

**BEFORE THE INDEPENDENT HEARING PANEL APPOINTED BY THE
QUEENSTOWN LAKES DISTRICT COUNCIL**

UNDER the Resource Management Act 1991 (RMA)
IN THE MATTER of the Te Pūtahi Ladies Mile Plan Variation in accordance
with section 80B and 80C, and Part 5 of Schedule 1 of the
Resource Management Act 1991.

**STATEMENT OF EVIDENCE OF ROLAND BRUCE HARLAND
29 September 2023**

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Introduction

- 1 My name is Roland Bruce Harland.
- 2 I am an Urban Designer and Design & Development Lead at Candor3. I have been in this position since 2015. I am responsible for leading urban design, masterplan work and assisting with feasibility assessments.
- 3 I have been asked to provide evidence by Queenstown Lakes District Council (**QLDC** or **Council**).
- 4 I have been involved with the Te Pūtahi Ladies Mile Masterplan (**TPLM Masterplan**) and Te Pūtahi Ladies Mile Variation (**TPLM Variation**) since May 2020 when QLDC notified a Request for Proposals (**RFP**) for Master Planning and Approvals for the Te Pūtahi Ladies Mile Variation Area (**TPLM Variation Area**).
- 5 Candor3 Led a consortium of consultants (known as **Ladies Mile Consortium** or **LMC**) consisting of Candor3, Brown and Company Planning (**Brown and Co**) and Studio Pacific Architecture (**Studio Pacific**) that was engaged by QLDC to undertake the master planning and prepare plan provisions for the TPLM Variation Area on 7th of August 2020.
- 6 Candor3 was responsible for the overall project direction and co-ordination including specialist inputs on transport and infrastructure matters.
- 7 As the LMC Project Director I was the key point of contact with QLDC and responsible for ensuring the project met the requirements of the brief in terms of timeliness, content and budgets. My role was to ensure that the various work streams were co-ordinated and consistent as the TPLM Masterplan and TPLM Variation were developed. I was responsible for the final sign off the LMC documents while being guided by the relevant professionals from Brown and Co and Studio Pacific.
- 8 For transparency, it is noted that Candor3 has previously undertaken work for two of the landowners in the TPLM Variation Area prior to our involvement with LMC and being engaged by QLDC to undertake the master planning and prepare plan provisions. Between February and July 2017 Candor3 prepared a preliminary masterplan for Maryhill Limited (submitter 105) and Glenpanel Development Limited (submitter

73). Subsequently from November 2018 to April 2019 Candor3 were involved in the Flints Park SHA application by Glenpanel Development. We have had no contractual relationship with either party since our contract with Maryhill Limited finished in July 2017 or with Glenpanel Development which finished in April 2019.

Qualifications and experience

- 9 My qualifications include a Bachelor of Town Planning from the University of Auckland (1988) and a Master of Urban Design (2010) from the University of Auckland. I am a member of the Urban Design Forum.
- 10 I have worked as a planner and urban designer on a wide range of masterplan projects for 36 years in New Zealand including leading the masterplan, plan variation and implementation of the Flat Bush new town project (approximately 1,500ha 40,000 people) when I was a senior planner and manager at Manukau City Council.

Code of conduct

- 11 I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023. Accordingly, I have complied with the Code in the preparation of this evidence, and will follow it when presenting evidence at the hearing. Unless I state otherwise, this assessment is within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Scope of Evidence

- 12 My evidence addresses the following:
 - (a) The role of masterplanning as an approach to inform zoning and plan provisions;
 - (b) Site description and context;
 - (c) Background regarding the rationale for QLDC to undertake a masterplan process;
 - (d) High level summary of the TPLM Masterplan including context, engagement and design principles and salient matters that informed the TPLM Variation.

13 In preparing my evidence, I have reviewed the following documents:

- (a) The TPLM Variation (and associated documents);
- (b) The submissions that are relevant to my area of expertise;
- (c) The evidence of Mr Stuart Dun;
- (d) The evidence of Mr Michael Lowe;
- (e) The evidence Natalie Hampson;
- (f) The Queenstown Lakes Spatial Plan

Executive Summary

- 14 The Queenstown Lakes District (**District**) has experienced growing pressure to develop the Te Pūtahi Ladies Mile (**TPLM**) corridor over a number of years which culminated in the Council deciding to undertake a comprehensive TPLM Masterplan and TPLM Variation process in 2020. This has ultimately resulted in the TPLM Variation being notified on 27 April 2023.
- 15 TPLM is located some 10km from the centre of Queenstown and is less than 5km from Frankton and Queenstown Airport (**Airport**). TPLM has a number of attributes that make it attractive for development including that it is sunny, flat and an easily serviceable part of the Wakatipu Basin that is not prone to significant natural hazards or in an Outstanding Natural Landscape. TPLM also sits adjacent to existing residential communities of Lake Hayes Estate, Shotover Country and the Queenstown Country Club (**QCC**), which are close to being fully built out.
- 16 Ladies Mile is part of the eastern growth corridor that is identified in the Queenstown Lakes Spatial Plan (**QSP**) as a growth area and is identified as a planned frequent public transport network. Given the 'corridor' nature of the TPLM area it is possible to enable integrated transport and land use solutions, with public transport playing an important role in creating liveable and connected communities.
- 17 Managing urban growth is a complex undertaking that requires a comprehensive understanding of the local context and a wide range of issues, all of which need to be taken into consideration in developing growth plans. The use of masterplans is a common technique to plan for growth, establish a clear vision and inform statutory plan provisions.

It is a process of interrogation that develops an in-depth understanding of the local context and issues. This integrated approach is considered to be best practice as it takes a comprehensive consideration of a wide range of matters including; transport, land use, landscape, resilience, environmental and community factors.

- 18 The TPLM Masterplan process involved understanding the site through an extensive context analysis including identifying the opportunities and constraints that, along with iwi, community and stakeholder feedback, informed the final masterplan with salient aspects being carried into the TPLM Variation. Key aspects included the east-west collector road, a new commercial centre on Howards Drive, building setbacks from SH6, proposed open spaces, higher densities and height limits.
- 19 In my view the TPLM Masterplan and TPLM Variation represent a significant step forward for managing growth in the Queenstown Lakes District as it transitions to a more sustainable urban form with a series of well-connected high quality liveable neighbourhoods.

Masterplanning as a tool for urban development

- 20 Masterplans are comprehensive, long-term visions that play a pivotal role in urban design and planning for urban development in either greenfields or existing urban environments. They act as roadmaps for creating sustainable and well organised communities. Masterplans are a commonly used urban design and planning tool that help inform regulatory plan provisions. They often serve as the foundation for zoning and development rules, translating the broad vision into specific provisions that guide development. By integrating a wide range of considerations, masterplans play a vital role in shaping vibrant and liveable communities for generations to come.
- 21 The effectiveness of masterplans lies in their ability to assist with developing detailed planning provisions for a number of reasons including:
 - (a) They provide a holistic vision for a specific area or project. They bring together diverse stakeholders including; iwi, urban planners, architects, landscape architects, transport planners, ecologists, landowners, local government, and community members to establish a shared vision for the future. This collaborative approach ensures that the development aligns with the needs and

aspirations of the community while recognising environmental constraints and opportunities.

- (b) Masterplans promote efficient land use and infrastructure development. By carefully mapping out land allocation, transportation networks, green spaces, and having regard for wider servicing, they enable integrated built form outcomes that prevent haphazard growth. This level of detail helps optimise resources, reduce costs, and enhance overall functionality and community wellbeing.
 - (c) They address sustainability and resilience. Masterplans incorporate principles of environmental conservation, energy efficiency, and climate adaptation, ensuring that development is in harmony with the natural environment. This long-term perspective helps safeguard against the impacts of climate change and fosters resilient communities.
 - (d) Salient aspects of masterplans are often carried forward into statutory documents such as structure plans where parks or new roading linkages are shown in order to provide certainty around placemaking and assist decision making of multiple diverse stakeholders.
- 22 In addition to assisting with the development of detailed planning and structure plan provisions, masterplans are also 'vision documents' that can inform wider decision making from public and private agencies such as Council's Long Term Plan (**LTP**) budgeting and determination of their wider priorities.
- 23 QLDC identified the important role that masterplanning had to play in TPLM in the original RFP where they acknowledged the "need to develop an integrated masterplan and plan variation to be notified at the same time with a preference to follow a Streamlined Planning Process, the purpose of which is to ensure an integrated approach to transport, land use, housing, infrastructure and social infrastructure that promotes community outcomes and an ability to deliver enhanced transport outcomes".
- 24 The original appointment of the LMC with its multidisciplinary team by QLDC was a deliberate move to ensure that an integrated approach was taken to developing the TPLM Masterplan and TPLM Variation

documents. This integrated approach can be considered to be best practice as it takes a comprehensive consideration of a wide range of factors including; transport, land use, landscape, resilience, environmental and community well-being.

Site context

Site description

- 25 TPLM is located some 10km from the centre of Queenstown and is less than 5km from Frankton and Queenstown Airport. The area of focus for the TPLM Masterplan and TPLM Variation from the original QLDC RFP brief is identified in blue on Figure 1 below (**Area of Focus**). In developing the TPLM Masterplan and TPLM Variation it was necessary to take a wider consideration of the context including the area of influence (coloured green – includes Shotover Country & Lake Hayes Estate and QCC) and the area of interest (coloured gold - includes Frankton, Jacks Point and Queenstown).



Figure 1: Ladies Mile Area of Focus and the broader Areas of Influence and Interest (Source: QLDC, RFP for Ladies Mile Master Planning and Approvals. Note: Image modified with placenames added and corrected scale bar)

- 26 The Area of Focus in the RFP document was the primary area for investigation by the LMC team but was never intended to be the definitive boundary for the final TPLM Masterplan or TPLM Variation.

Understanding the wider context of the Area of Focus was an important step to informing the final TPLM masterplan and TPLM Variation documents. Having gone through the comprehensive TPLM Masterplan and TPLM Variation process including consultation and consideration of a wide myriad of factors in developing the TPLM Masterplan, the final boundaries of the TPLM Masterplan and TPLM Variation did not align perfectly with the Area of Focus identified in the original RFP. This is not unexpected and is a normal part of developing more detailed masterplans and plan variation content.

- 27 Figure 2 below provides a more detailed context setting for the TPLM Variation Area. West of the Shotover River sits the Frankton area which includes the Airport, Wakatipu High School and commercial developments around Five Mile/Queenstown Central and Remarkables Park. Lake Hayes sits to the east of the area. TPLM sits on a flat piece of land which is located between Slope Hill to the north and the existing residential settlements of Lake Hayes Estate and Shotover Country which sit on lower terraces to the south.



Figure 2: Ladies Mile Context Setting

- 28 State Highway 6 (**SH6**) runs through the centre of the TPLM Masterplan Areas. It is a two-lane road with a 100 kph speed limit, which lowers to 80kph just east of the Stalker Road roundabout when heading westbound towards Queenstown. SH6 is both an opportunity and a constraint to the development of the TPLM Variation Area. Strategically,

SH6 is a key access route that links Queenstown to Wānaka, Cromwell and points further north and east, including Christchurch.

- 29 As part of the wider context, the existing Lake Hayes Estate and Shotover Country are largely traditional suburban residential developments that are dominated by standalone housing. These existing residential areas have a population of circa 6000 people with lot sizes typically around 500m² to 800m². There are few non-residential uses in these neighbourhoods with a restaurant and small convenience store located in the centre of Lake Hayes Estate and Shotover Primary School centrally located at Shotover Country. There is also the Bridesdale Farm subdivision of medium density housing (circa 135 lots) adjoining the eastern end of Lake Hayes Estate that makes up part of the existing community.
- 30 The QCC development sits adjacent to SH6 and is a retirement village. As part of the QCC development a Southern Cross private hospital has been built along with limited convenience retail, doctors, child care and a café. Overall the existing urban environment is primarily residential with limited local amenities and employment. Most employment and services are located to the west of the Shotover River including the Wakatipu High School located south of the Queenstown Airport. It is noted that the Wakatipu High School is the only high school that serves the wider Wakatipu basin and Queenstown.
- 31 In terms of the area identified for consideration as part of the masterplan, apart from the QCC (retirement village), the area is largely undeveloped. Until the QCC was built (commencing in 2017), TPLM had a largely rural character, with the Lake Hayes Estate and Shotover Country residential areas generally being out of sight from traffic travelling on SH6, due to their location on a lower terrace area.

Rational for QLDC to undertake masterplan for Te Pūtahi Ladies Mile

- 32 The wider TPLM area has a history of urban development dating back to 1998 when Lakes Hayes Estate was zoned under the District Plan. This was later followed by the Shotover Country Private Plan Change, approved in 2010. These two areas are located on a lower terrace below SH6 and are largely out of sight from the travelling public along the SH6. The approval of the QCC (Special Housing Area) which is immediately adjacent to and visible from SH6 in 2016 has been a further catalyst for urbanisation pressure of the flat land that sits on both sides of TPLM.
- 33 TPLM is seen as having obvious attributes that make it an important consideration in planning for future growth and 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 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. It adjoins existing urban developments (Lakes Hayes Estate, Shotover Country and the QCC) and is in close proximity to the major employment area of the Frankton Flats and its industrial, retail and mixed-use zones, employment centres and the Queenstown Airport. Given the 'corridor' nature of TPLM it is also possible to enable integrated transport and land use solutions, with public transport playing an important role in creating liveable and connected communities. The corridor is also identified in the QSP as a growth area.
- 34 In terms of the TPLM Variation Area an increase in density is considered vital for a well-functioning urban environment because it promotes efficient land use, enables robust public transportation, encourages diverse mixed land uses, and fosters a vibrant urban centre all of which contribute to quality walkable urban environments. It concentrates people and resources, creating sustainable, interconnected, and resilient urban environments.
- 35 There is significant pressure to urbanise the remaining undeveloped area as evidenced by the three applications for resource consent made under the Housing Accords and Special Housing Areas Act 2013 (**SHA Act**) in April 2019 (**SHA Applications**). The SHA Applications were considered by QLDC at its April 2019 Council Meeting. The Council

decided not to refer any of the SHA Applications to the Minister. Although some councillors accepted that the land would likely be developed in the future, many felt that the development of the TPLM should be planned in a comprehensive manner.

- 36 As a result of this decision, a comprehensive report on the options for the future of TPLM was prepared and considered by the Council in May 2019.¹
- 37 Given TPLM was likely to end up being developed over time, the Council considered that this could either occur in a comprehensive and fully integrated way or alternatively from a landowner/developer led series of plan changes. With 16 different landowners along the now TPLM Variation Area, the Council was concerned that poorly co-ordinated plan changes could result in ad hoc developments that would take many years to work through a contested planning environment and may not deliver on comprehensive wider community and environmental outcomes. By Council taking a comprehensive and lead role to the masterplanning and plan change process, including community and stakeholder engagement and opting for a streamlined planning process there is greater certainty that a positive future will be promoted and achieved in a timely manner.
- 38 At its 30 May 2019 meeting, QLDC resolved to “Agree the Ladies Mile area may be developed for urban purposes in the medium to long term and that a proactive Council-led planning approach should be undertaken, taking into account the wide range of community, housing, recreation, transport, green space and infrastructure considerations for Ladies Mile and the surrounding area”.²
- 39 It was also resolved to investigate options for a Council-led variation to the District Plan to enable and manage development of the area including: consultation on community views on future development options and community aspirations for the wider Ladies Mile area, options for achieving integrated planning, management and funding of land use and transport at Ladies Mile, and possible ways to expedite planning for Ladies Mile. QLDC’s May 2019 decisions set the wheels in

¹ Queenstown Lakes District Council “Agenda: Item 1: Planning for future use and development of Ladies Mile” dated 30 May 2019.

² Queenstown Lakes District Council “Confirmed Minutes of 30 May 2019 ordinary meeting” dated 27 June 2019.

motion for the TPLM Masterplan and TPLM Variation. The LMC consortium was appointed to complete this work for QLDC.

