

Te Pūtahi Ladies Mile Consultation Summary Report

Public Consultation - Draft Masterplan and Draft Planning Provisions

14 June 2021

1. Introduction

On 30 April 2021, Queenstown Lakes District Council released the draft Te Pūtahi Ladies Mile Masterplan and draft planning provisions for community feedback.

This was the second round of consultation, building on the earlier process in November 2020 where the community was asked to consider a number of early concepts that could be built into a preferred Masterplan for area.

As with the first round of public consultation, this process was focused on what form urban development should take at Te Pūtahi Ladies Mile, rather than whether urban development *should* occur here, however the free-text nature of the survey meant respondents were unrestricted in their feedback.

This document summarises how we consulted with the community and the feedback received through this process. The full set of submissions is attached.

2. Our approach

We communicated widely about the opportunity to participate in the development of the draft Te Pūtahi Ladies Mile Masterplan and draft planning provisions. This was supported by the media and Lake Hayes Estate / Shotover Country Community Association who proactively shared messages and encouraged people to get involved.

The process started on 30 April 2021 and ran for four weeks. It was an opportunity for the community to provide feedback on the preferred draft Te Pūtahi Ladies Mile Masterplan, and take a first look at potential draft planning provisions to enforce the outcomes sought by the Masterplan via the Proposed District Plan.

A summary booklet was available in hard copy and all of the relevant information was available for viewing or downloading on the Let's Talk consultation website..

We invited the community to participate and provide feedback in the following ways:

- **Te Pūtahi Ladies Mile Masterplan online form:** we asked what aspects of the draft Masterplan the community felt we got right and what we got wrong or was missing. This also offered the opportunity to upload feedback.

- **Draft Planning Provisions online form:** we asked questions to test the first draft of the planning provisions, with a view to further develop these for statutory consultation under the Resource Management Act 1991. This also offered the opportunity to upload feedback.
- **Community information session:** We invited the community to a facilitated information session at Shotover Primary School on 5 May 2021.
- **Via email:** The community could choose to provide their feedback via email if they preferred.

We go into more detail on the feedback received through these forums in section 6.

3. What was presented to the community for feedback?

A preferred draft Masterplan, draft planning provisions and a supporting draft Transport Strategy were presented to the community for feedback.

The draft preferred Masterplan included a context analysis, design response to feedback received in November 2020, and the seven design principles used to inform the development of the draft Masterplan. An overview of the key moves of the draft Masterplan are identified in **Table 1** below.

The draft Transport Strategy identified the challenges and opportunities presented by the existing transport conditions (including results of transport modelling), the transport vision for the area, and the proposed interventions to achieve delivery of the following principles:

- Shaping urban form;
- Making shared and active modes of transport more attractive; and
- Influencing travel demand and transport choices.

Table 1: Key moves of draft Masterplan presented to the public

Key Moves of Draft Masterplan	
Community Facilities	<ul style="list-style-type: none"> • Community sports hub centralised and south of SH-6 • Two proposed education facilities are separate, both to the north of SH-6 • Retail offering at the town centre, north of SH-6
Parks and Open Space	<ul style="list-style-type: none"> • Stormwater strategy to follow base of Slope Hill and provide public amenity connected into Open Space network • Neighbourhood parks in short walking distance from all housing • Maintain area of rural zoning to Lake Hayes edge to preserve lake edge character • Significant green spine of Open Space at base of Slope Hill • Greened network collector road, lined with landscaped swales and tree lined road
Housing	<ul style="list-style-type: none"> • High and Medium Density with mix of typologies across site. • Additional height located centrally within the northern side within easy walking distance of the town centre and set back against the base of Slope Hill.
Transport	<ul style="list-style-type: none"> • New road link (including buses) from Lake Hayes Estate up to SH-6 • Two new road links to SH-6, with main spine road connecting to Lower Shotover Road • Public Transport and Walking/ Cycling focus with Interim Transport Hub off Howards drive co-located with Sports Hub parking



