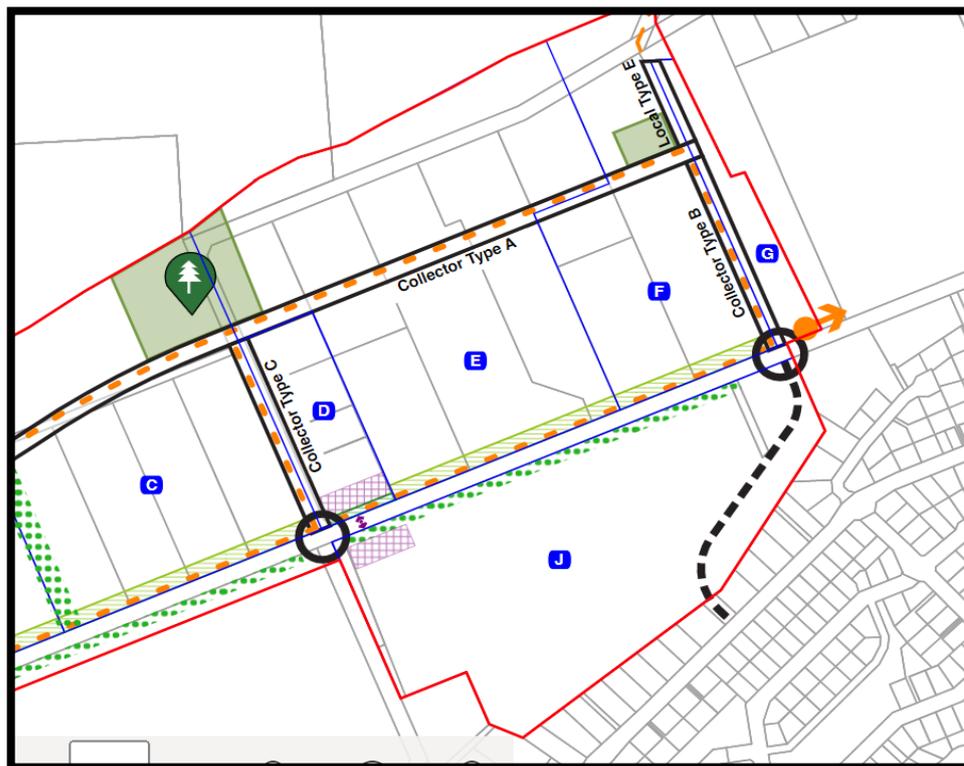


Figure 1: Sub-Areas D, E & J from the Te Pūtahi Structure Plan

43 As Sub-Area J, Council will be required to work with the owners of Sub-Area D & E to discuss how these works will be cost shared and coordinated. It should be noted that the Pedestrian/cycle crossing is the Te Pūtahi Ladies Mile Key Crossing point and will link the Town Centre with Councils future Community Building and future Sports Fields.

44 As there is no funding within the Long-Term Plan for these works, further discussions will be required on how Council will fund their share. Given that this crossing will serve both the new development and the existing communities of Lake Hayes Estate and Shotover Country, it is likely that a combination of Rates and Development Contributions for the growth-related component will be required.

Location of Schools

45 In addition to those matters discussed above, the 28 October 2021 Council resolution also requested to report back on matter 3 b. – The location of the high school and primary school(s). Within the Te Pūtahi Ladies Mile Zone, no area has been zoned specifically for school sites. However, the planning provisions are enabling of education activities throughout the residential and commercial zones with discretion restricted to:

- a. Traffic generation, access and parking;
- b. Provision for walkways, cycleways and pedestrian linkages;
- c. Infrastructure and servicing; and
- d. Noise effects.

46 As the exact locations of both the primary and secondary school is unknown, this provides some flexibility to MoE to the exact location. Noting that there are planning provisions that requires all development (including schools) to be consistent with the Structure Plan in respect of:

- a. Building Heights;
- b. Location of the collector Roads;
- c. Open space;
- d. Amenity access areas; and
- e. Landscape buffers.

47 It is noted that as the Minister of Education is a requiring authority, therefore It is possible that the MoE could override the structure plan through the designation process. However, in discussions with MoE, they have commented that whilst acquiring land is the first priority, they would look to accommodate the Te Pūtahi Ladies Mile Masterplan designs.