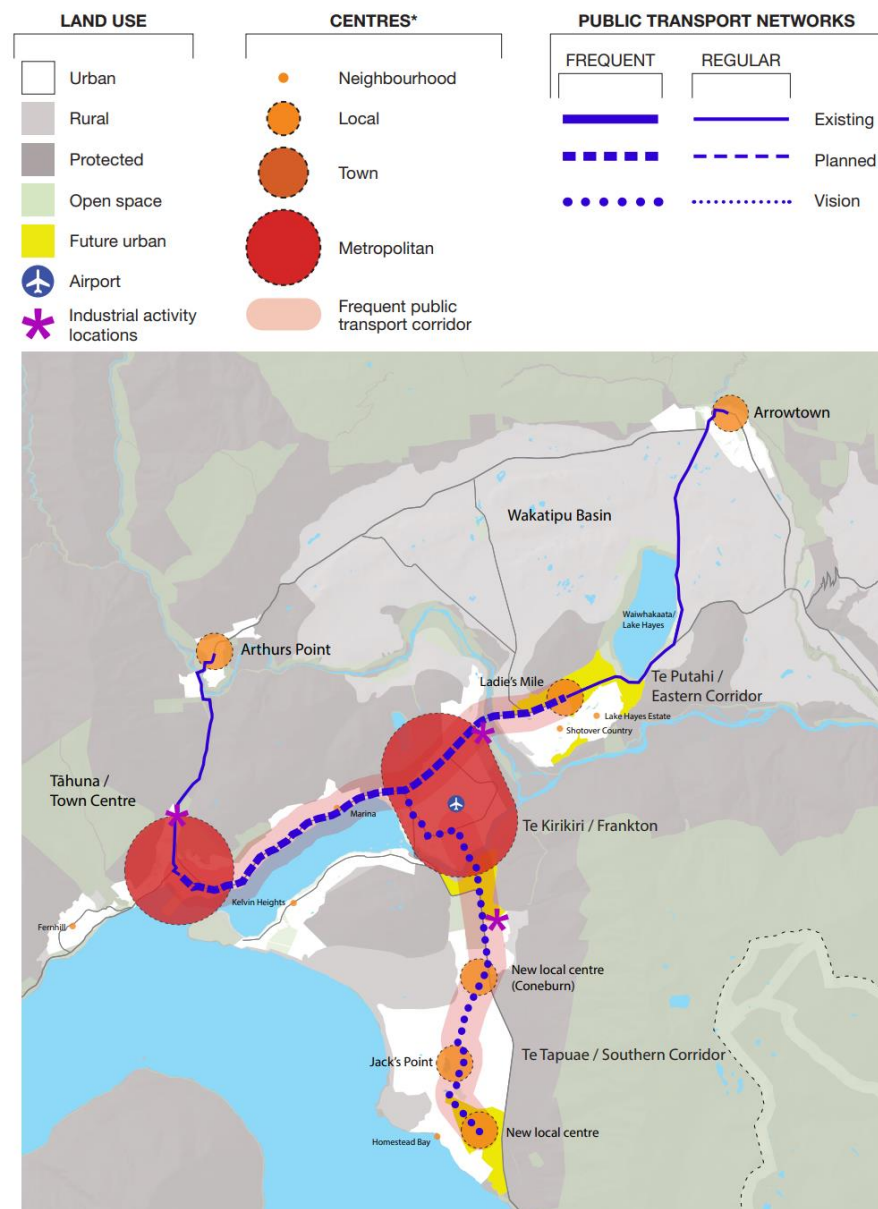
Developing the masterplan

- 40 The comprehensive nature of the TPLM Masterplan process is captured by the Vision Aspirations and Objectives of the TPLM Masterplan (**Attachment 1**, page 4). I have extracted the QLDC aspirations for Ladies Mile below:

QLDC Aspirations:

1. Make the most of the opportunity to deliver highly efficient land use. This will include medium to high density urban development.
 2. Plan how to achieve a high degree of connectivity within the development through a high quality street network, planning to make active travel the preferred modes, high quality experience connections to Lake Hayes Estate and Shotover Country, and convenient connections to Frankton via a range of modes.
 3. Provide a framework through the masterplan process to inform decisions on a large range of potential land uses at Ladies Mile including housing, a mixed use local service centre, recreation and sports grounds, primary and secondary schools. Park and Ride and rapid transit services.
 4. Promote a strong sense of 'place' and 'identity', taking inspiration from the landscape. This should also include high levels of liveability through quality urban design that enhances how different networks link people together.
 5. Celebrate the areas pioneer and Maori history in public spaces and with distinctive built form.
 6. Promote ways to improving the sustainability of living, reduced trip generation, better outcomes for water quality and ecological systems, use of green technology, prioritizing walking cycling and public transport.
- 41 The aspirations for the TPLM Masterplan are a significant move away from 'business as usual' of low density standalone residential subdivisions that have dominated in the past several decades. The District is at an important crossroads as to how it manages growth in a constrained environment set against a backdrop of stunning landscapes and wider challenges such as climate change, increasing congestion along constrained corridors and a housing affordability problem.
- 42 In a parallel process to the TPLM Masterplan and TPLM Variation exercise the Council were already well advanced in developing their 30 year QSP also known as, Grow Well – Whaiaora, which was adopted by the Council at their July 2021 meeting.

- 43 The Grow Well Whaiora Partnership is a new Urban Growth Partnership between government, Kāi Tahu, and the Queenstown Lakes District Council (**Partnership**). The Partnership provides a forum to align decision-making and collaborate on the long-term direction for the District. It acknowledges the District is facing growth-related challenges across housing, infrastructure, transport and the environment that may have flow-on effects nationally, particularly given the importance of the District to New Zealand's tourism sector.
- 44 The QSP sets out a vision and framework for how and where the district will grow out to 2050. The District is one of the fastest growing areas in the country and also faces many constraints to development. The QSP will ensure that future growth happens in the right place and is supported by the right infrastructure including ways of getting around, access to schools, healthcare or other community facilities.
- 45 The QSP plan promotes growth in the Wakatipu in a way that promotes:
- (a) consolidation of existing urban areas;
 - (b) smart growth along the southern and eastern corridors;
 - (c) well designed neighbourhoods.
- 46 The spatial elements of the QSP are illustrated in Figure 3 below, which clearly identifies TPLM as a growth corridor with planned frequent public transport. In the QSP timelines associated with 'planned' infrastructure is defined as "...Likely to occur in the next four to ten years. Typically included in long-term investment plans. May be subject to further feasibility". As can be seen in Figure 3 the eastern growth corridor (TPLM) is prioritised with a frequent public transport network planned along the eastern corridor, which connects directly to Frankton and the Queenstown town centre.

MAP 7: WAKATIPU – SPATIAL ELEMENTS*Figure 3 - Queenstown Lakes Spatial Plan – Map7: Wakatipu Spatial Elements*

High Level Summary of the TPLM Masterplan including context, engagement and design principles.

- 47 At the beginning of the TPLM Masterplan process a key part of understanding the site was to undertake an extensive context analysis including identifying the opportunities and constraints that, along with community and stakeholder feedback, informed the final TPLM Masterplan. The existing physical constraints and opportunities are mapped out on pages 30 and 31 of the TPLM Masterplan (refer to **Attachment 1**) and are summarised as follows:

(a) Constraints

- (i) High speeds along SH6 of 80-100kph
- (ii) Choke point for traffic at Shotover Bridge
- (iii) Poor connectivity across SH6
- (iv) Poor connectivity to the existing trail network
- (v) High Volumes of Stormwater off Slope Hill
- (vi) Existing communities south of SH6 have limited social infrastructure

(b) Opportunities

- (i) Reduce speeds along SH6 and create cycleway and walkway
- (ii) Connect into existing bus network
- (iii) Maintain views to Slope Hill and to the Remarkables and surrounding mountains
- (iv) Connect existing residential neighbourhoods to new development and amenities – creating a community heart
- (v) Create links to existing trails network
- (vi) Retain existing homestead and notable trees

48 The TPLM Masterplan objectives are identified on page 4 of the TPLM Masterplan document and are repeated here:

- (a) Increased liveability, wellbeing and community cohesion for existing and future residents.
- (b) Improved access to and from Ladies Mile with a transport network that can deliver its functions efficiently and effectively.
- (c) Support enhanced public transport and active travel provision and utilisation through integrated land use solutions and connected neighbourhoods/communities.
- (d) Has a strong community focus including a town centre and community hub that serves the existing and future residents.

- (e) Reduce the demand for car based travel across the Shotover river through integrated land use and sustainable transport solutions.
 - (f) A series of legible and distinctive neighbourhoods that have a strong sense of place including connections to the wider landscape.
 - (g) Integrate open space and low impact urban design into the masterplan framework.
 - (h) A high quality gateway experience is achieved along SH6.
 - (i) Quality high/medium density residential housing to support public transport, local commercial centres and community facilities.
- 49 The TPLM Masterplan was developed over an 18-month period and included a comprehensive process that involved engaging with Iwi, key landowners, stakeholders and the wider public. QLDC set up a governance structure to oversee the development of the TPLM Masterplan and associated planning provisions which included a Project Working Group that consisted of representatives from the LMC project team, Kāinga Ora, Waka Kotahi (**NZTA**), Te Ao Marama, Aukaha, and Council departments including Property and Infrastructure, Parks and Reserves, Infrastructure, Transport, Community Services, Corporate Services, and Planning and Development.
- 50 This group meet regularly during the development of the TPLM Masterplan to give input and to discuss feedback received from other stakeholders and reflect the complexity and integrated thinking that went into the development of the masterplan.
- 51 The TPLM Masterplan was seen as a key document that would play an important role in informing a detailed vision for TPLM and would also inform the proposed TPLM Variation (including the proposed Structure Plan) as one of many tools to implement the TPLM Masterplan. Salient aspects of the TPLM Masterplan such as the east west collector road, a new commercial centre on Howards Drive, building setbacks from SH6, proposed open space, higher densities and height limits all influenced the final draft plan variation. These matters will be discussed in more detail as part of the evidence of Messrs Dun and Lowe.
- 52 The stakeholder engagement strategy for the project included a mixture of meetings, workshops, phone conversations and online meetings,

including with landowners. This consultation was ongoing and regular throughout the process, including public open days in November 2020 and an online survey that ran for 4 weeks in April/May 2021. Direct engagement was also undertaken with landowners including initial meetings were held with all landowners (or their representatives) within the Area of Focus to introduce the project and understand their aspirations with regards to their land. Following the revision and reduction of the Area of Focus, engagement continued with those remaining landowners affected. A detailed timeline of the public engagement is included in page 34 of the TPLM Masterplan (refer to **Attachment 1**).

- 53 A draft version of the TPLM Masterplan and associated proposed planning rules was made available for public feedback in April/May 2021 and received over 500 submissions. The feedback indicated that 86% of respondents did not support or had concerns regarding the draft TPLM Masterplan and planning rules. Concerns 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 (e.g. schools, town centre) and open spaces.
- 54 In summary the feedback throughout the consultation process was mainly focussed around the following:
 - (a) Traffic and congestion including suggestions of a second bridge crossing the Shotover River;
 - (b) Less density and development preferred;
 - (c) Keeping development away from Lakes Hayes;
 - (d) Keeping the development back from SH6 either through increased building setbacks or lowering height adjacent to the road; and
 - (e) Retention of the Council owned land on the south side of SH6, to be used for community purposes. (14.5ha site known as 516 Frankton Ladies Mile Highway purchased by Council in 2019)
 - (f) Removal of the proposed roading link to Sylvan Street in Lake Hayes Estate due to effects on privacy and amenity of adjoining landowners

- 55 As a result of this engagement, the TPLM Masterplan concepts were refined. A summary of the key themes from the public open days feedback and TPLM Masterplan responses are outlined on pages 35-37 of the TPLM Masterplan. A full list of the changes made is on page 35-36 of the TPLM Masterplan. Key changes as a result of feedback are outlined below:
- (a) Reducing the eastern extent of urban development to maintain approximately a 750m buffer between the development area and Lake Hayes. This was intended to protect the lake and its environs from urban encroachment, retain the rural amenity and avoid adverse effects associated with stormwater management discharges into Lake Hayes.
 - (b) Providing a definitive 25m building setback to the north side SH6 which is seen as an important gateway into Queenstown allowing higher height limits further back from the state highway to reduce the visual impact and create opportunities to retain views to Slope Hill from the SH6.
 - (c) Retain the 75m setback on the southside of SH6 in the central part of the corridor (adjacent to the Queenstown Country Club) as part of re-imagining the central span of the corridor as a green, filtered urban edge, which acknowledges the importance of maintaining amenity and visual connections to the mountains (including the Remarkables) to the south.
- 56 The location of schools can have a major impact on the functioning of neighbourhoods including creating walkable environments and impacting on the spatial layouts of neighbourhoods. As part of the TPLM Masterplan process numerous discussions were held with the Minister of Education with a view to integrating the need for an additional primary and secondary school into the TPLM Masterplan Area. Locations for schools have been shown in the TPLM Masterplan. While, the TPLM Masterplan cannot force the Minister of Education to use the suggested school locations, it can provide strong guidance as to how schools may fit into the final spatial arrangement of the Ladies Mile area particularly when supported by appropriate plan provisions.
- 57 Just prior to starting on the TPLM Masterplan design exercise the Council purchased the 14.5ha site at 516 Frankton Ladies Mile Highway

with a view to it being a community and sports hub, although it retained an open mind as to what was the most appropriate use for the site as part of the TPLM Masterplan process.

- 58 TPLM Masterplan is a comprehensive document that reflects the comprehensive design and consultation process that informed the final document. The key features of the TPLM Masterplan itself are best summarised on pages 46-49 of the TPLM Masterplan (refer to **Attachment 1**). Key features of the TPLM Masterplan include:
- (a) 'Walkable urbanism' – a wide mix of uses including residential, town centre, open spaces, schools and sports park. The majority of the site is within a 1km walking distance to the town centre commercial hub, which translates into a 10-12min walk. Access to bus stops will be less than 500m for most residents.
 - (b) A community heart consisting of a mixed use town centre and community sports hub (on Council's 516 site) to serve both the Ladies Mile and the existing residential neighbourhoods of Lake Hayes Estate and Shotover Country.
 - (c) Retention of existing key heritage features (Glenpanel Homestead).
 - (d) Acknowledging the importance of the 'gateway function' that Ladies Mile (SH6) plays for those arriving from the east including views to surrounding mountains. This has been manifested through building setbacks on the north and south sides of the highway and retaining open space qualities around the vicinity of Lake Hayes with the retention of the Wakatipu Basin Rural Amenity Zone.
 - (e) SH6 Ladies Mile is reimagined through the central part of the corridor as a green, filtered urban edge while maintaining views to surrounding mountains and Slope Hill.
 - (f) The retention of existing key trees including along the south side of SH6 and around the Glenpanel Homestead.
 - (g) Provision of active parks and passive open space.
 - (h) The schools are within 500m of the Town Centre, approximately a 6 minute walk from the Primary School, and less than 5 minutes

from the High School. They are also within 500m of the Community and Sports Hub.

- (i) Limiting the eastern urban extent of development to avoid encroaching towards Lake Hayes while also protecting a rural gateway experience at the eastern end of Ladies Mile.
- (j) Retention of views to mountains through location of open spaces/schools and height limits.
- (k) Higher residential densities, with emphasis on active and public transport.

Design Principles

- 59 As a result of analysis of the site and context, stakeholder engagement and community feedback on draft concepts for the development of Ladies Mile, a number of Design Principles and key moves were formulated by the LMC to assist with developing the masterplan and the plan variation documents. The key design principles are summarised below:

1. Consider SH6 as a gateway to Queenstown.

The Masterplan proposal acknowledges the importance of SH6 as part of the gateway experience to Queenstown and seeks to retain aspects of the existing corridor such as significant views and open space qualities to Lake Hayes, while re-imagining the central span of the corridor as a green, filtered urban edge. The SH-6 corridor will ensure quality public and active transport, allowing more diversity to the corridor experience.