Key Moves of Draft Masterplan	
State Highway 6 Corridor	<ul style="list-style-type: none"> • Landscaped SH-6 with trees, cycleways and pedestrian paths to either side • 25m setback to both sides to maintain views and retain a sense of open space along this highly visible route into Queenstown, while maximising developable land

The draft planning provisions were formulated as amendments to the existing Proposed District Plan. The key concepts of the draft amendments included:

- 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;
- The introduction of a Structure Plan that identifies the location of key infrastructure to be provided, key features to be protected, and breaks down the area into Sub-Areas as a mechanism to ensure appropriate integration of development;
- Introduction of an average density within the High and Medium Density zoned areas to achieve a density sufficient to encourage a shift to different transport modes and support the new town centre area;
- Requiring resource consent for buildings in these areas, with standards relating to residential amenity and design, to ensure that higher density development also brings high quality residential amenity;
- The removal of minimum carparking activities for all activities within the Structure Plan area, and the introduction of maximum carparking standards to encourage a shift to alternative transport modes; and
- The rezoning of the Council-owned property at 516 Frankton-Ladies Mile Highway to Open Space and Recreation – Community Purposes Zone to enable this land to be developed for community facilities for both the existing communities and the future community.

4. Community Information Session

A two-hour community information session was held at Shotover Primary School in the evening of 5 May 2021.

The session was facilitated by Alexa Forbes and included a half-hour presentation on the key moves of the draft Masterplan and planning provisions by the Ladies Mile Consortium (LMC) team members. Attendees were then asked to break into smaller groups to consider the draft Masterplan through the lens of the following topics: Environment; Transport; Amenity (Community and Commercial); and Density and Housing.

Towards the end of the session, the questions raised by the break-out groups were put to the LMC team to answer. While the role of the LMC team at this session was primarily to answer questions in the formal question-and-answer session, some discussion with individual attendees was had during the break-out session.

Approximately 110 members of the public attended the session. Following the session attendees were directed towards the online survey to submit their feedback.





Figure 1: Presentation to attendees at the Community Information Session at Shotover Country School on 5 May 2021.

5. Online Surveys and email feedback

Two online surveys were made available on the Let's Talk website from 30 April 2021 to 28 May 2021. A total of 411 responses were received on the draft Masterplan survey and 78 responses were received on the draft planning provisions via the online survey. An additional 17 responses were received via email or in hard copy.

The draft Masterplan survey requested basic demographic information and asked respondents:

- (a) What do you think we got right;
- (b) What do you think we got wrong or is missing; and
- (c) If they had any further comments.

The draft planning provisions survey also requested basic demographic information and invited respondents to give comment on the provisions broken down into the following topics:

- Chapter 27 – Subdivision and Development
- Schedule 27.13.XX – Te Pūtahi Ladies Mile Structure Plan
- Chapter 7 – Lower Density Suburban Residential Zone
- Chapter 8 – Medium Density Residential Zone
- Chapter 9 – High Density Residential Zone