Adoption of the revised Te Pūtahi Ladies Mile Masterplan June 2022

- 48 As discussed in previous Full Council reports² prepared between May 2019 and October 2021, the Council recognises that there is significant pressure to urbanise the area, and that a Council-led approach that sets out a legible and clear structure is preferable to managing future development proposals led by private developers who are less likely to deliver on the Masterplan outcomes that seek to improve community outcomes, deliver improved transport solutions, or offer a wider range of housing choices to current and future residents.
- 49 Extensive work has been undertaken to investigate the future use of Te Pūtahi Ladies Mile. The Masterplan adopted by Council at the 28 October 2021 meeting has been further refined and it is recommended that the revised version (Attachment C) be adopted by the Council.

Development of the Plan provisions and the Section 32

- 50 The development of the Masterplan and the plan provisions has been an iterative process as a result of significant engagement with key stakeholders, affected people and interested parties. This has been well documented within a number of preceding Council reports since the process began in August 2020.
- 51 As a result, the plan provisions are now in a position to be notified, the Te Pūtahi Ladies Mile Zone Provisions and Te Pūtahi Ladies Mile Zone Consequential Amendments can be seen as Attachment A (Te Pūtahi Ladies Mile Zone Provisions, Structure Plan and Consequential Amendments). They will support the outcomes envisaged by the Masterplan by creating a legible and clear structure to manage and deliver high density development intended to increase liveability, wellbeing and community cohesion for existing and future residents.
- 52 The Plan provisions sets out the purpose of the Te Pūtahi Ladies Mile Zone, which is to implement both QLDCs Spatial Plan and the Te Pūtahi Ladies Mile Masterplan by providing a planning framework designed to achieve an integrated urban environment. The Zone does this by enabling high residential densities to ensure the most efficient use of the land, whilst ensuring that reliance on private vehicle trips is reduced through the provision of commercial, recreational, education and other activities for residents within the Zone and in adjacent zones.
- 53 The Te Pūtahi Ladies Mile Plan provisions have been developed in accordance with national, regional and local legislation and plans that require councils to respond to multiple factors. This includes the Resource Management Act, a number of recent National Policy Statements such as the 2020 National Policy Statement – Urban Development and Council's Spatial Plan (in partnership with Central Government and

² <https://www.qldc.govt.nz/your-council/council-documents/agendas-minutes/full-council>

Mana Whenua) and Climate Action Plan. Refer to Attachment B - The Te Pūtahi Ladies Mile s32 Evaluation Report (**Section 32**) that comprehensively addresses the Strategic Context.

54 The Section 32 outlines the proposal, the planning history of Te Pūtahi Ladies Mile, a summary of the consultation and feedback received in developing the provisions, and the issues facing the Te Pūtahi Ladies Mile, which are then refined into key resource management issues and the subsequent outcomes to be achieved in order for enabling people and communities to provide for their social, economic, and cultural well-being and for their health and safety, while addressing the matters in s5(2)(a) – (c) of the Act, these outcomes are:

- a. Additional land to accommodate significant population growth, in an area where land suitable for urban development is scarce;
- b. Provision of housing choice, diversity and affordability;
- c. Achieving a transport modal shift by promoting and facilitating better public transport options and bringing about a change in everyday travel behaviours;
- d. Integration of new urban development with existing adjacent urban areas, and complementing these areas by providing new social infrastructure and amenities for the existing and future communities;
- e. Recognition of key Kai Tahu values, including whanaukataka and haere whakamua, and avoiding discharge to awa; and
- f. Ensuring that development respects nature conservation values including landscape and ecological values.

55 Section 5 of the Section 32 goes on to identify and evaluate the following four broad options to address the issues and outcomes sought:

- a. Option 1: Status quo - retain existing rural/rural lifestyle zones
- b. Option 2: Rezone to a mix of low-medium-high density residential zones as per the existing Proposed District Plan Zones.
- c. Option 3: Rezone to a Special Zone for urban purposes with location-specific provisions.
- d. Option 4: Future Urban Zone/Deferred zoning.

56 The Cost Benefit analysis completed in the Section 32 preferred Option 3 overall, as it would enable a comprehensive, co-ordinated, master-planned urban development. That takes into account and integrates with landscape values, ecological values, and existing suburban development, and based on a comprehensive analysis of appropriate locations of infrastructure, community facilities and social amenities, and residential development.