How Translated into Masterplan

- Retain rural approach and vista when approaching Ladies Mile from eastern end near Lake Hayes. Approximately 750m from Lake Hayes to the eastern extent of the urban boundary will remain rural
- Building restriction area on both side of Ladies Mile will retain a sense of spaciousness to the corridor

	<ul style="list-style-type: none"> • Retain Council's 516 Ladies Mile site for open space/community purposes. • Typical cross section for northern side of Ladies Mile includes a 20m amenity access area.
<i>How Translated into Variation/ Structure Plan</i>	<ul style="list-style-type: none"> • Through the Zone Objectives and policies as discussed in the section 42A Report • Te Pūtahi Ladies Mile Zone stops approximately 750m from Lake Hayes • 25m Building restriction on the majority of the northern side of Ladies Mile (urban portion) • Retain 75m building set back for Queenstown Country Club on south side of Ladies Mile (as part of their consented development) and to retain expansive views to the Remarkables • 20m amenity access area including 3 rows of tree planting, walkways and 2 way cyclepath identified in the roading sections. (north side of SH6) • Council's 516 Ladies Mile site identified as 'Open Space Precinct' on the zoning plan • Existing trees to be retained on south side of SH6 and around Glenpanel Homestead • Maximum Building Height overlay - restricting the tallest buildings (6 storey max) to be set back at least 110m from the northern side of SH6 boundary
<p>2. Foster a Unique & Enduring Identity</p> <p>Developments within Te Pūtahi Ladies Mile should be responsive to the Māori and pioneer history of the area, as well as the ecological and landscape context.</p>	

<p><i>How Translated into Masterplan</i></p>	<ul style="list-style-type: none"> • Maintain views to Lake Hayes, Slope Hill, the Remarkables and surrounding mountains through spatial arrangements of the masterplan including, proposed zonings, building restriction areas (setbacks) on SH6, pushing higher height limits away from SH6, structure plan roads, and location of open space areas and schools. • Retaining rural amenity and keeping 'breathing space' around lake Hayes with no urban zonings within circa 750m of the Lake. • Promoting integrated stormwater management solutions including the avoidance of direct discharges to Lake Hayes • Protection of the historic Glenpanel homestead and vegetation • Retain a rural gateway at the eastern end of Ladies Mile • An 'urban green corridor' through the middle section of Ladies Mile, with a green link including layering of trees and planting to either side of SH6 , landscaped buffer to built edge, cycle and pedestrian path, and public transport use
<p><i>How Translated into Variation/ Structure Plan</i></p>	<ul style="list-style-type: none"> • Retaining the zoning of the eastern end of Ladies Mile as Wakatipu Basin Rural Amenity Zone. • Protect views to distant mountains through lower height limits on the south side of SH6 and pushing taller buildings (ie over 3 stories) circa 100m from the northside of SH6

	<ul style="list-style-type: none"> • Amenity setback • Policy to avoid stormwater discharges to Lake Hayes and avoid adverse effects of discharges to the Shotover and Kawarau Rivers, the state highway network and groundwater resources. • 25m building restriction setback on the north side of SH6 • Retain 75m building set back for Queenstown Country Club on south side of Ladies Mile (as part of their consented development)
<p>3. Support a healthy environment and ecology</p> <p>The landscape of the Masterplan seeks to support the regeneration of native species alongside the retention of existing trees and complementary exotic planting</p>	
<i>How Translated into Masterplan</i>	<ul style="list-style-type: none"> • Keeping urban development well away from the open rural landscape at the eastern end of Ladies Mile. Approximately 750m from Lake Hayes to the proposed urban boundary to be retained as rural land. • Holistic landscape framework including planting guidance • Integrated stormwater management approach that supports connectivity to the natural environment and gives effect to Te Mana o te Wai and the community wellbeing • Align 'blue' stormwater solutions and the wider 'green' landscape and open space strategies wherever possible • Introduce a central community park (circa 2ha) connecting to Slope Hill, with opportunity to enhance native plantings

<p><i>How Translated into Variation/ Structure Plan</i></p>	<ul style="list-style-type: none"> • Objectives and Policies • Consolidation of density and leaving the existing rural zoning of the eastern end of Ladies Mile (circa within 750m of Lake Hayes) as Wakatipu Basin Rural Amenity Zone. • Structure plan identifies open space areas • Open Space precinct introduced for Council's 516 Ladies Mile site. • Integrated stormwater approach through new objectives, policies, and assessment matters including at the time of subdivision.
<p style="text-align: center;">4. Create self sustained and connected communities</p> <p>The design allows for a vibrant community heart, with the Town Centre to the north of SH6, and a Community and Sports Hub to the south connected via a potential underpass or safe crossing. This will be a key focal point not just for the new development along Ladies Mile, but the existing Lake Hayes Estate and Shotover Country neighbourhoods. Medium/High density living creates a critical mass of people to support shared amenity including town centre, parks, play spaces, shared parking and frequent public transport.</p>	
<p><i>How Translated into Masterplan</i></p>	<ul style="list-style-type: none"> • Town centre identified. • Slower speed environment (50kph) recommended for SH6 with a number of safe crossings • Proposed locations for secondary and primary schools • East-west collector road stitches together the new neighbourhoods • Integration of the open space into the urban framework

<p><i>How Translated into Variation/ Structure Plan</i></p>	<ul style="list-style-type: none"> • Commercial precinct identified over the Te Pūtahi Ladies Mile zone. • Open space precinct on Council's 516 site • Open spaces areas identified in the Structure Plan • Key collector roads and active travel routes identified in the structure plan.
<p style="text-align: center;">5. Ensure sustainable transport networks</p> <p>The masterplan proposes a well connected movement network offering high quality walking, cycling and public transport that supports a step change from private car reliance to public and active travel modes as part of promoting accessibility.</p>	
<p><i>How Translated into Masterplan</i></p>	<ul style="list-style-type: none"> • Identifies improved public transport networks • Higher densities and a mix of activities including a town centre to a support local walkable environment and supporting public transport • Walking and cycle routes along the key collector roads and adjacent to the SH6, connecting to wider trail networks. • Street cross sections with quality walking and cycle infrastructure to reflect their context within the masterplan. • Lower design speeds for all roads. Typically 30 to 40 kph within the masterplan and 50kph for SH6. • Maximum parking requirements. • Minimum of 1 bicycle parking space per residential unit is required. • Crossing points of SH identified.

	<ul style="list-style-type: none"> • Bus lanes identified on SH6
<i>How Translated into Variation/ Structure Plan</i>	<ul style="list-style-type: none"> • Key collector roads identified spatially on the Structure Plan • Active travel routes identified on Structure Plan • Safe crossings required • Within the Sub-Areas shown on the Structure Plan development shall not occur prior to all the corresponding transport infrastructural works such as bus stops, and crossings of SH6 are completed. • Minimum densities required (40-72 dwellings per hectare depending on location) • Street cross sections identified • Minimum separation distance of 8m between vehicle crossings on public streets.
<p>6. Do density well, provide quality and diverse housing</p> <p>The masterplan ensures medium and high density housing is provided where appropriate with access to public transport, commercial activity, community facilities, open space and enabling efficient land use. Housing diversity including affordable housing are enabled through a variety of housing typologies.</p>	
<i>How Translated into Masterplan</i>	<ul style="list-style-type: none"> • well distributed open space areas to ensure easy walking access including a centrally located community park. • Mix of uses to create walkable urbanism including centralised town centre, schools, parks, active and public transport • Illustrative examples of density and shared amenity

<p><i>How Translated into Variation/ Structure Plan</i></p>	<ul style="list-style-type: none"> • Resource consent required for all dwellings and non residential buildings in the Te Pūtahi Ladies Mile zone (except for Low Density Residential Precinct). Assessment matters include; location, external appearance, site layout and design of buildings and how the development addresses its context to contribute positively to the character of the area. • Comprehensive design assessment criteria for residential and non residential development • Internal noise levels to be achieved within 80m of SH6 • Suite of rules including; site coverage, building separation rules, maximum building length, outlook and yard setbacks are intended to assist with quality density outcomes. • Lower densities are provided away from the town centre and on south side of SH6.
<p style="text-align: center;">7. Develop a resilient and adaptable framework</p> <p>The masterplan sets out a resilient and adaptable plan to future-proof developable land and avoids sporadic ad hoc development. The masterplan identifies an appropriate response that is sympathetic to the local context.</p>	
<p><i>How Translated into Masterplan</i></p>	<ul style="list-style-type: none"> • A key roading network consisting of collector and local roads identified • Identifying locations for public open space • Identifying location of active travel routes • Amenity setback on SH6 • Promotes consolidated strategies for shared amenity and infrastructure such as stormwater, roading, transport, open space and community facilities.

<p><i>How Translated into Variation/ Structure Plan</i></p>	<ul style="list-style-type: none"> • The Structure Plan and zonings act as a mechanism to manage development while supporting holistic and integrated future growth including active and public transport. • Structure plan roads provide for certainty around key movement networks including major active travel routes. • The Structure Plan identifies major active travel routes with potential to connect to wider trail networks. • View protection by spatial arrangements of proposed zonings, building setbacks from SH6 open space and school locations, keeping heights lower on the south side of SH6 and taller buildings on the north side of the state highway being located circa 115m away. • Identifies a potential road link through Council's 516 Ladies Mile site to future proof connectivity and in particular future public transport options. • Sub areas allow development to be staged provided transport infrastructure is in place e.g. bus stops, active travel links and crossings of SH6 • Exactly how density requirements are to be achieved remain flexible within the framework of the structure plan and development rules. • Subdivision Policy to Require the design of stormwater management systems to avoid stormwater discharges to Lake Hayes and avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, the State Highway network, and groundwater resources • Matters for Discretion relating to subdivision includes: Three waters infrastructure, including
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	<p>the retention and treatment of stormwater, and integration with the stormwater network within the Zone;</p> <ul style="list-style-type: none"> • Objectives and policies where development supports resilience to the current and future effects of climate change.
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Overall conclusion regarding the proposal

- 60 Queenstown has experienced growing pressure to develop the TPLM corridor for a number of years which culminated in the Council deciding to undertake a comprehensive TPLM Masterplan and TPLM Variation process in 2020. At the same time Council had already commenced a 30 year QSP which identified TPLM as a future growth area.
- 61 TPLM is identified as a growth corridor in the QSP due to a number of reasons including that it is located close to existing urban areas, it is flat and sunny, generally free from natural hazards, not identified as an Outstanding Natural Landscape, is close to infrastructure and has great potential as a frequent public transport route.
- 62 Managing growth is a complex task, particularly on the scale of new growth areas like the TPLM Variation Area with a wide range of unique constraints and opportunities. The use of masterplanning is a common technique to plan for growth, establish a clear vision and inform statutory plan provisions through an interrogation process that develops an in-depth understanding of the local context and issues. This integrated approach can be considered to be best practice as it takes a comprehensive consideration of a wide range of factors including transport, land use, landscape, resilience, environmental and community well-being.
- 63 The TPLM Masterplan was developed in tandem with the TPLM Variation and informed a number of detailed provisions including the density, zoning (and precincts), structure plan (including key roading networks), height limits, active travel routes, and setbacks along SH6. In my view the TPLM Masterplan and TPLM Variation represent a significant step forward for managing growth in Queenstown as it transitions to a more sustainable urban form that creates a series of well-connected high quality liveable neighbourhoods.

Roland Bruce Harland

29 September 2023

ATTACHMENT 1

TE PŪTAHI LADIES MILE FINAL DRAFT MASTERPLAN REPORT

Te Pūtahi Ladies Mile

Final Masterplan Report

Queenstown Lakes District Council

June 2022 - REV 2



Te Pūtahi Ladies Mile

Final Draft Masterplan Report

Queenstown Lakes District Council

June 2022 - REV 2







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An aerial photograph of a landscape featuring a winding river, agricultural fields, and some industrial or construction areas. The image is overlaid with a semi-transparent dark blue filter.

Introduction

Introduction

Te Pūtahi Ladies Mile is an area of key strategic importance for Queenstown (Tāhuna) and the wider lakes district. This Masterplan Report presents a vision for the future of Te Pūtahi Ladies Mile.

The Queenstown Lakes area is the fastest growing district in the country, at 6.1% per annum. The growing population puts pressure on land identified with development potential, such as the largely hazard free, flat and sunny Te Pūtahi Ladies Mile.

Major landowners along Te Pūtahi Ladies Mile have seen the opportunity and signaled their intention to develop their land in the medium to short term. In 2019 three development applications were declined by QLDC through the now expired Housing Accords and Special Housing Area legislation. These landowners are now looking at mechanisms to develop their land.

In response to these pressures, in early 2020 the Ladies Mile Te Pūtahi Masterplan Establishment Report was prepared for Queenstown Lakes District Council (QLDC). The document agreed that;

"A council led planning approach should be undertaken, taking into account the wide range of community, housing, recreation, transport, green space and infrastructure considerations on Ladies Mile and the surrounding area."

The result of the report was that a Masterplan with an associated Variation to the District Plan be prepared to set a direction for the area and ensure the best possible outcome for the community. This Masterplan report provides supporting information for a plan change. It presents a potential future for Te Pūtahi, with an emphasis on a holistic, integrated development that provides improved liveability, community amenity, transport outcomes, and social infrastructure for both existing and future residents of the wider area.

This Masterplan and associated plan variation set out the development outcomes that QLDC are hoping to achieve. A consolidated, holistic plan is crucial in ensuring the land is utilised in the best way possible, with future focused, positive outcomes for the community and environment.

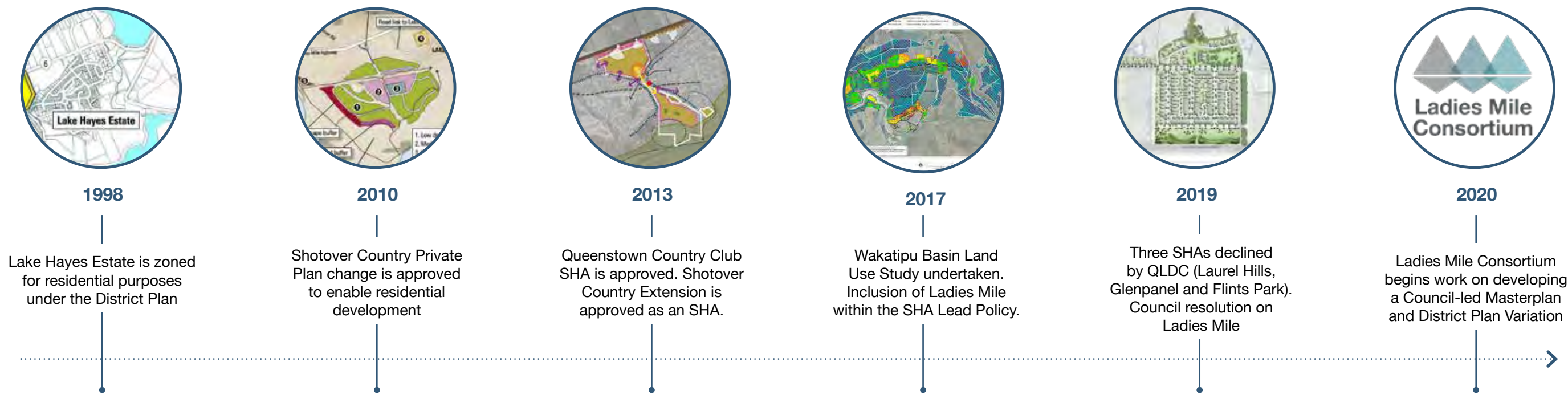
Ladies Mile Consortium

Ladies Mile Consortium (LMC) were appointed by QLDC to undertake a masterplan and plan variation for the Te Pūtahi Ladies Mile area in August 2020. The LMC comprises a highly experienced, respected and passionate team of professionals that have worked on and delivered some of the largest and most comprehensive masterplan and RMA processes in New Zealand. The LMC team consists of Candor3, Studio Pacific Architecture and Brown & Company Planning with each of these companies bringing a unique set of skills and experience.

Where?

The site is located centrally within the Whakatipu Basin, at the base of the outstanding natural feature of Slope Hill between Kimiākau (Shotover River) and Waiwhakaata (Lake Hayes). The site has great views to The Remarkables and surrounding mountains, and good access to natural features of the basin.