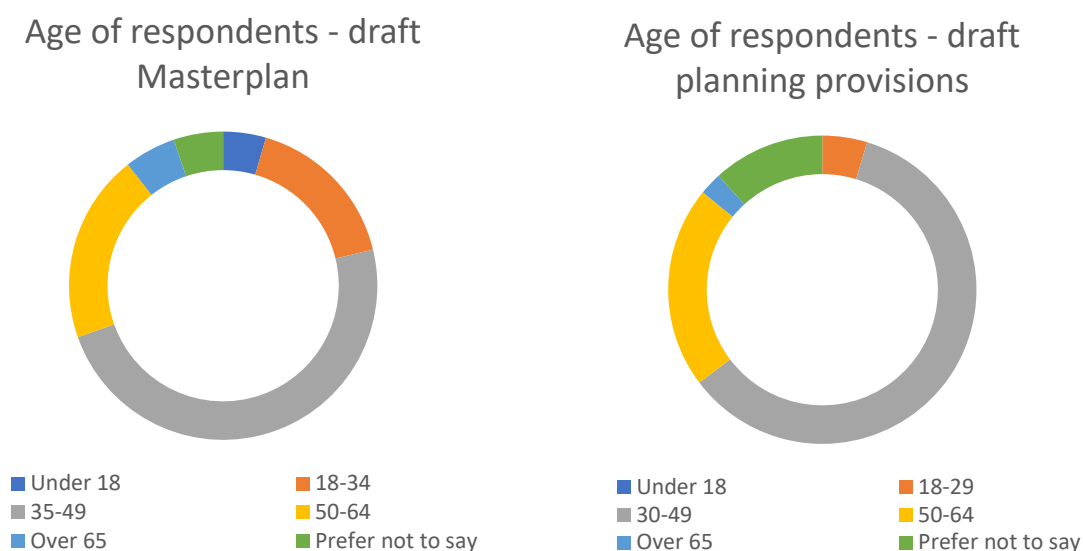
- Chapter 15 – Local Shopping Centre Zone
- Chapter 19B – Te Pūtahi Ladies Mile Town Centre Zone
- Chapter 29 – Transport
- Consequential amendments to Chapters 4, 25, 31 and 38
- Zoning Map

A full set of feedback can be downloaded from letstalk.qldc.govt.nz/ladies-mile-masterplan or www.qldc.govt.nz/ladies-mike-masterplan. These attachments include feedback received via all methods: online survey, email and in hard copy.

6. Summary of feedback

This section summarises the feedback received on the draft Masterplan and draft Planning Provisions. A full set of feedback can be found in the attachments at the end of this document.

6.1 Demographics



The majority of respondents on the draft Masterplan were aged between 35-49 (48%), with those aged 50-64 (20%) and 18-34 (17%) the next two largest groups. There was a significant increase in the number of respondents aged Under 18 (19 responses) compared to the first round of public consultation in November 2020 (one response). This can likely be attributed to an information session held with school students from Wakatipu High School on 5 May 2021.

As with the draft Masterplan, the majority of respondents on the draft planning provisions were aged between 30-49 (60%), with those aged 50-64 the next large group (21%). There were no respondents aged under 18 years on the draft planning provisions.

Nearly all respondents on the draft Masterplan were property owners and/or residents of the district (98%), as were respondents on the draft planning provisions (95%).

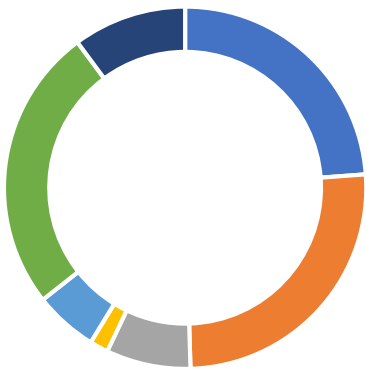
A total of 59% of the respondents on the draft Masterplan identified themselves as living within the area of focus or the area of influence (being State Highway 6 – Ladies Mile Highway, Lake Hayes Estate, Shotover Country or Bridesdale). Of these, the significant majority (50%) were from the existing



communities at Lake Hayes Estate (24%) and Shotover Country (26%). Of the remaining areas, respondents from Arrowtown, who made up 3% of the total in the consultation in November 2020, were the next largest group making up 10% of respondents on the draft Masterplan.

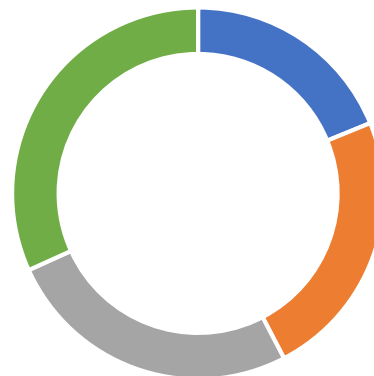
Of the respondents on the draft planning provisions, 26% of respondents were identified as being located within State Highway 6 – Ladies Mile Highway. This high number (given the relatively low number of properties that would fall within this area) is likely to be from potentially affected property owners. Respondents from the neighbouring communities of Lake Hayes Estate, Shotover Country and Bridesdale made up another 46% of respondents.