- 57 In addition to the rezoning as a Special Zone, the Te Pūtahi Ladies Mile Zone Chapter has been drafted to be consistent with the national planning standards, this includes the format, structure and terminology. The provisions have been developed into a single Special Purpose Zone rather than dispersed throughout the Proposed District Plan. A new Special Purpose Zone can only be created when the proposed land-use activities or anticipated outcomes of the zone, meet all three of the following criteria, it is considered that Te Pūtahi Ladies Mile Zone Chapter does meet all three:
- a. Are significant to the district, region or country
 - b. Are impractical to be managed through another zone
 - c. Are impractical to be managed through a combination of spatial layers
- 58 The exception to this is the consequential amendments to the existing provisions of the Proposed District Plan, which have been drafted consistently with the existing Proposed District Plan style.
- 59 In the development of the Masterplan and related plan provisions, both the Masterplan and plan provisions have been subject to significant engagement throughout its development, this included a Project Working Group with representatives from:
- a. Kainga Ora;
 - b. Waka Kotahi;
 - c. Way to Go;
 - d. Ministry of Housing Urban Development;
 - e. Otago Regional Council;
 - f. Iwi - Te Ao Marama and Aukaha;
 - g. Property and Infrastructure – Three waters and Transport;
 - h. Community Services - Parks and Reserves & Sports & Recreation
 - i. Planning and Development - Policy and Resource Consents; and
 - j. Corporate Services – Spatial Plan team
- 60 In addition, key feedback has been received from other key stakeholders such as the landowners, Ministry of Education and the Lake Hayes Estate and Shotover Country Community Association. This stakeholder feedback is summarised in Section 3 of the Section 32 and has assisted in the development of the plan provisions.

Implementation of the Plan provisions

Plan making process

61 Making the Te Pūtahi Ladies Mile Zone and Consequential Amendments operative is the final step in the plan-making process. The statutory process is set out in Section 73 and Schedule 1 of the Resource Management Act. As Council has undertaken significant pre-notification consultation with key stakeholders in the development of the plan provisions, then Council has two processes to consider in making the plan provisions operative and these are:

- a. Standard First Schedule Process
- b. Streamlined Planning Process

62 The standard first Schedule process is a process undertaken by the Council that is set out in Schedule 1 of the Resource Management Act, the standard steps are identified below:

- i. Preparation of a proposed plan
- ii. Publication of proposed plan and call for submissions
- iii. Public notification of summary of submissions and call for further submissions
- iv. Pre-hearing meeting (optional)
- v. Submitted notified of hearing
- vi. Hearing of Submissions
- vii. Submitters notified of decision
- viii. Mediation of appeal
- ix. Hearing of appeal
- x. Decision on appeal
- xi. Amend plan (if required by decision)
- xii. Approval of plan
- xiii. Public notification of the date plan becomes operative

63 The First Schedule Process is a process that Council is very familiar with, having been the process used for the various stages of the Proposed District Plan review. It provides for

broad and full public involvement through the submission and further submission process, independent hearing panel and appeal rights to the Environment Court.

- 64 The outcome of that process in terms of the final plan provisions are therefore subject to extensive investigation and interrogation by council officers, submitters and their lawyers, planning experts and other experts and decisions by the Independent Hearing Panel, and in some cases subsequently by the Environment Court.
- 65 Whilst a robust process, it also takes time before the final plan provisions are able to be confirmed. The final planning outcome may also be different from the originally notified version given the contested process that they go through.
- 66 The Streamlined Planning Process (**SPP**) is an alternative to the standard Part 1 Schedule 1 process. The SPP is an option provided for in the RMA by which a Council can make a request to the Minister for Environment to use a SPP for a proposed plan variation. The process is intended to enable an expediated planning process that is proportionate to the complexity and significance of the planning issues being considered.
- 67 It is intended to provide flexibility in the planning processes and related timeframes, allowing for these to be tailored to specific circumstances. Whilst the SPP can be tailored, clause 78(4) of Schedule 1 sets out the minimum procedural steps that must be included and these are:
- a. Consultation with affected parties on the proposed planning instrument, including the responsible Minister and iwi authorities, if not already undertaken;
 - b. Public notification;
 - c. Opportunity for written submissions under clause 6 or 6A of the RMA;
 - d. A report showing how submissions have been considered and the changes (if any) made to the proposed planning instrument;
 - e. Evaluation reports under section 32 or 32AA of the RMA and decision makers to have particular regard to these; and
 - f. The time period within which the SPP must be completed.
- 68 In respect of those steps that can be tailored, these are:
- a. Decision whether public notification can be full or limited notification should apply;
 - b. Further submissions can be included if it is considered that the potential nature of primary submissions require further input from potentially affected people;
 - c. Hearings are not required but could be considered appropriate if the issues are complicated, may be contested or where views are polarised; and

69 In respect of the procedural steps not included within an SPP, there are no rights of appeal except for judicial review on points of law.

70 The Section 32 considers that there are a number of costs and benefits when compared to the Schedule 1 process and these are shown in Figure 2 below.