Ladies Mile Planning History





Vision Aspirations & Objectives

Vision

“The Masterplan will seek to set out a plan for the Ladies Mile area with the community at the centre of all thinking. The aim is to see Ladies Mile developed in a way that improves community outcomes. By integrating transport, community infrastructure, placemaking and design QLDC hopes to make Ladies Mile the most liveable area in Queenstown.”

from Ladies Mile Establishment Report

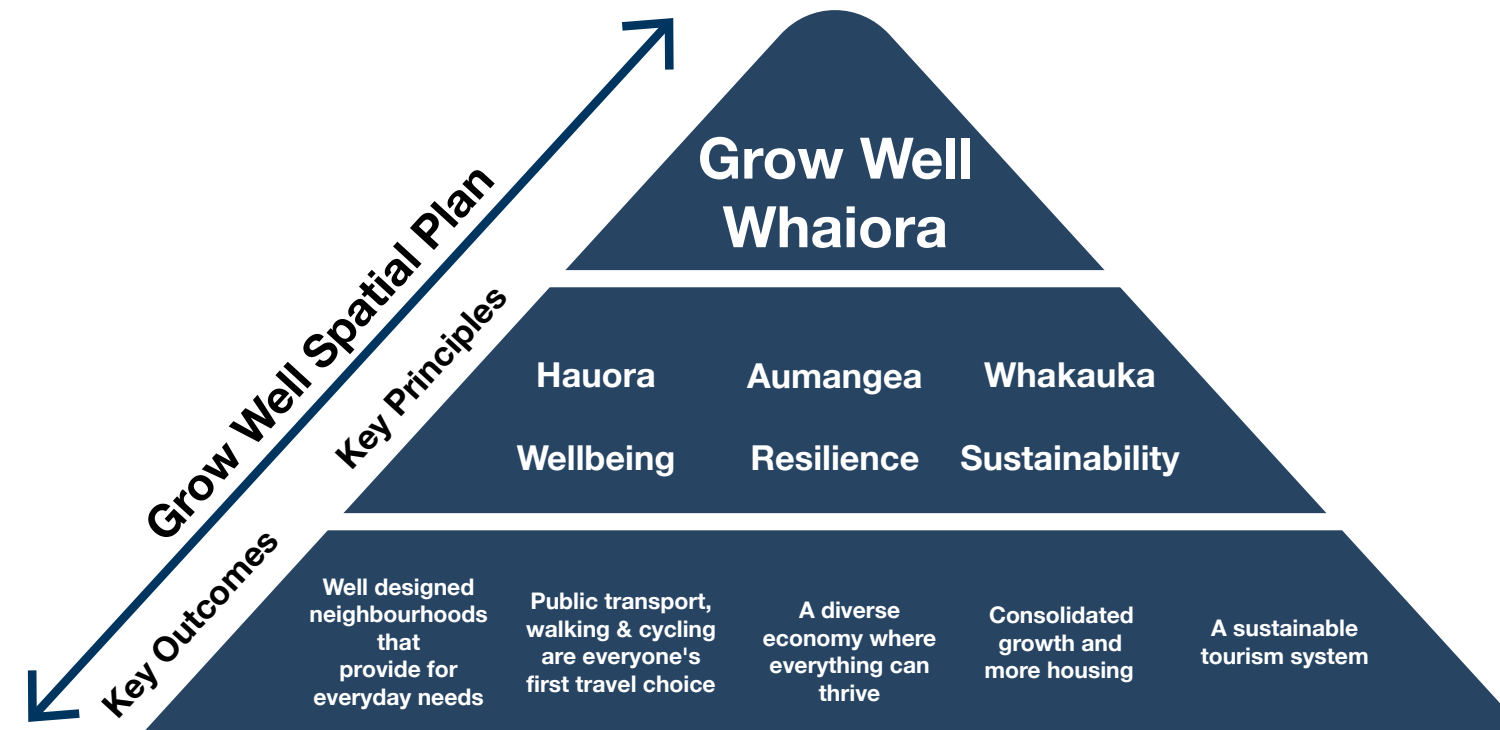
The Masterplan sets out a direction for the future of Te Pūtahi Ladies Mile. QLDC has clear aspirations and outcomes for the project that the Masterplan seeks to achieve. These are outlined here:

QLDC Aspirations:

1. Make the most of the opportunity to deliver highly efficient land use. This will include medium to high density urban development.
2. Plan how to achieve a high degree of connectivity within the development through a high quality street network, planning to make active travel the preferred modes, high quality experience connections to Lake Hayes Estate and Shotover Country, and convenient connections to Frankton via a range of modes.
3. Provide a framework through the masterplan process to inform decisions on a large range of potential land uses at Ladies Mile including housing, a mixed use local service centre, recreation and sports grounds, primary and secondary schools. Park and Ride and rapid transit services.
4. Promote a strong sense of ‘place’ and ‘identity’, taking inspiration from the landscape. This should also include high levels of liveability through quality urban design that enhances how different networks link people together.
5. Celebrate the areas pioneer and Maori history in public spaces and with distinctive built form.
6. Promote ways to improving the sustainability of living, reduced trip generation, better outcomes for water quality and ecological systems, use of green technology, prioritizing walking cycling and public transport.

Masterplan Objectives

- Increased liveability, wellbeing and community cohesion for existing and future residents.
- Improved access to and from Ladies Mile with a transport network that can deliver its functions efficiently and effectively.
- Support enhanced public transport and active travel provision and utilisation through integrated land use solutions and connected neighbourhoods/communities
- Has a strong community focus including a town centre and community hub that serves the existing and future residents
- Reduce the demand for car based travel across the Shotover river through integrated land use and sustainable transport solutions
- A series of legible and distinctive neighbourhoods that have a strong sense of place including connections to the wider landscape.
- Integrate open space and low impact urban design into the masterplan framework
- A high quality gateway experience is achieved along SH6
- Quality high/medium density residential housing to support public transport, local commercial centres and community facilities



Source: Grow Well Spatial Plan



Source: QLDC

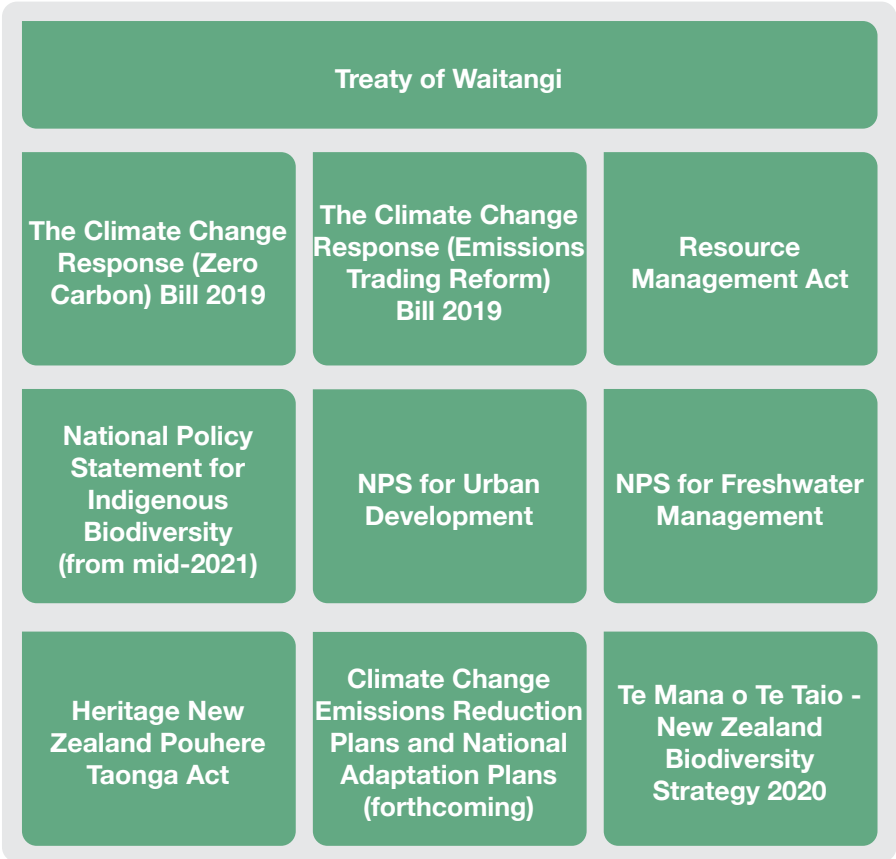
Te Pūtahī Ladies Mile Design Principles & Key Moves

1. Consider SH6 as a gateway to Queenstown
2. Reflect a unique & enduring identity
3. Support a healthy environment & ecology
4. Create self sustained & connected communities
5. Enable sustainable transport networks
6. Do density well, provide quality & diverse housing
7. Develop a resilient and adaptable framework

National and Regional Policy Alignment

National Vision

Te Pūtahi Ladies Mile operates under national policy that is evolving to better respond to many factors, including our growing population and climate crisis. This includes the recent independent review of the Resource Management Act along with a number of recent national policy statements on indigenous biodiversity, freshwater management and urban development.



Urban Development

The National Policy Statement on Urban Development 2020 requires all councils that have all or part of an urban environment within their district or region to plan well for growth. It includes objectives and policies that councils must give effect to in their resource management decisions to achieve:

- Well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, as well as their health and safety, now and into the future;
- Improvement in housing affordability by supporting competitive land and development markets;
- Intensification to enable more people to live in areas where there is high demand for housing.

Te Pūtahi Ladies Mile Masterplan will support the Council in giving effect to the direction in the National Policy Statement on Urban Development

Te Mana o te Wai

The National Policy Statement for Freshwater Management 2020 applies to all freshwater (including groundwater) and, to the extent they are affected by freshwater, to receiving environments. A fundamental concept of the NPS is Te Mana o te Wai which prioritises:

- First the health and wellbeing of water bodies and freshwater ecosystems
- Second, the health needs of people (such as drinking water)
- Third, the ability of people and communities to provide for their social, economic and cultural well-being, now and in the future.

This is a key policy that our landscape and three waters management strategy embraces.

Te Pūtahi Ladies Mile embraces the above and aims to ensure that the Proposed Masterplan is aligned with National and Regional Policy visions.

Regional Vision

Otago Regional Policy Statement

The Otago Regional Policy Statement (RPS) sets out the direction for the sustainable management of the Region’s natural and physical resources. The RPS provides the policy context for the regional plans and it establishes the framework for district plans, and particularly recognises the importance of achieving strategic and coordinated planning for urban growth. The district plan must be consistent with the RPS.

Grow Well | Whaiora - The QLDC Spatial Plan

QLDC, government and Kāi Tahu are working together in partnership to produce a joint spatial plan to address the population and visitor growth challenges facing the region. The overarching goal is to 'Grow Well' or 'Whaiora' which translates to 'in the pursuit of wellness. Te Pūtahi Ladies Mile is identified in the Draft Spatial Plan for growth as a new transit oriented neighbourhood

QLDC Ladies Mile Vision

QLDC has published some project goals and aspirations for Ladies Mile online. These align with the Grow Well | Whaiora strategies in areas of housing and transport choices. They also include ambitions for efficient land use, sustainable living, sense of identity and celebration of history and culture.

Te Pūtahi Ladies Mile Design Principles & Key Moves

Design Principles & Key Moves specific to Te Pūtahi Ladies Mile were developed alongside the Spatial Framework Plan to guide the consultation and design, and ensure the project is aligning with the QLDC Spatial Plan and vision.



Key Stakeholders

Key Stakeholders for the project are illustrated in the graphic adjacent.

These groups are all invested in the project and engagement with them informed decision making through the process of the Masterplan.

Ngāi Tahu Iwi Structure

There are 7 papatipu rūnaka with mana whenua status in the Queenstown Lakes District area:

Otago rūnaka:

Te Rūnanga o Moeraki
Kāti Huirapa Rūnaka ki Puketeraki
Te Rūnanga o Ōtākou
Hokonui Rūnanga

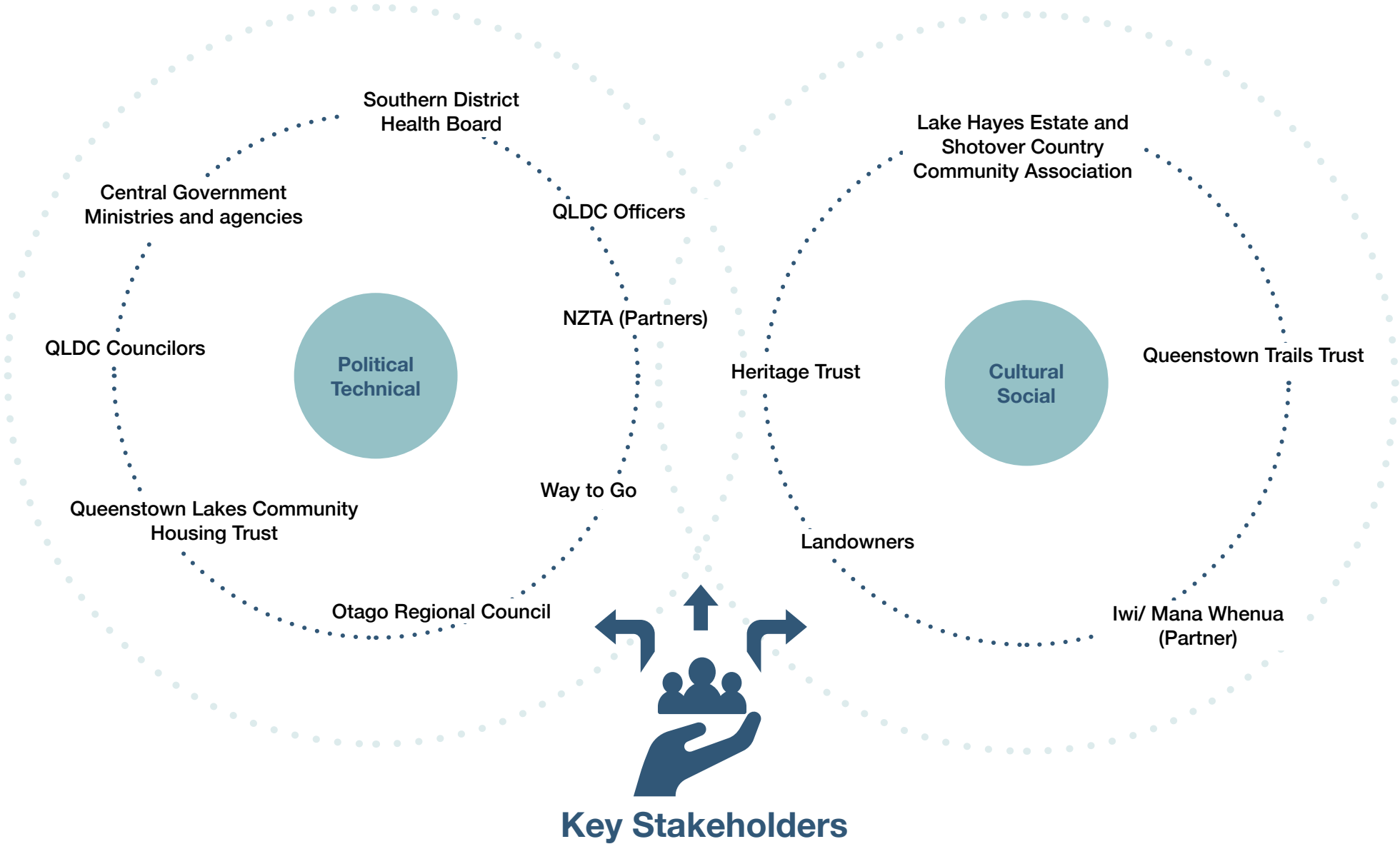
Represented by:
Aukaha Consultancy

Southland rūnaka:

Waihōpai Rūnaka
Te Rūnanga o Awarua
Te Rūnanga o Ōraka-Aparima

Represented by:
Te Ao Marama Consultancy

Source: www.qldc.govt.nz/media/ns4d0eh3/wahitupuna-kaitahurunaka-t16-ellisone-evidence.pdf



Design Principles & Key Moves

Te Pūtahi Ladies Mile Design Principles and Key Moves were developed throughout the process and represent a vision for the future of the area. The Design Principles are the overarching goals for the project, that are encompassed by the Masterplan alongside planning rules, three waters, traffic design and other supporting documents.

The Key Moves are pointed, outcome focused design tools evident in the Masterplan that provide a benchmark for development in the area.

Design Principles:



Consider SH6 as a gateway to Queenstown



Reflect a unique and enduring identity



Support a healthy environment and ecology

Key Moves

- SH-6 is valued and considered in its role in the arrival experience into Queenstown.

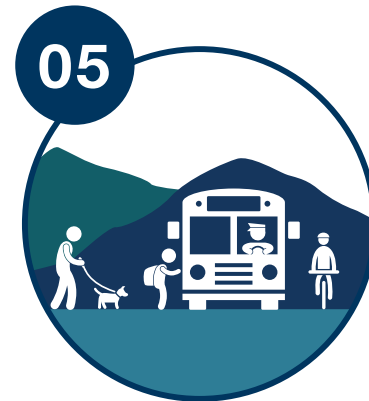
- Maintain key views to Lake Hayes, Slope Hill, the Remarkables and surrounding mountains.
- Celebrate built, landscape and cultural heritage.