Location of respondents - Masterplan



- Lake Hayes Estate
- SH6 - Ladies Mile Highway
- Wakatipu Rural
- Arrowtown
- Shotover Country
- Bridesdale
- Other

Location of respondents - Planning provisions

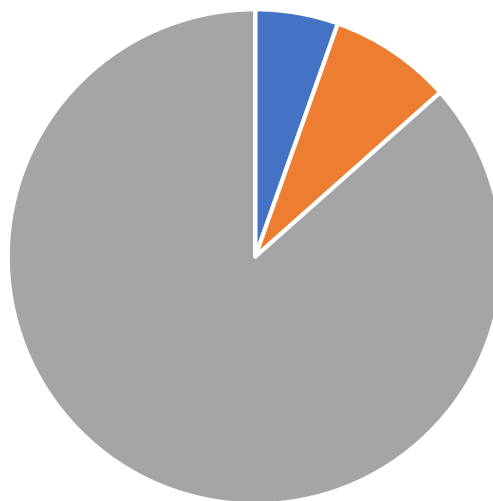


- Lake Hayes Estate
- SH6-Ladies Mile Highway
- Shotover Country
- Other

6.2 Feedback on the draft Masterplan

Of the responses received, a significant majority opposed the draft Masterplan (86%), 5% of respondents noted their support, while 8% identified as neutral.

Position on draft Masterplan



- Support
- Neutral
- Oppose



6.2.1 Opposed to the draft Masterplan (86% of respondents)

Of the online survey responses received on the draft Masterplan, the reasons for opposition can be broken down into the following key topics.

6.2.1.1 Transport

Of respondents who opposed the draft Masterplan, 60% raised concerns about traffic congestion (including bridge capacity/upgrades, queuing times, and alternative routes west). Approximately 17% of respondents identified potential issues with the uptake of public transport (see Section 6.4 below for further detail on this) and 11% identified a lack of carparking as a concern. Suggested solutions to the transport congestion issues focused on the Shotover River, with respondents seeking an expansion to the existing bridge to two lanes each direction, or the provision of a new bridge.

6.2.1.2 Housing

22% of respondents identified issues relating to housing as something the draft Masterplan got wrong. Of these, 80% considered the density proposed in the draft Masterplan to be too high, or the typologies proposed (particularly the inclusion of “high rise” buildings / apartment blocks) to be wrong. Height was the second largest concern relating to housing, with many respondents considering seven storey buildings to be too high.

6.2.1.3 General opposition to development

Approximately 24% of these respondents noted an opposition to development generally, with 51% of those stating that the location of this development was an issue (including requesting infill and development of other areas first).

In terms of process, there was concern that the Council was not listening to the feedback received.

6.2.2 Support for the draft Masterplan (5% of respondents)

Of the respondents who indicated that they supported the draft Masterplan, the reasons for support can be broken down into the following key topics:

6.2.2.1 Housing

57% of respondents supporting the draft Masterplan identified the provision of additional housing, the proposed housing options (including affordability of housing) and the efficient use of land for housing.

6.2.2.2 Facilities

33% of respondents supported the provision of additional facilities in the area, identifying the community facilities, shops and other services (including the potential job opportunities) in the town centre, and the schools as a positive outcome.

6.2.2.3 Amenity

29% of respondents supporting the draft Masterplan identified the provision and integration of open green spaces, including the retention of views that these supported, as beneficial.

6.2.2.4 Transport

19% of respondents supported the emphasis on alternative transport modes in the draft Masterplan, particularly the provision of cycleways and walkways, and the identification of a bus lane.



6.2.3 Neutral position on draft Masterplan (8% of respondents)

Of those respondents who identified that they were neutral on the draft Masterplan, the key topics raised were similar to those identified by those who supported or opposed.

6.2.3.1 Transport

44% of these respondents also raised traffic congestion as a concern.