	Streamlined Planning Process	Schedule 1 Process
Benefits	<ul style="list-style-type: none"> • Ability to tailor Schedule 1 standard steps, allowing more flexibility in planning processes and timeframes • Shortened procedure encourages higher standard of evidence at submission • Ability to remove the appeals process provides scope for significant time saving. Access to the Court will be maintained by way of judicial review • Significantly quicker from notification to operative • Ability to include a summary of the significant community/stakeholder engagement already undertaken 	<ul style="list-style-type: none"> • Well-understood by community • Council has greater control over the process • Provides for full public input and appeal rights • Known timeframes - two years from notification to decision (not including appeals)
Costs	<ul style="list-style-type: none"> • Timeframes do not include Ministerial actions – noting 4–6 months between Council application and the Minister issuing direction • The Minister may override the Councils recommendations for procedural process • Direction timeframes mandatory, must apply to Minister to extend • Council relinquishes decision-making responsibility – ultimately the Ministers Decision 	<ul style="list-style-type: none"> • Length of time to become operative is 6 years (average) to over ten years as a result of time spent resolving appeals • The process cannot be tailored, which does not allow Councils to respond to urgent or unanticipated issues that may occur in the time for the provisions to become fully operative.

Figure 2: Costs and Benefits of the SPP vs Schedule 1 process

71 Councils must assess whether its proposal meets the eligibility criteria specified in the Act. In summary and in discussion with the Ministry for the Environment, the Te Pūtahi Ladies Mile Zone is considered to be consistent with the requirements of the SPP, meeting three of the six eligibility criteria (only 1 is necessary):

- a. The significant community and stakeholder consultation, and extent of the work on the Te Pūtahi Ladies Mile area already undertaken;
- b. There is demand for housing within the Queenstown district, with a significant community need for more affordable housing in the area; and
- c. The land is subject to development pressures, and there is an urgency to ensure the land is zoned in a comprehensive way, and not in a manner that is inconsistent with the Masterplan.

- 72 Part IV of the SPP application requires Council to provide a description of the proposed process, noting that the proposed process has a number of minimum steps but also allows Council to add in additional steps or remove certain procedural requirements if there is justification.
- 73 The Council’s intent to pro-actively plan for the Te Pūtahi Ladies Mile area has been extensively signalled and debated publicly. While there remain concerns for some in the proposed development of the area and the management of the traffic congestion, it is also evident that the area will be developed over time. It is considered that the SPP is an option that should be considered by the Council because of the faster decision making that it offers.
- 74 Under an SPP there are no rights of appeal except for judicial review on points of law. This provides for significant time savings as under the Schedule 1 Process, the length of time to resolve appeals and for the plan provisions to become operative is between six (average) and ten years.
- 75 Given the extensive debate that has already been held, it is recommended that if an application is to be made, that Council requests that the following steps be included in the process, if approved by the Minister:
- a. Retain full public notification, rather than limited notification, to ensure the public, including interested parties and stakeholders, have the opportunity to participate in the process;
 - b. That a full 1st Schedule style hearing be held to allow full public participation in the Proposed Plan Variation given the views of the community;
 - c. That an independent hearings panel be appointed comprised of at least three (not just one) commissioners, with the following skills:
 - i. Member(s) with knowledge, skills or experience in urban design, strategic and urban growth planning, or resource management planning; and
 - ii. A Chair with experience in the Environment Court of the exercise of control over the manner of questioning and cross-examination of any party or witness.
- 76 In making the above recommendation to use the SPP and in removing the further submission stage, this is considered to result in significant time savings when compared to the RMA First Schedule process in terms of steps and stages. If the desire is to provide for a speedier process, then this is an important consideration.
- 77 In making this recommendation though, it should also be recognised that there has been extensive consultation on the proposal to date and while not unanimous support for some of the proposed provisions, a focused submission period and expert panel who are able to make a final recommendation to the Minister without any appeal rights may also

result in high quality first instance submissions and appearances in front of the Independent Hearing Panel which should provide for a robust and well-informed decision to be made.

Implementation of the Masterplan

78 Full delivery of the Masterplan vision requires the promulgation of the plan provisions to enable the land use changes, but also the delivery of a host of infrastructure and other measures. The delivery of these will require further work by the Council and the cooperation and coordination of a range of agencies and work programmes alongside working with the landowners and the community. The main implementation issues are:

- a. Transport network
- b. Water and Wastewater Infrastructure Provision
- c. Funding
- d. Te Pūtahi Ladies Mile Taskforce

Transport Network

79 Transport remains a key constraint to the development of Te Pūtahi Ladies Mile, and as previously discussed within the October 2021 Council report, whilst there are certain triggers that can be used to stage development none of these can reduce the traffic congestion on State Highway 6.