- Establish a strong holistic landscape framework.
- Water is managed in a way that gives effect to Te Mana o te Wai.
- Maintain ecological value of the Lake Hayes wetland edge and improve connections between the lake and river.
- Support kaitiakitanga of the environment and connections to nature.



Create self sustained and connected communities

- Establish a community and commercial heart for both existing and new neighbourhoods.
- Provide places for community interaction and shared amenity.



Ensure sustainable transport networks

- Promote a step change by prioritising public transport and active mode share.
- Ensure quality pedestrian and cycle networks within Te Pūtahi and connections to trails beyond.
- Design attractive streets for people that play an active role in urban life.



Do density well, provide quality and diverse housing

- Offer a choice of lifestyles through a range of quality housing typologies, sizes and affordability.
- Establish medium/high density living to support public transport, commercial activity, community facilities and enabling efficient land use.



Develop a resilient and adaptable framework

- Set out a legible & clear structure to future proof the land and avoid sporadic and ad hoc development.
- Identify an appropriate development response that is sympathetic to the local context.
- The Structure Plan acts as a mechanism to manage development while supporting holistic and integrated future growth.



A landscape photograph featuring a calm body of water in the foreground, a range of mountains in the middle ground, and a sky filled with scattered clouds. Bare tree branches are visible in the lower right corner. The text "Context Analysis" is overlaid in the center-right area.

Context Analysis

Geographic Scope

The Te Pūtahi Ladies Mile establishment report identified the geographic scope of the Masterplan with three different areas of increasing scale and influence. The Area of Focus fluctuated over the project timeline as various factors came into play, however the wider areas of Influence and Interest continued to inform decisions within the Area of Focus.

The Area of Focus

Identifies where the primary focus for most of the initiatives, projects and key activities will be as part of the Masterplan (note Queenstown Country Club was excluded at the early stage due to the SHA being developed on the site).

The Area of Influence

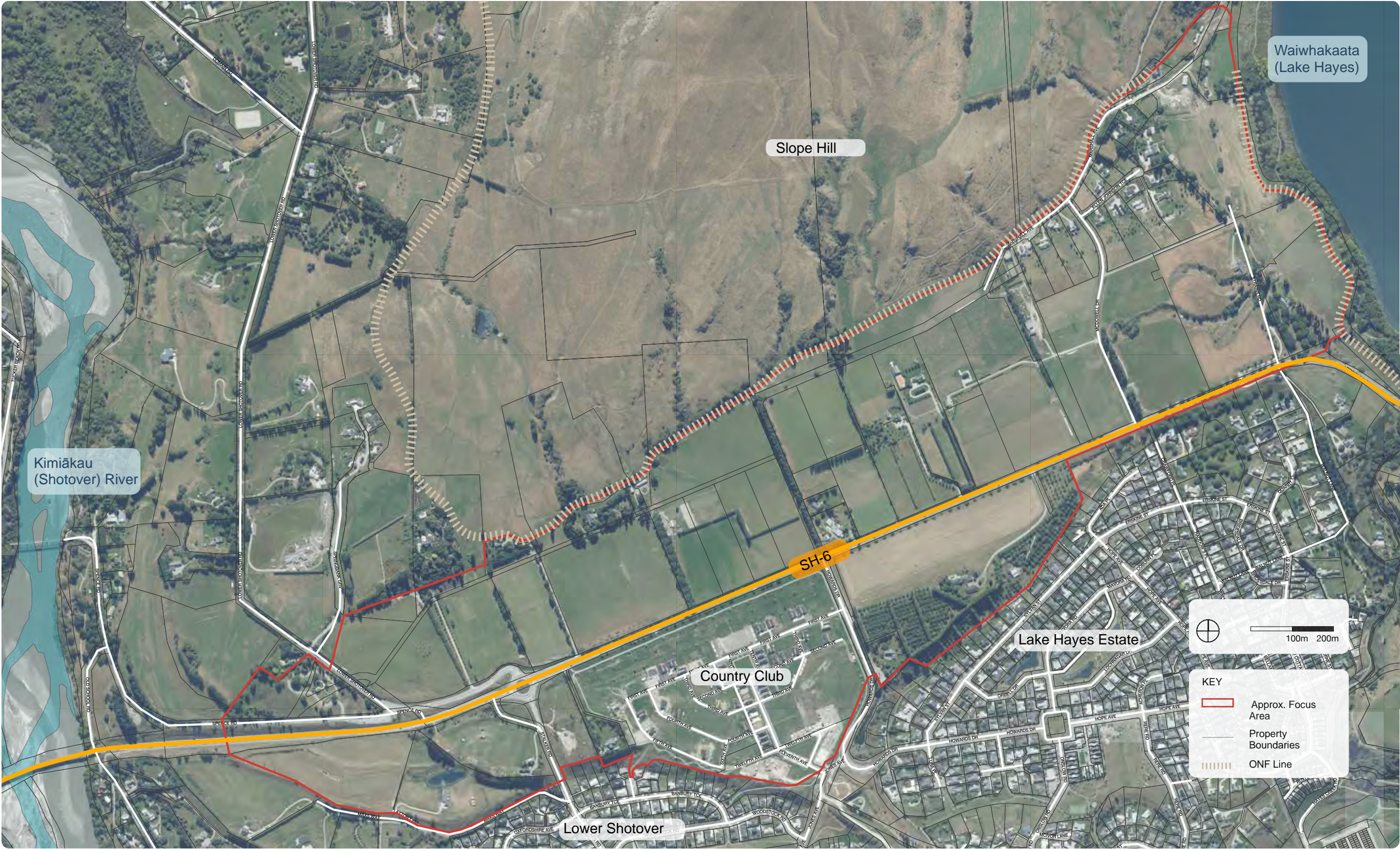
Identifies the area that will have direct influence on the masterplanning process. Any development within the Te Pūtahi Ladies Mile Area of Focus will have to keep the Area of Interest front of mind throughout the process.

The Area of Interest

Includes the wider Wakatipu Basin to the west of Te Pūtahi Ladies Mile. Feedback received at the Transport and Land Use integration workshop clarified the implications that development at Te Pūtahi Ladies Mile may have on transport, housing and the provision/location of community facilities such as schools, sporting facilities etc. across the wider basin area.



Site Aerial



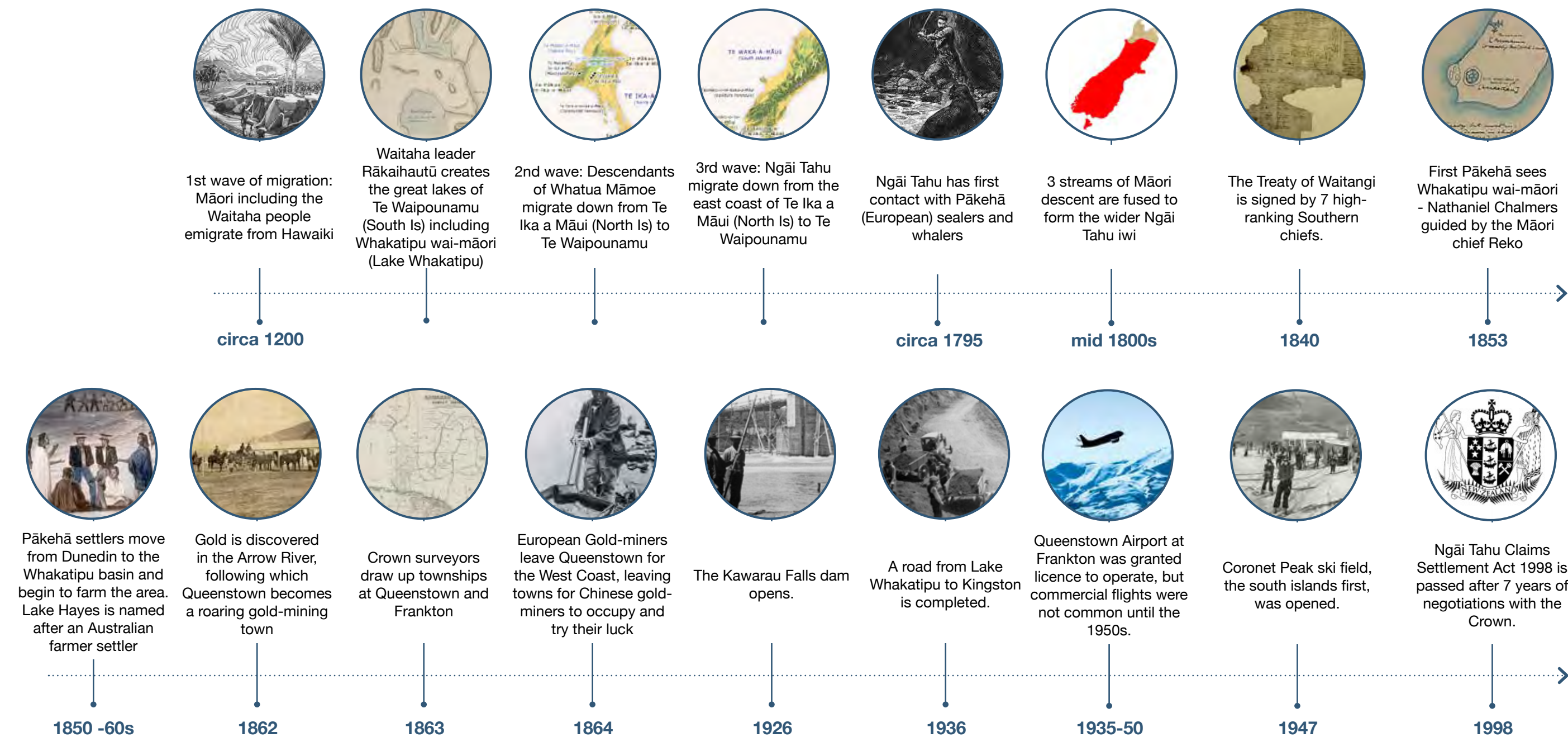
History - Overview

Whakatipu Basin History

The Whakatipu area had 3 waves of migration of Māori. First people from Hawaiki in approx. 1200, then 2 separate migrations from Te Ika a Māui (North Island). The first Pākehā to see Whakatipu wai-māori (Lake Wakatipu) was in 1853.

Pākehā settlement of the area began in the 1850s with people migrating from Dunedin for farming. Gold was discovered in the Arrow River in 1862, following which European gold-miners rushed to the area. A couple of years later, the majority of European gold-miners had left for the fresh prospects on the West Coast, leaving space for Chinese gold-miners to try their luck.

Major infrastructure works brought more workers to the area, including the Kawarau Dam which opened in 1926, and the road south-east to Kingston. Tourism started to draw people to the region with the operation of commercial flights into Frankton Airport from the 1950s, and the opening of ski-fields.





Historical Site Use

An Agricultural History

The land now referred to as Te Pūtahi Ladies Mile has a history of agricultural ownership and use. There are examples of this history on site today, a number of which have been identified by QLDC as historic heritage features:

Glenpanel (1)

Centrally located, at the base of Slope Hill, the current Glenpanel Homestead was built by Peter & William Reid in 1909 (1-B). This is the second house on the farm, with the area previously being known as Maryhill Farm and owned by the Flint family who are considered to be the first arable farmers in the area (1-A).

Threepwood (2-6)

The land adjacent to Lake Hayes was inhabited by 1864 by the Marshall Family who named it Meadow Bank Farm, while it was know locally as Lake Hayes Farm (5).

The existing Woolshed & Stables date from 1866 and may be the oldest stone buildings in the district of their kind (3). The Marshall's Cottage was built in 1874 and also remains today (4). The Marshalls grew grain and crops on the flats and grazed sheep on Slope Hill. The soil and climatic conditions resulted in prizewinning wheat for the London market.

Two owners later, in 1910 Robert Lee purchased and renamed the farm Threepwood after his birthplace in England. Lee established exotic trees around the homestead (built in 1909 by the previous owner (2)) and introduced the first irrigation scheme in the basin. Unfortunately Lee died in 1911 as the scheme was complete, a memorial trough stands in his honour set back from the SH6 Frankton Ladies Mile road (6).

In 1938 the Strain family purchased and continued to actively farm Threepwood until its sale in 1993.



1956 Aerial with points of interest. Source: QLDC Webmaps.



Threepwood Villa
c1909
QLDC Category 2



Marshall Cottage
1905
QLDC Category 3



Threepwood Farm 1905
QLDC Threepwood PumpStations
Designation



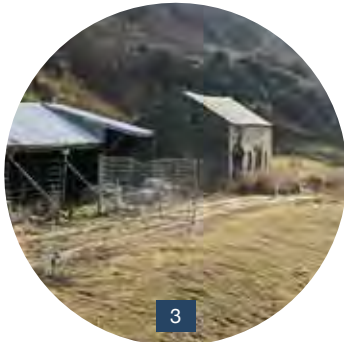
Flint's Maryhill
Farm (now
Glenpanel Farm)