6.2.3.2 Facilities

The provision of additional facilities including schools, retail and community facilities were identified by 41% of these respondents as a positive outcome from the draft Masterplan.

6.2.3.3 Housing

Similar proportions of these respondents identified the housing as proposed as both a positive and a negative of the draft Masterplan. 32% of these respondents considered that the housing proposed was a benefit, particularly the supply of additional housing to the market and the effects this may have on affordability. Approximately 29% of these respondents did not feel comfortable with the level of density and typology of housing as proposed, particularly high density and multi-storey buildings as being incompatible with the character of the area.

6.2.4 Site specific feedback

Feedback that was specific to particular sites within the focus area was received. These included:

- Supporting the use of No. 516 for community and sporting facilities;
- Co-locating a high school at No. 516 with the community and sporting facilities;
- The location of the high school was not supported by one of the affected landowners, who sought that their site be identified for residential purposes instead;
- Protection of neighbouring land uses (including farming, existing business, and rural residential living) from the effects of urban development;
- Removal of the Sylvan Street road link, or amending it to pedestrian / cycling only;
- Removal of the active transport link shown connecting to the paper road through Threepwood due to effects on the existing farming operation;
- Residential and stormwater management areas shown on Threepwood farmland was opposed;
- The inclusion of stormwater management areas was not supported by one of the landowners; and
- Opposition to rezoning of Laurel Hills due to traffic concerns.

6.2.5 Summary of feedback on the draft Masterplan

Table 2 below sets out the key features that respondents identified in their responses to what they liked and disliked about the draft Masterplan.

Table 2: Draft Masterplan feature likes and dislikes

Likes	Dislikes / Missing Features
<ul style="list-style-type: none"> • High level of community facilities and other amenities 	<ul style="list-style-type: none"> • Too much density / building height • Inclusion of apartment building typologies



Likes	Dislikes / Missing Features
<ul style="list-style-type: none"> • Inclusion of school sites • Setback of development from the shores of Lake Hayes • Provision for commercial and retail activities • Retention of significant green and open spaces • Providing for cycleways and walking connections • Setbacks of buildings away from State Highway 6 • The use of No. 516 for community facilities • The provision of consolidated stormwater management areas 	<ul style="list-style-type: none"> • Missing facilities (health services / hospital, additional sporting / recreational facilities, fuel / charging station) • Missing standalone dwellings building typologies • Provision of a greater setback from State Highway 6 • Spoiling the “entrance” or “gateway” to Queenstown with density / building height • Deferring zoning until traffic issues resolved and other facilities (community, commercial) are established • Commercial area not big or varied enough to sustain a “Live-Work-Play” model or achieve the trip reduction sought

The vast majority of feedback received was in opposition to the draft Masterplan, with concerns predominantly focused on whether development was appropriate in this location, the need for high density, and the likely impacts on traffic congestion in the area.

Positive outcomes of the draft Masterplan identified included the provision of community facilities, schools and commercial services. Open space and parks were also supported.

The draft Masterplan feedback indicated general support for the intention for public and active transport modes, but with scepticism about achieving the outcomes set out in the draft Transport Strategy, particularly the mode shift targets to public and active transport modes. Respondents felt that personal vehicle use was likely to remain high due to the Queenstown lifestyle, likely recreational and work habits of the future inhabitants, and the climate being inconducive to active modes (walking and cycling) for parts of the year.

6.4 Feedback on draft Transport Strategy

The feedback on the draft Masterplan included significant discussion on the measures proposed in the draft Transport Strategy. Key themes of the feedback relating to the draft Transport Strategy (aside from the general issues relating to traffic congestion addressed in Section 6.2 above) included:

What we got right:

- The focus on improving public transport through increased frequency of services and the provision of dedicated bus lanes;
- The provision of cycleways and walkways as part of a sustainable transport network; and
- General support for underpasses as a way of crossing State Highway 6, provided these were for both pedestrians and cyclists and that more than one was provided for in order to provide better connections between the north and south.