80 Management of traffic congestion is a larger district wide issue that requires work between multiple agencies and investment in an efficient public transport system. Once in place, there are also other methods that can be utilised as part of a push towards changes to travel behaviour and demand management. However, as well as being an integral part of the future Te Pūtahi Ladies Mile development proposal, these must be designed over the entire network to facilitate change.

81 Therefore, a different District wide approach is still required, of which a large suite of transport intervention projects is currently underway, that forms part of the Queenstown Transport Business case, the Queenstown Transport Business case outlined the case for investment in multi-modal transport interventions over the next 30 years, seeking a fundamental mode shift to other transport modes that is not the private motor vehicle. The majority of the mode change is expected to be to public transport.

82 One project that is necessary to achieve that outcome, is the Otago Regional Council Public Transport Detailed Business Case which is set to deliver a detailed analysis on how bus routes and fleet will evolve over the next 15 years (2021-2036) including a high-level view of what public transport requirements will be required over the following 15-year period (2037-2051). However, as this work has only just started, with

the contract not due to be awarded until mid-June 2022, the timing and funding of these interventions is still uncertain.

Water and Wastewater Infrastructure Provision

83 In respect of water and wastewater, Candor3 produced a three waters infrastructure report (Attachment C - Te Pūtahi Ladies Mile Section 32 Evaluation Report – Supporting Document ii – Candor3 FINAL Three Waters Infrastructure Report) that considered the current and QLDC planned water and wastewater infrastructure requirements for the area. The report concludes that given the wider short-medium- and long-term water supply and wastewater management infrastructure works proposed by QLDC, that Te Pūtahi Ladies Mile area is able to be serviced. The Three Waters Infrastructure Report also recommends that future work is undertaken to ensure the alignment of the Masterplan area with expected QLDC infrastructure upgrades.

84 It is noted that the Property and Infrastructure have already begun work on an Establishment Report that will investigate the wider network modelling requirements for both the Eastern and Southern Corridors. This work may affect the timing and construction of housing within Te Pūtahi Ladies Mile. And as discussed in Paragraph 87, the future upgrades identified in the Long-Term Plan are not until years 2028-2031 which has implications for the Masterplan area in respected of being serviced and subsequently developed.

Funding

85 Funding is an essential component of being able to implement the Masterplan, there is essential infrastructure that is required to service the new Te Pūtahi Ladies Mile Zone which includes water and wastewater trunk infrastructure and a number of transport related interventions as discussed in the 28 October 2021 Council report. As previously recorded³, some of these interventions have confirmed funding, others are partially funded, and some have no current funding. Funding of these interventions remain the same as previously reported.

86 In respect of funding for three waters, the Long-Term Plan contains approximately \$17.6m of proposed budget for capital projects relating to water, wastewater and stormwater within the Ladies Mile corridor. The three water capital projects include: a new water reservoir and mains reticulation, a new wastewater scheme (wastewater mains and pump station), as well as other enabling infrastructure relating to water, wastewater and stormwater.

87 The majority of the budget for these three water capital projects is within years 8 - 10 of the Long-Term Plan (2028/29 – 2030/31). However, if the Te Pūtahi Ladies Mile Zoning becomes operative under a Streamlined Planning Process, then development of the area could begin as early as 2024/2025. If this is the case, then the funding identified in the

³ <https://www.qldc.govt.nz/your-council/council-documents/agendas-minutes/full-council#2021>

Long-Term Plan would be required to be bought forward from 2028 in order to facilitate development of the area.

- 88 It should be noted that this funding forms part of an infrastructure loan from the Housing Infrastructure Fund (HIF). The HIF was confirmed back in 2018 and was a 10-year interest free loan from the Government to bring forward development of around 1,100⁴ houses in the Ladies Mile area in order to increase housing supply, with an expectation that the first houses would be constructed in 2020.
- 89 As the Ladies Mile Special Housing Area applications were declined, the payment schedule relating to the drawdown of these funds was revised, with new design and construction dates agreed to between May 2021 and January 2024. Given the HIF loan has its own indicative payment schedule, it is noted that any delay in spending is needed to be advised to the Crown and an amendment to the schedule requested.
- 90 In the October 2021 Council report, under ‘other funding’, it was noted that the Infrastructure Acceleration Fund (IAF) was a potential funding option for infrastructure investment to support new housing supply. Since October both Council and the landowners have lodged separate IAF applications, however neither request was approved. It is understood that as the Masterplan and plan provisions are not yet fully approved by Council, that there is not enough certainty that the land will be developed for housing in either the short to medium term.
- 91 It should also be noted that the Te Pūtahi Ladies Mile project has now used the overall budget of \$1.4m. However, for the next stage, which is the plan variation and notification process, it is intended that this work will form part of the District Plan budget.