Glenpanel
Homestead
QLDC Category 3



Cottage
at Glenpanel



Threepwood Store Woolshed &
Stables
QLDC Category 3 & 2



Marshall Cottage
QLDC Category 3



Robert Lee's Memorial
Trough
QLDC Category 3

Development over time

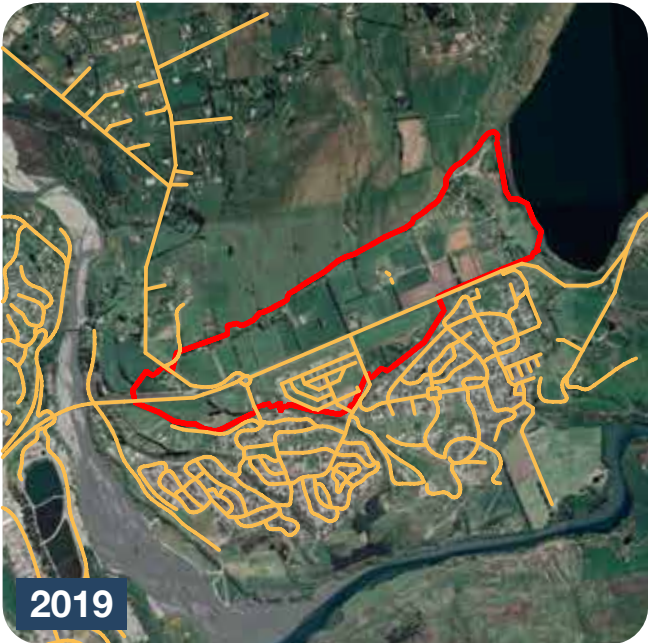
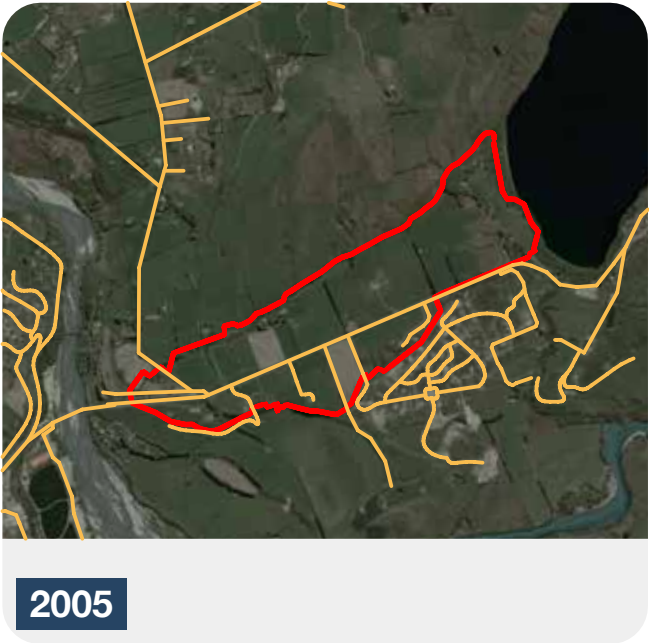
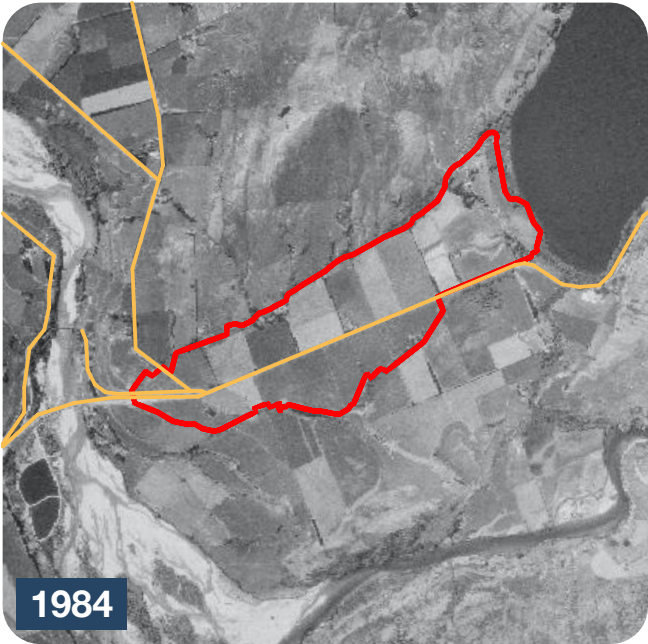
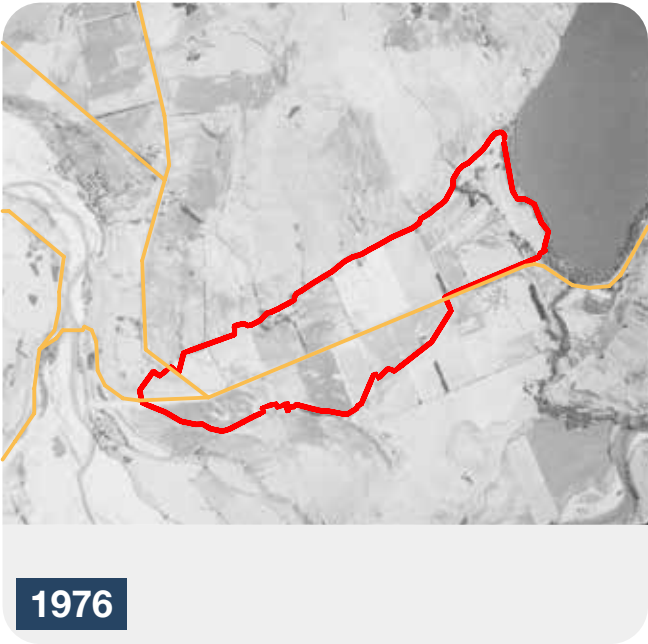
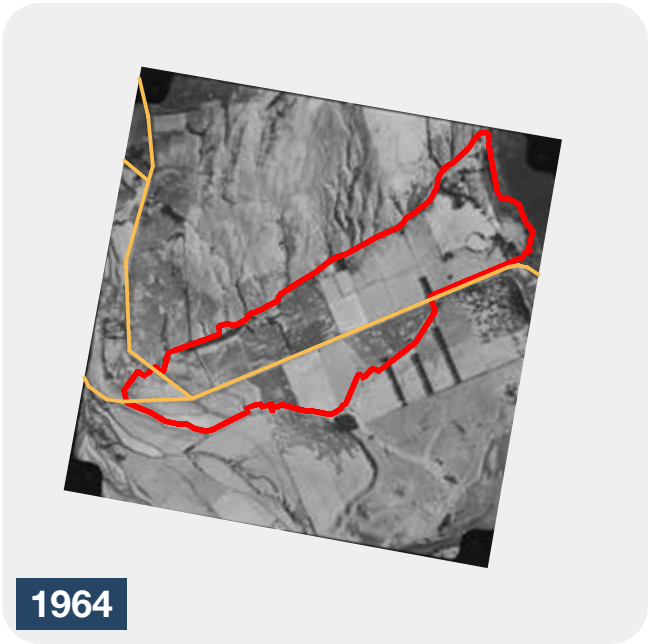
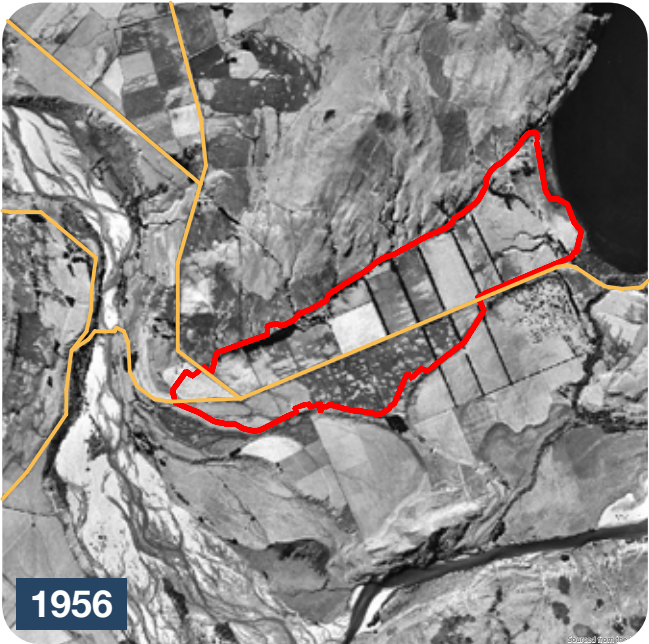
The following historical aerals show the development of the areas surrounding Te Pūtahi Ladies Mile over time.

Up until 2000 the area was predominantly rural. Between 2001 and 2019 significant residential growth occurred with the development of the low lying land south of SH-6. Development to the north of Te Pūtahi Ladies Mile has been limited by Slope Hill; both in topography and its status as an Outstanding Natural Feature in the District Plan. The focus area itself has remained predominantly rural since at least the early 1900s.

KEY:

Roads (Public and Private)

Approx. Focus Area



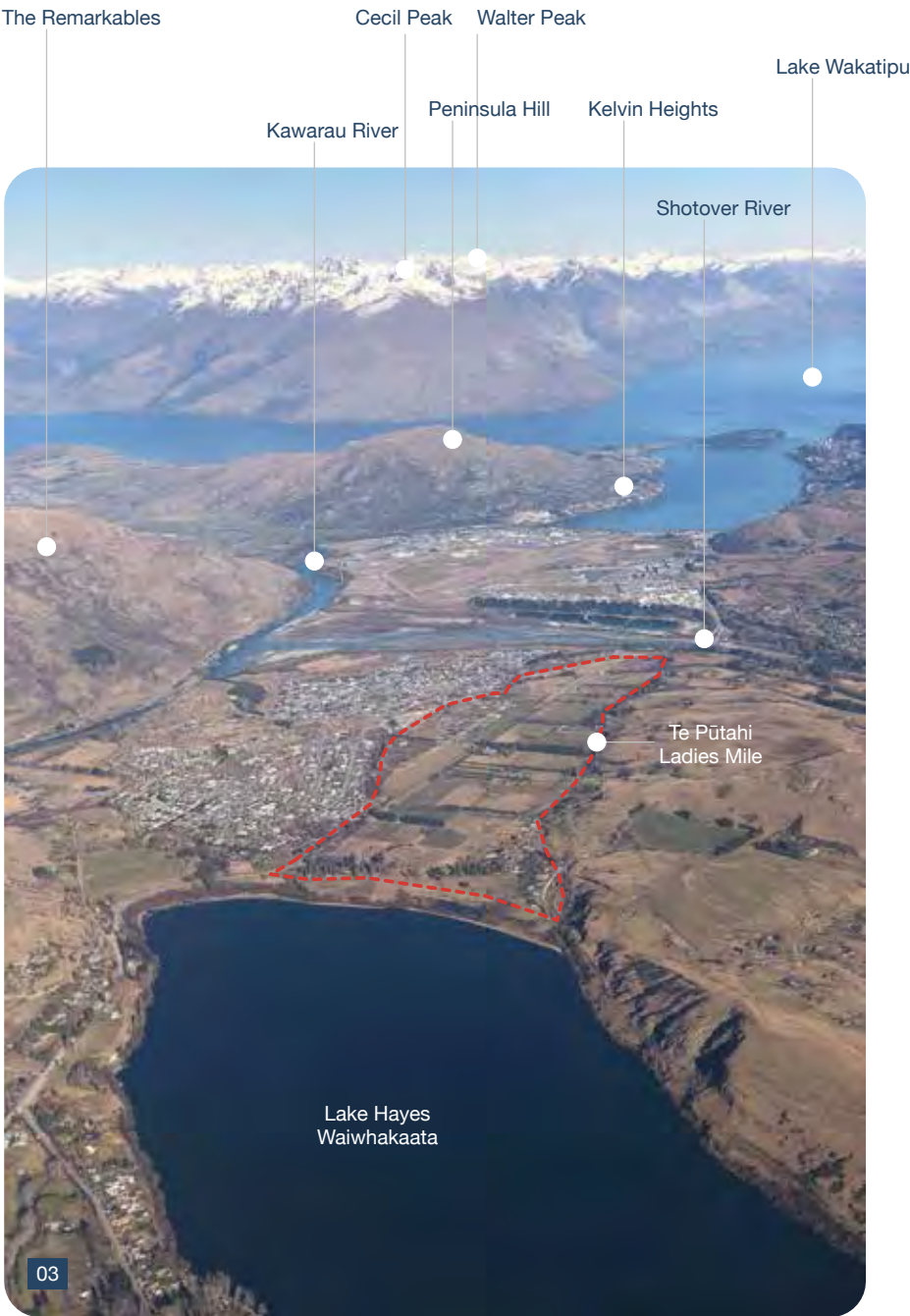
Views to Site



01 - View to site from the Remarkables Ski Field Road



02 - Looking towards Te Pūtahī from Lake Hayes Reserve



03 - Aerial View Looking west towards Te Pūtahī

Views from Site



01 -Panorama from Slope Hill



02 - Looking North-East from Te Pūtahi towards Morven Hill and the Crown Range



03 - Looking North-East from Te Pūtahi towards the Crown Range



04 - Looking South-West from Te Pūtahi towards Frankton/ Te Kiri-kiri & Peninsula Hill

Site Features



01 - Farmland on Slope Hill



03 - Tree Lined Access Way



04 - Paper Road



06 - Historical Cottages



02 - Fields & Housing



05 - Slope Hill & Houses



07 - Glenpanel Homestead

Demographics – Existing Community

The Queenstown Lakes District demographics from the 2013 Census (2018 data remains unreleased) are shown on this page.

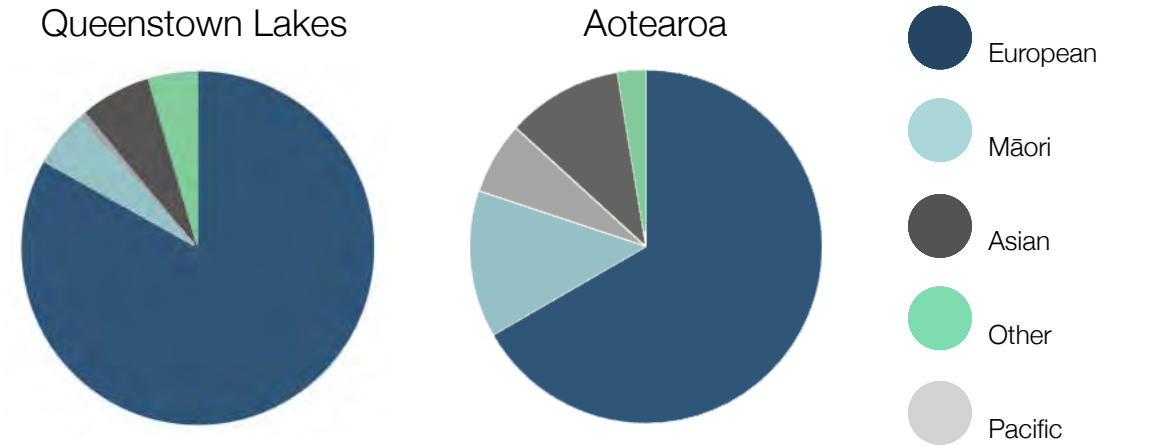
The region is predominantly European, 87.5% compared to 74% for NZ as a whole. 5.4% of people are Māori, compared to 14.9 as a NZ average. Queenstown Lakes has a higher proportion of 30-50 year old than the rest of NZ, and less under 15 and over 65 year old. The average income in Queenstown Lakes is larger than for the rest of NZ, \$35.1k compared to \$28.5k. Queenstown Lakes has a similar proportion of household types to that of NZ as a whole, with the most common household type a single family unit. The median market rent price of \$550 is higher in Queenstown Lakes than in any other South Island Region, and is higher than the NZ average of \$460 (as of August 2020).

Market Rent Comparison (as of August 2020)

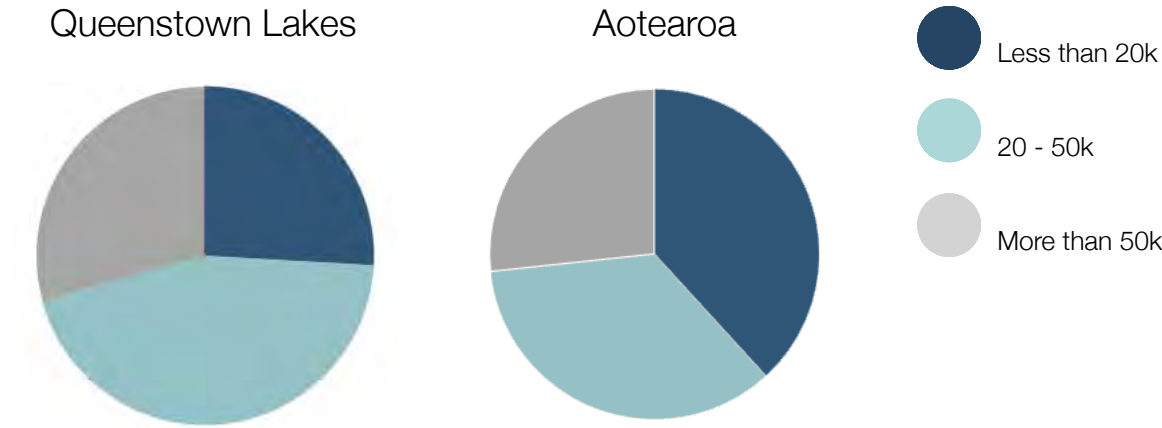
Queenstown Lakes	New Zealand	Dunedin	Christchurch
\$420 (lower)		\$225 (lower)	\$380 (lower)
\$550 (median)	\$460 (median)	\$325 (median)	\$420 (median)
\$700 (upper)		\$450 (upper)	\$490 (upper)

Market rent data from Tenancy Services NZ, August 2020

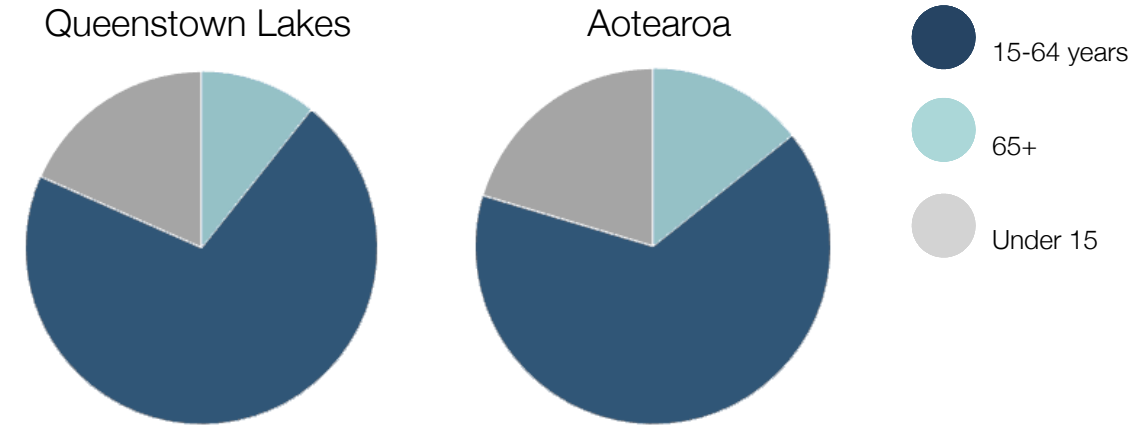
Ethnicity



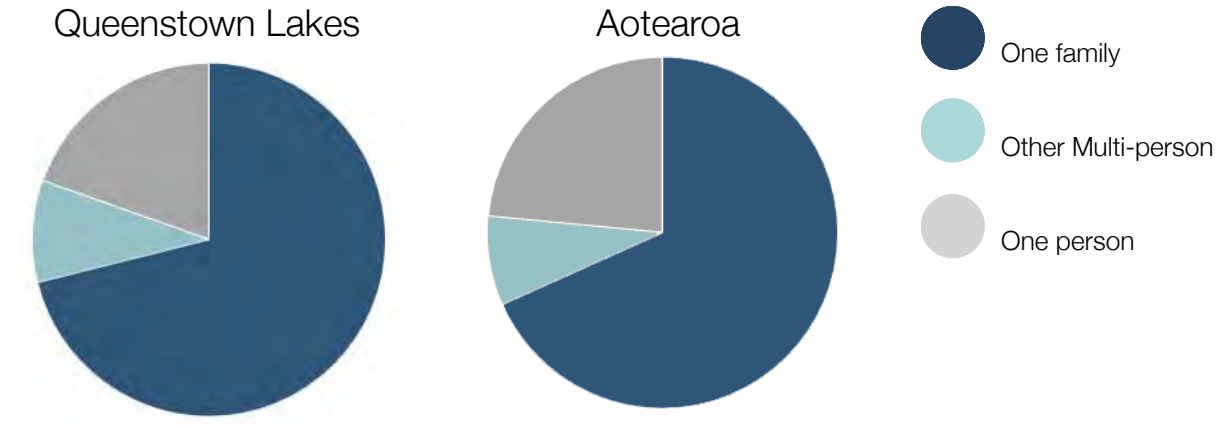
Income (annual)



Age



Household Type



Pie chart data from 2013 Quick Stats, Statistics NZ



Demographics – A Growing Community

The Queenstown Lakes District is the fastest growing in New Zealand, according to 2018 Census data. New Zealand population growth from 2013 - 2018 was at 2.1% per year, while Queenstown-Lake grew by 6.8% per year in the same period.