What we got wrong:

- Unrealistic expectations regarding the use of public transport, particularly that the assumptions behind the mode shift targets were not supported by evidence (especially based on the demographics, lifestyle and travel patterns of existing residents);



- Unrealistic expectations regarding the use of active travel modes, particularly given the area's climate and lack of direct commuter routes west to key employment centres;
- Scepticism about the accuracy and reliability of the results of the transportation modelling; and
- Support for requiring more carparking rather than less, based on the lifestyle and demographics of likely future residents.

6.5 Feedback on draft planning provisions

Feedback on the draft planning provisions generally tended to fall into two categories:

- 1) Submissions by lay people giving general feedback on the development proposal as a whole; or
- 2) Submissions prepared by planning professionals, often on behalf of affected landowners, regarding the detail of the provisions.

The first category tended to fall into the same themes as identified in Section 6.2 and 6.3 above, with a particular focus on:

- The level of density being too high, and the maximum building heights being too great;
- General support for the provision of commercial areas in the form of (either) the Local Shopping Centre or town centre;
- Opposition to the removal of minimum carparking requirements; and
- Retention of the existing zoning (being rural / rural – residential) rather than the area being urbanised.

Of the second category, the main themes of the feedback received on the provisions included:

- General support of utilising existing zonings and the building standards proposed (subject to some amendments) to achieve the densities sought;
- Opposition to the provisions (policies and rules) relating to the use of Sub-Area Spatial Plans and the identification of Sub-Areas on the Structure Plan;
- Opposition to the provisions (policies and rules) requiring infrastructure to be in place prior to development occurring, and seeking greater flexibility around these provisions;
- Opposition to the provisions restricting standalone residential units on smaller lot sizes;
- Opposition to provisions which require strict adherence to the Structure Plan layout and seeking greater flexibility around the location of key infrastructure items such as roads and stormwater areas;
- Amending the northern extent of the Structure Plan area and Urban Growth Boundary to include additional land currently located within the Slope Hill Outstanding Natural Feature;
- Opposition to strict adherence to minimum density standards; and
- Rezoning land to a mix of lower densities including rural residential / large lot / low and medium density to recognise existing sensitive land uses.

Site-specific feedback received included:

- Removal of the requirement to gain access to Sub-Area H1 via Sub-Area H2;
- Rezoning of the Queenstown Country Club land to better reflect the range of consented uses across the site;
- Removal of the underpass on the Structure Plan due to significant land take requirements and effects on existing pet boarding business;



- Amendments to the provisions relating to heritage features at Glenpanel;
- Seeking rezoning of additional land outside the current extent of the Zoning Map;
- Rezoning of additional land outside the current extent of the zoning map, including small pockets of Rural Zoned land and land adjacent to the Laurel Hills development area to Medium Density Residential Zone.

6.5.1 Summary of feedback on the draft planning provisions

The feedback on the draft planning provisions included opposition to strict adherence to the Structure Plan, the specified density, and the requirement for infrastructure to be in place prior to development occurring.

Concern was also raised about the Sub-Areas shown on the Structure Plan incorporating land with multiple owners, and the effect that differing development aspirations of landowners could therefore have on achieving any development laid out in any Sub-Area Spatial Plan.

The rules requiring provision of infrastructure were opposed on the basis that it could lead to unintended outcomes and delays, and that they do not fairly take into account the different levels of development anticipated across different areas or previous contributions of existing landowners.

The use of existing zones within the Proposed District Plan, with modifications to the rules, was generally supported.

6.6 Conclusion

Overall, the majority of feedback received was in opposition to the draft Masterplan with concern focused on whether development was appropriate in this location and the impacts on traffic congestion in the area. Positive outcomes identified included the provision of additional facilities and open spaces.

The feedback on the draft planning provisions raised general concerns regarding the lack of flexibility in a number of key provisions and the impact that these may have on development outcomes, but with general support for utilising existing zones with amendments to the rules as required.

7. How will the feedback be used?

We are working through and carefully considering all of the feedback and next steps before reporting back to Council. This is expected to happen in July 2021.