Te Pūtahi Ladies Mile Taskforce

- 92 The Grow Well Whaiora Partnership Governance Group at its 28 April 2022 meeting recognised there is an opportunity to accelerate the delivery of the Masterplan, but this will require a carefully planned, co-ordinated and sustained approach across the Grow Well Whaiora partners. It is acknowledged that a “business as usual” approach will not achieve the strategic direction of the Spatial Plan or the Te Pūtahi Ladies Mile Masterplan.
- 93 As a result, the Te Pūtahi Ladies Mile Taskforce has been established to help implement the Masterplan, acknowledging that each of the Grow Well Whaiora partners⁵ has a role to play in its successful implementation.
- 94 The Te Pūtahi Ladies Mile taskforce will have the following core tasks; supporting the delivery of the preferred planning outcome, updated schedule of key inputs, explore

⁴ In 2017 the land was incorporated into the QLDC Special Housing Area (SHA) Lead Policy, effectively encouraging development by minimising the planning constraints. Due to volume constraints on State Highway 6, the SHA Lead Policy includes a ‘policy pause’ at 1,100 consented residential units at Ladies Mile.

⁵ Partners include QLDC, Kai Tahu, Otago Regional Council, New Zealand Government. And a number of other key agencies - Kainga Ora, Ministry Housing Urban Development, Department Internal Affairs, Waka Kotahi, Ministry Business Innovation Employment.

barriers and advise on possible solutions (e.g., transport interventions, speed limits, infrastructure funding (including social)), delivery of affordable housing and what other tools can be explored.

Fast-Track Consents

- 95 The Covid-19 Recovery Act provides for a short-term consenting process to fast-track projects that can boost employment and economic recovery. Such proposals are a decision of the Minister and not of Council.
- 96 Since the 28 October 2021 Council meeting, proposals for two fast-track consents have been referred within the Te Pūtahi Ladies Mile Masterplan area by the Minister of the Environment to the Environmental Protection Agency for consideration. While applications under those provisions are yet to be made, they are demonstrative of the significant pressure to urbanise the area and how landowners are looking at all alternative mechanisms to develop their land.
- 97 Whilst not directly related to the decision Council is being asked to make in respect of the plan provisions for the Te Pūtahi Ladies Mile area, the presence of those two proposals need to be considered in terms of the likelihood of development proceeding in the area.
- 98 In an officers' assessment, the two applications are generally in accordance with the Te Pūtahi Ladies Mile Masterplan in regard to; residential densities; mixture of typologies, mixed use development; and the roading layout which provides for future connections generally in accordance with the master plan. However, because they are two separated and geographically distinct developments, they cannot provide the wider benefits that only the implementation of the wider master plan provisions can deliver.
- 99 Whilst the two fast-track consents are not totally consistent with the Masterplan, the Ministers referral of one of the proposals included a requirement that any application has to show how the development can be done in accordance with the Te Pūtahi Ladies Mile Masterplan and Councils spatial plan. Provided the developments are consistent with those two documents, the fast-track process can be seen as being a mechanism to speed up the delivery of housing in the area.

Next steps

- 100 If a Council led Masterplan process isn't continued with, there is a high likelihood of Council receiving future applications for substantial private led development that is unlikely to deliver on the Masterplan's original objectives. If a Council led Masterplan is supported, it would rely on a view that the future funding and the proposed transport interventions will be delivered as more certainty is provided through the Te Pūtahi Ladies Mile Zoning.
- 101 If the Te Pūtahi Ladies Mile Zoning becomes operative under a Streamlined Planning Process, then development of the area could begin as early as 2024, and as discussed in the 28 October 2021 full Council Report, with occupation of dwellings possible by 2025

onwards. If this is the case, then the funding identified in the Long-Term Plan would be required to be bought forward from 2028.

- 102 It is considered there are two decisions to make, the Decision One is to either continue with a Council-led approach, adopting the Masterplan and plan provisions or to stop work and manage any future development proposals through the Resource Management Act.
- 103 Should a Council led approach be preferred, Decision two relates to the notification process for making the plan provisions operative and whether the standard First Schedule or Streamlined Planning Process is preferred.