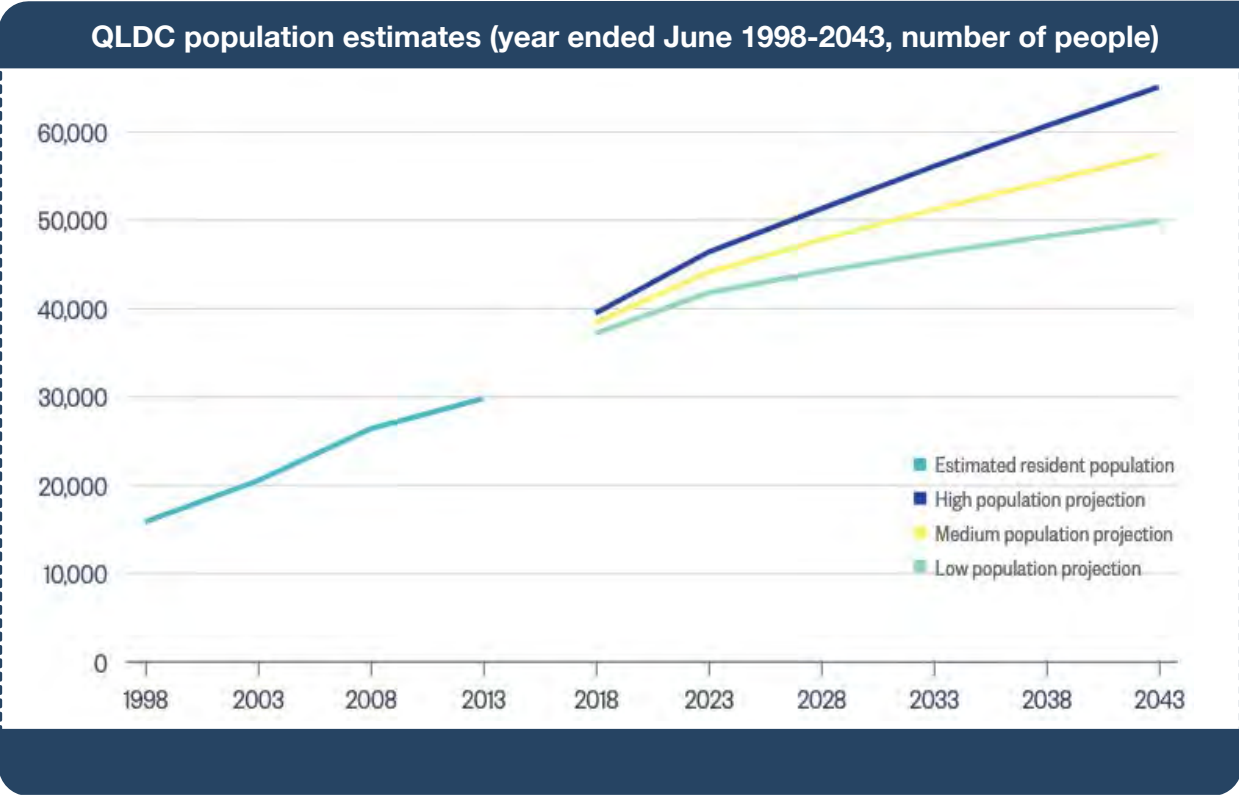
Queenstown-Lakes District population is expected to grow to between 44,100 and 51,200 in 2028, and up to between 49,800 and 65,000 in 2043.

QLDC population projections by age group				
	2018	2028	2038	2043
0-4 years	2,487 (6.5%)	2,907 (5.9%)	3,408 (5.9%)	3,644 (5.9%)
5-19 years	6,410 (16.8%)	8,578 (17.4%)	9,363 (16.12%)	9,904 (15.9%)
20-49 years	17,653 (46.4%)	20,352 (41.3%)	22,518 (38.8%)	22,627 (36.4%)
50-64 years	6,627 (17.4%)	9,153 (18.6%)	10,550 (18.2%)	10,844 (17.4%)
65+ years	4,871 (12.8%)	8,287 (16.8%)	12,226 (21.1%)	14,148 (22.7%)
Total	38,048	49,277	58,066	62,167

+ 29.5%
+ 10 years

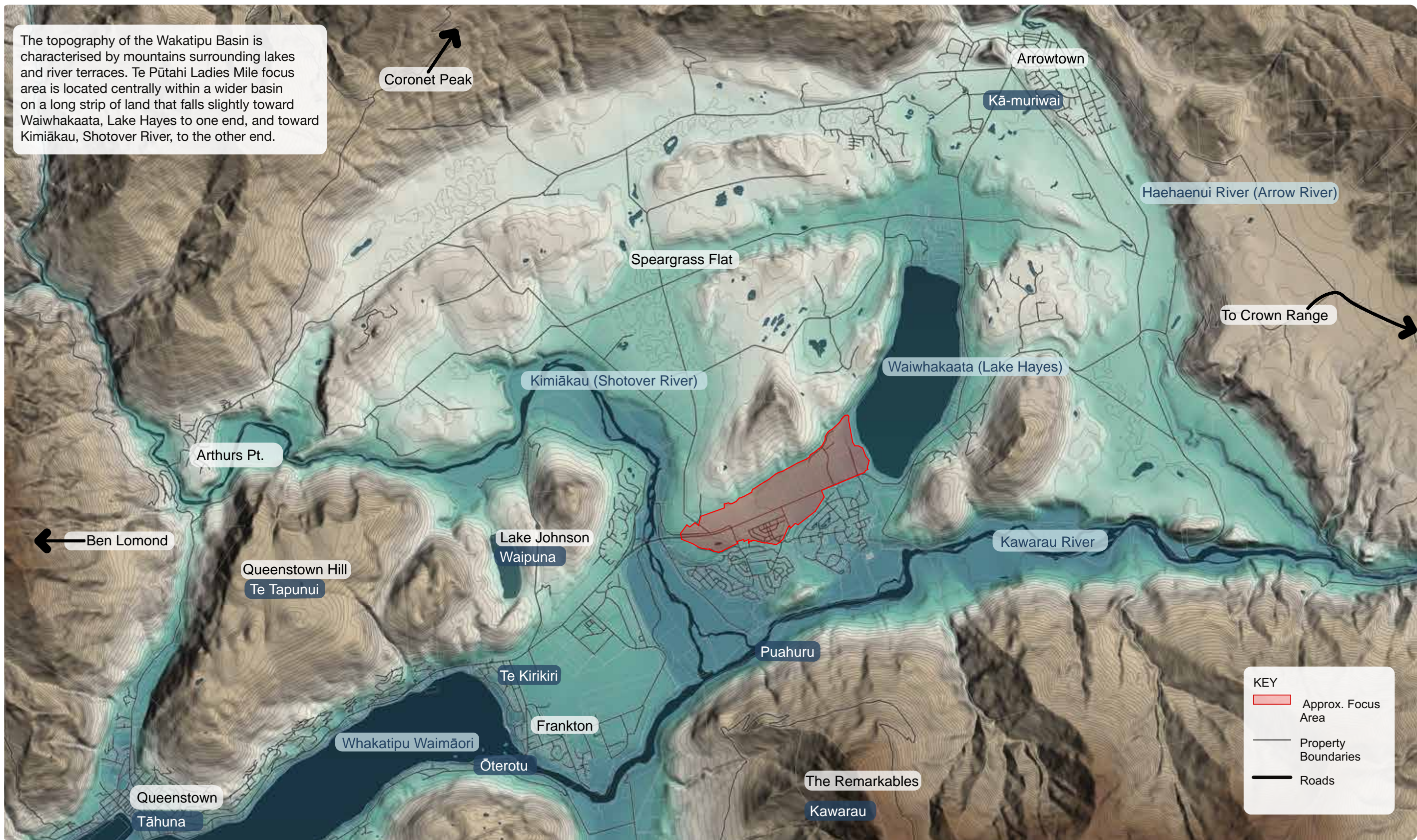
+ 17.8%
+ 10 years

+ 7.1%
+ 5 years



Source: Statistics New Zealand and QLDC. Data Set: Population - Estimated and projected population and natural increase by territorial authority (2017 update) 1996-2043.

Whakatipu Basin Landform





Geological History

A Tectonic and Glacial History

Tectonic movements have resulted in the basin and range topography of the Otago area. The Whakatipu region was heavily glaciated over the last 2 million years. As the ice retreated from the Whakatipu basin, Lake Wakatipu began to form, leaving sandy and silty till over the bedrock surfaces. Deposits of the Shotover fan/delta isolated Lake Hayes as levels fell.

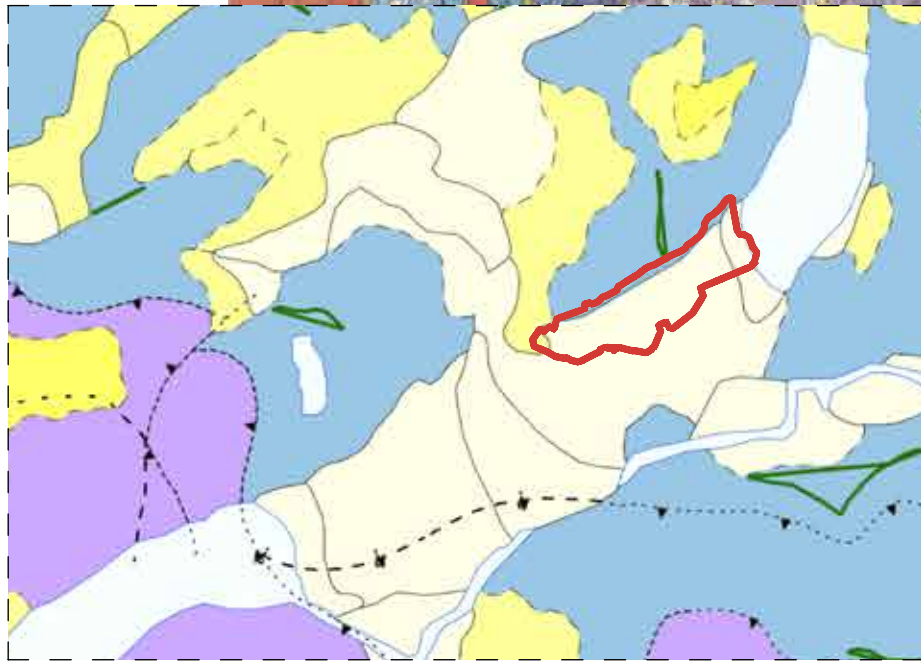
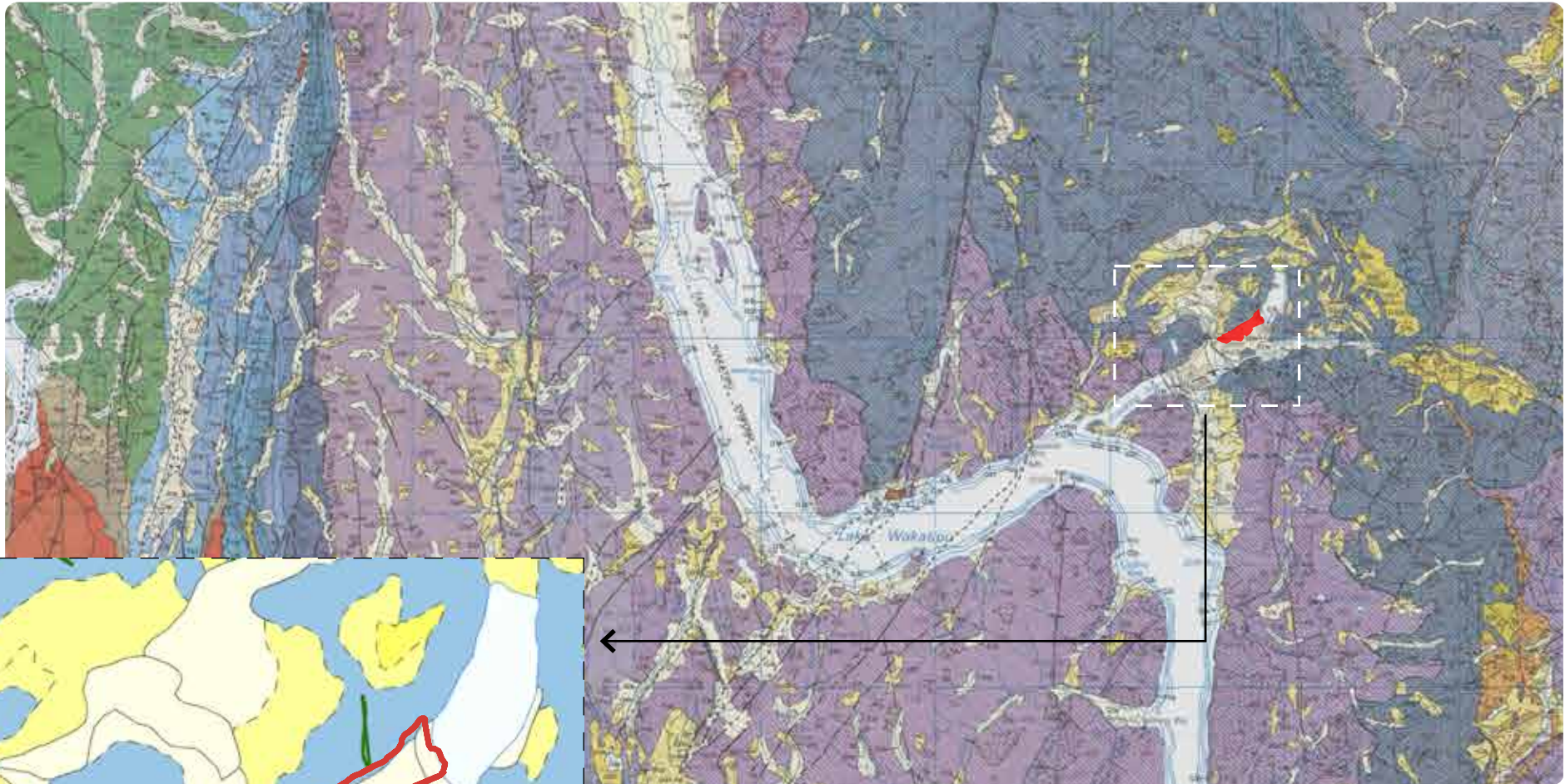
These distinct landforms are strong features of the current landscape character of the area.






Schist

The basement rock type in the basin is Otago Schist formed of sedimentary rocks.

Till & Alluvium

Outwash plains & lake silt form fans and terraces across the basin particularly in the Frankton/Kawarau River area.



KEY	
	Schistose
	Unconsolidated Till Glacial Deposits
	Pelitic Schist variably segregated, veined & foliated
	Fan Alluvium Gravel & Sand
	Approximate Focus Area

Geology of Wakatipu area. Source: Extract from 1:250,000 Geological Map 18 Wakatipu. Institute of Geological and Nuclear Sciences.