Decision One

Option 1a: Proceed with a Council-led approach, by adopting the revised Masterplan and approving the Proposed Te Pūtahi Ladies Mile Zone and Te Pūtahi Ladies Mile Zone Consequential Amendments Plan Provisions.

104 This would entail continuing with the suggested range of 2000 - 2,400 dwellings that would support the Masterplan objectives, noting that some workstreams such as stormwater management, transport interventions and timing of funding will continue to be ongoing.

105 *Advantages*

- a. Council and the community retain control over how the area will develop;
- b. A Council-led Masterplan and supporting plan provisions will mitigate lower density, sporadic development that will be unable to support public transport and the retail land uses proposed in the town centre which support mode shift;
- c. A Council-led Masterplan and plan variation will provide for a range of quality housing typologies, sizes and affordability that would support public transport, commercial activity and community facilities for the area; and
- d. Provides opportunity to continue working with Otago Regional Council & Waka Kotahi on delivering a transport solution that addresses the needs of both the existing and future communities of Te Pūtahi Ladies Mile;

106 *Disadvantages*

- a. The Masterplan is a 30 year plus 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 secure the outcomes of the Masterplan and plan variation through the RMA process, there remains the risk that private developers will try to deliver different outcomes than those envisaged by the Masterplan;
- c. The Masterplan and plan provisions do not immediately address the traffic congestion issues that were raised during consultation; and
- d. There remains the risk that even with additional work, it may not be possible to achieve the desired transport solutions ahead of residential development residential development; and

Option 1b: Stop any further work on a Council-led approach and manage any future development proposals through the Resource Management Act Proposed District Plan and resource consent processes.

107 This option involves Council making a decision to change its position on the urbanisation of Te Pūtahi Ladies Mile. The zoning and plan provisions in the PDP that provide for Rural Lifestyle and Large Lot residential zones will be implemented instead of a Council led master planned development.

108 This could ultimately mean losing the opportunity to more fully manage the urban outcomes of any future development of the Ladies Mile, acknowledging that private developers will likely apply for resource consents or private plan change(s) in support of their development aspirations for their land.

109 *Advantages:*

- a. Council can continue to work on progressing the district wide transport interventions; and
- b. Private developers will take on a greater level of the risks and more of the costs;

110 *Disadvantages:*

- a. Private developers may lodge ad-hoc resource consents and private plan changes which will result in limited Council control over future development;
- b. Lose ability to require the density which supports the shift to public transport and active travel, and unlikely to deliver the town centre that would assist in reducing vehicle trips; and
- c. Risk that the land is further fragmented under the current rural densities, meaning any intention to urbanise effectively in the future will be limited, resulting in sub-optimal planning and urban design outcomes.

111 This report recommends **Option 1a** to continue with a Council-led approach, adopt the Masterplan and plan provisions, continue to work through the best options for funding and implementation of the transport Interventions and stormwater.

- 112 Should a Council led approach be preferred, the second decision relates to the notification process for making the plan provisions operative and whether the standard First Schedule or Streamlined Planning Process is preferred.

Decision Two

Option 2a: Notify the Proposed Te Pūtahi Ladies Mile Zone and Te Pūtahi Ladies Mile Consequential Amendments plan provisions under Part 1 Schedule 1 of the Resource Management Act.

- 113 This would entail notification under the standard Schedule 1 Process. It provides for broad and full public involvement through the submission and further submission process, independent hearing panel and appeal rights to the Environment Court.

114 *Advantages*

- a. The Schedule 1 process is well understood by the community.
- b. Council has greater control over the process and retains responsibility for decision-making;
- c. Provides for full public input and appeal rights; and
- d. Known times frames – two years from notification to decision (not including appeals)

115 *Disadvantages*

- a. If there are appeals, the length of time to resolve appeals and for the plan provisions to become operative is 6 years (average) to over ten years; and
- b. The process cannot be tailored, which does not allow Councils to respond to urgent or unanticipated issues that may occur in the time for the provisions to become fully operative.

Option 2b: Make application to the Minister for the Environment to request to use the Streamlined Planning Process to notify the Proposed Te Pūtahi Ladies Mile Zone and Te Pūtahi Ladies Mile Consequential Amendments plan provisions.

- 116 This would entail an application to the Minister for the Environment to utilise the Streamlined Planning Process as an alternative to the standard Part 1 Schedule 1 process.

- 117 The Streamlined Planning Process is an option provided for in the RMA by which a Council can make a request to the Minister for Environment to use a Streamlined Planning Process for a proposed plan variation. The process is intended to enable an expediated planning process that is proportionate to the complexity and significance of the planning issues being considered.

118 Advantages

- a. Ability to tailor Schedule 1 standard steps, allowing more flexibility in planning processes and timeframes;
- b. Shortened procedure encourages higher standard of evidence at submission;
- c. Ability to remove the appeals process provides scope for significant time saving. Access to the Court will be maintained by way of judicial review; and
- d. Significantly quicker from notification to operative.

119 Disadvantages

- a. Timeframes do not include Ministerial actions – indications of 4–6 months between Council application and the Minister issuing direction;
- b. The Minister may override the Councils recommendations for procedural process;
- c. Direction timeframes mandatory, must apply to Minister to extend; and
- d. Council relinquishes decision-making responsibility – ultimately the Ministers Decision.

120 This report recommends **Option 2b** to notify the plan provisions using the Streamlined Planning Process. The Council's intent to pro-actively plan for the Te Pūtahi Ladies Mile area has been extensively signalled and debated publicly. While there remain concerns for some in the proposed development of the area and the management of the traffic congestion, it is also evident that the area will be developed over time. It is considered that the Streamlined Planning Process is an option that should be considered by the Council because of the faster decision making that it offers.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 121 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.
- 122 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.

> MĀORI CONSULTATION | IWI RŪNANGA

- 123 The Council has consulted with iwi on this particular matter with both Aukaha and Te Ao Marama included as part of the broader consultation on the emerging plan and plan variation documentation.
- 124 In addition, Iwi representatives from Aukaha and Te Ao Marama Inc. have been closely involved in the development of the Te Pūtahi – Ladies Mile Masterplan design process. The key resource management issue for iwi for the development of this land for urban purposes is stormwater management. Discharge to awa is to be avoided, and high levels of treatment and attenuation of stormwater are important to protect the mauri of the awa.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 125 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

- 126 The original budget for the Te Pūtahi Ladies Mile Masterplan and planning variation was approved via a Council resolution 23 July 2020, the total budget approved was \$1.4M. The Te Pūtahi Ladies Mile project has now spent the overall budget of \$1.4M. If Council were to approve Option 1a and Option 2b, to proceed with the notification of the plan provisions. That whilst the full costs are unknown, this would be funded from the Proposed District Plan Budget.

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

- 127 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;
 - 2022/2023 DRAFT Annual Plan Mahere ā-Tau;
 - Ten Year Plan 2021-2031;
 - Significance and Engagement Policy 2017;
 - Queenstown Integrated Transport Business Case 2017;
 - The Spatial Plan 2021.
 - The Climate Change Action Plan
 - The Draft Climate and Biodiversity Strategy 2022 - 2025

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

129 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

130 Once the Council have made the decision to adopt and notify the Ladies Mile Master Plan as a Variation to the District Plan, it will follow the statutory provisions outlined in the Resource Management Act as a Streamlined Planning Process under (Section 78 (4)).

131 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

- 132 The recommended option:
- Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act because it serves to provide for and manage 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

A	Te Pūtahi Ladies Mile Proposed Plan - Variation Zone Provisions, Structure Plan and Consequential Amendments
B	<p>Te Pūtahi Ladies Mile Section 32 Evaluation Report Including the following supporting Documents <i>These are available via sharefile link using this link:</i> https://qldc.sharefile.com/d-sd2374ef3ac824c1f8f694ebdadca8959</p> <ul style="list-style-type: none"> i. LMC Te Pūtahi Ladies Mile Masterplan Transport Strategy ii. Candor3 Three Waters Infrastructure Report iii. Candor3 Stormwater Management Options Memo Rev A with costs April 2022 iv. Geosolve Preliminary Soakage Testing Report May 2021 v. Geosolve Preliminary Geotechnical Assessment Dec 2020

	vi. e3 Scientific Ladies Mile PSI Contaminated Land assessment Final Jan 2001
	vii. e3 Scientific Ladies Mile Ecological Assessment – Final September 2021
	iii. Natural Solutions for Nature Ltd - Ladies Mile Review – December 2021
	ix. RCG Te Pūtahi Ladies Mile Commercial Advice Feb 2022
	x. Origin Consultants Ladies Mile – Heritage & Archaeological Vales Assessment Final - January 2022
	xi. Patch - Te Pūtahi Ladies Mile - Landscape Assessment Report June 2022
C	Te Pūtahi Ladies Mile Masterplan Report Final June 2022
D	Te Pūtahi Ladies Mile Discussion Document

All attachments are circulated separately.