Map showing geology of Ladies Mile and surrounding area.
Source: Geology NZ Webmap: data.gns.cri.nz/geology/

Ecological History

Original Ecologies

The original vegetation of Te Pūtahi Ladies Mile would have likely been scrub, shrubland and tussock-grassland. Native forests in the area were predominantly Beech and broadleaf-podocamp forests. Kowhai would have also been a dominant species.

The Lakeshore of Lake Hayes would have been a wetland comprised of native sedges, flax and toi toi amongst others. This diverse array of plant species would have provided numerous sources of food and habitat for native birds, lizards, bats and insects.



Illustrated visualisation of suggested native planting for the Wakatipu Basin valley floor. Source: The Wakatipu Reforestation Trust: Growing-Native-Plants-In-The-Wakatipu.pdf



Photograph from Pigeon Island, Lake Wakatipu (date not specified). Source: Hocken Collection, University of Otago, c/n E3104/32



Expected original vegetation of the Wakatipu Basin. Source: Statement of Evidence of Glenn Alister Davis on behalf of QLDC: Ecology - Wakatipu Basin Variation Area 28 May 2018. P10. Image retrieved from: Landcare Research Limited 2016

Local Ecology



Existing ecosystems and planting

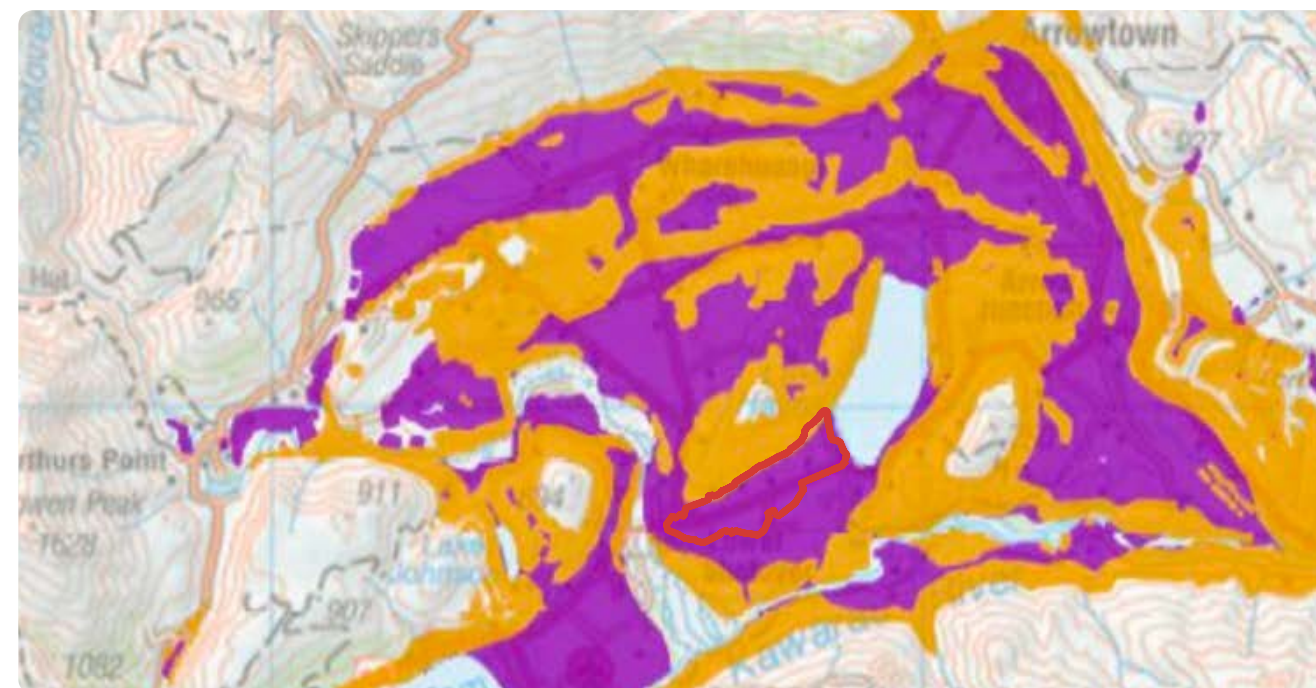
The District contains a high proportion of exotic planting and grasslands that do not support indigenous plants or animals. However, Indigenous biodiversity is an important component of ecosystem services and the District's landscapes. There are a diverse range of habitats that support indigenous plants and animals across the basin. These include forests, shrubland, herbfields, tussock grasslands, wetlands, lake and river margins.

Te Pūtahi Ladies Mile Focus Area has very limited Indigenous planting and habitat. Historical and present-day activities in the area have resulted in a biological environment now dominated by exotic pasture and introduced trees. The remnants of indigenous ecosystems that persist within the Basin are typically small, isolated, and degraded.

This presents an opportunity to improve the presence of indigenous ecosystems at Te Pūtahi Ladies Mile.

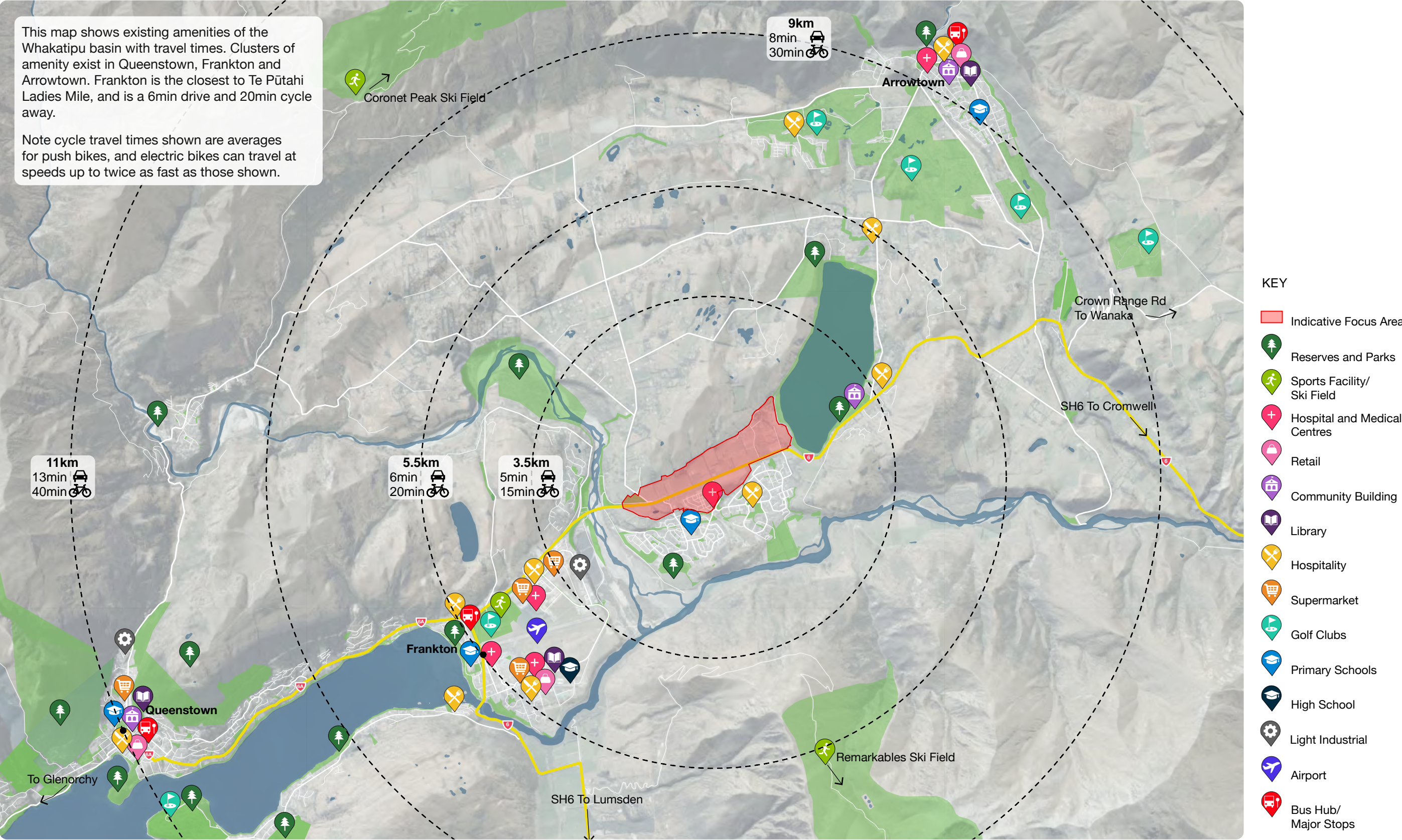


Current vegetation of the Wakatipu Basin. Source: Statement of Evidence of Glenn Alister Davis on behalf of QLDC: Ecology - Wakatipu Basin Variation Area 28 May 2018. P13. Image retrieved from: Landcare Research Limited 2016.



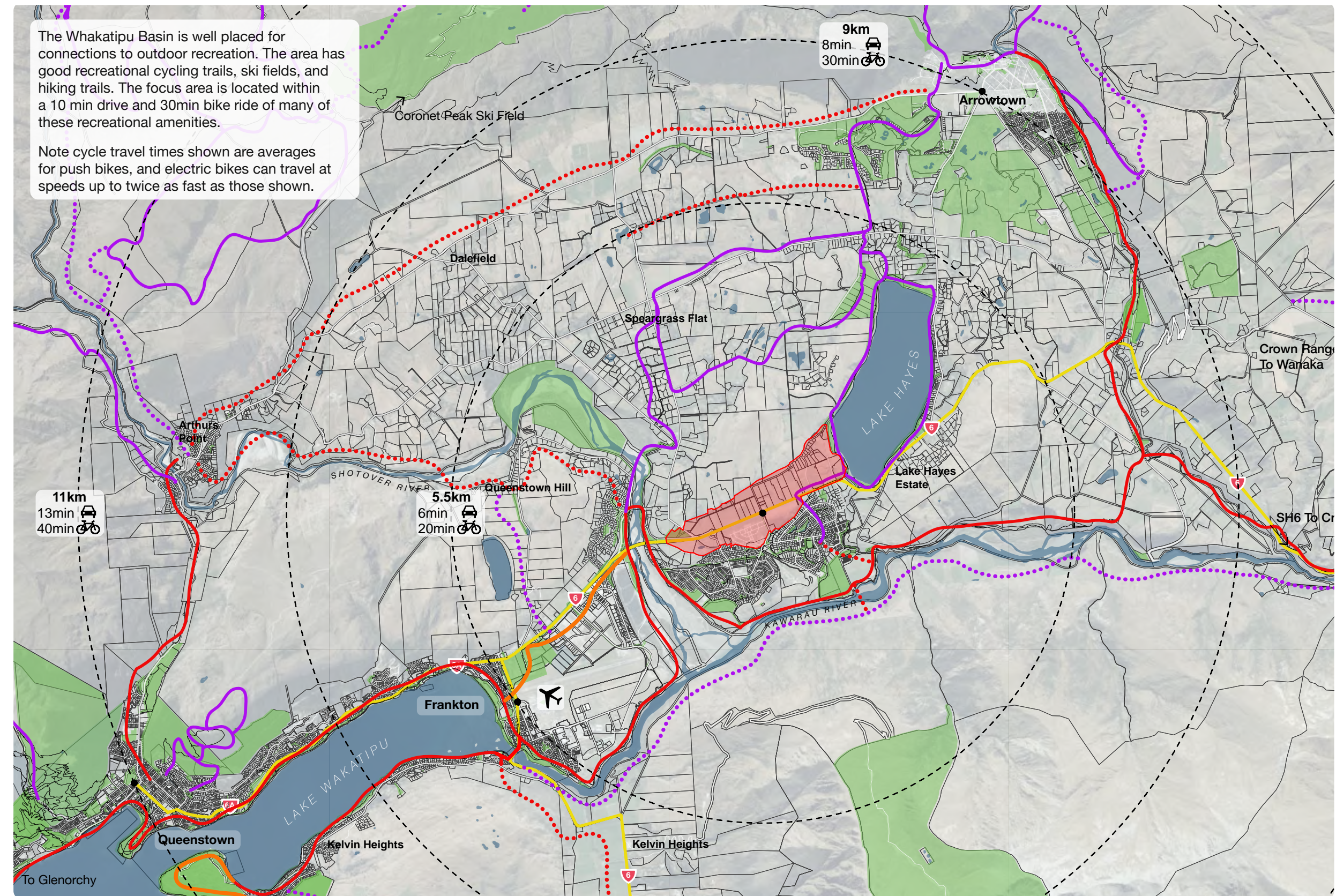
Threatened Indigenous vegetation and biodiversity. Source: Queenstown Lakes District Council - Proposed District Plan Decisions Version (April 2020). P33-23.

Existing Amenities

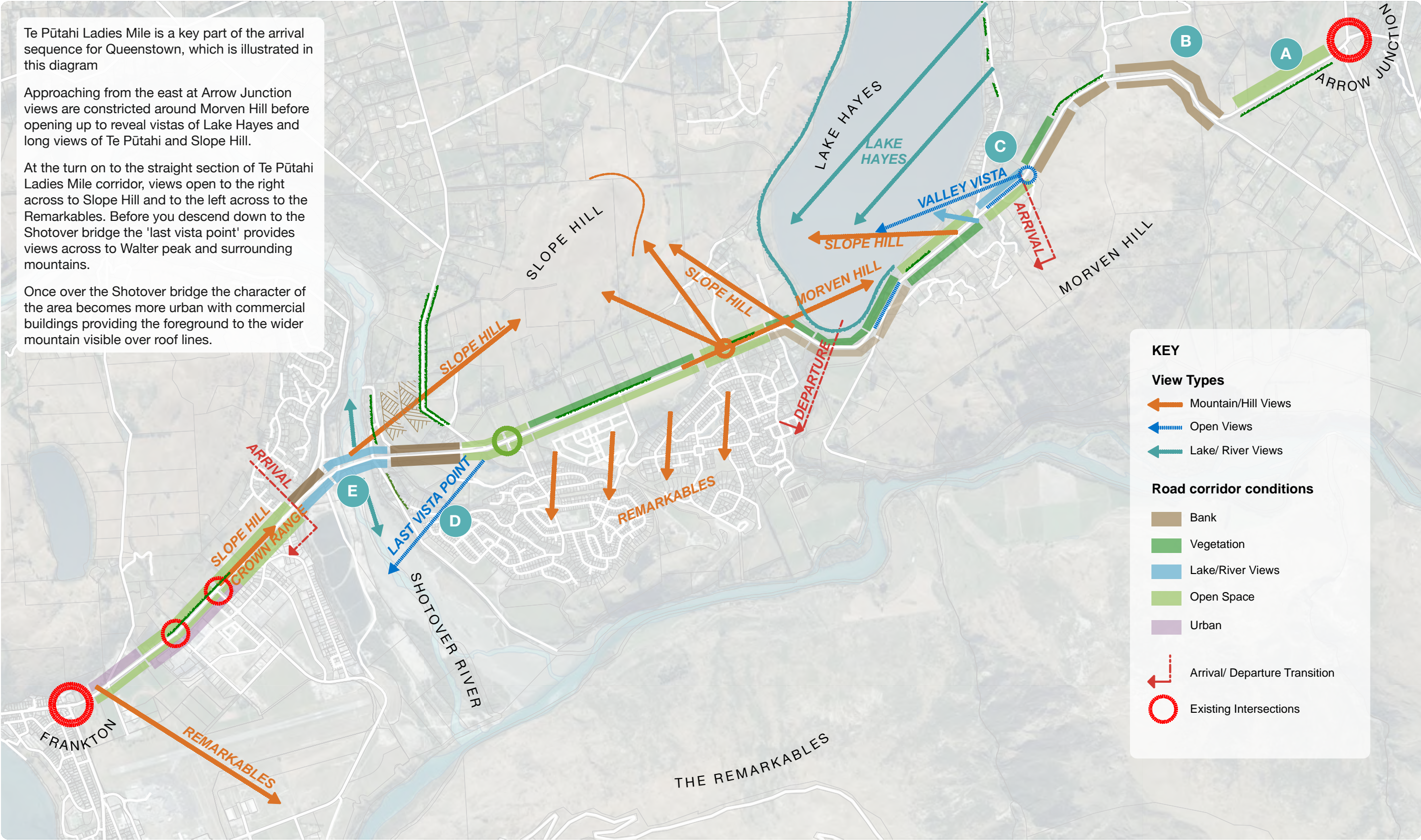




Trails and Recreation

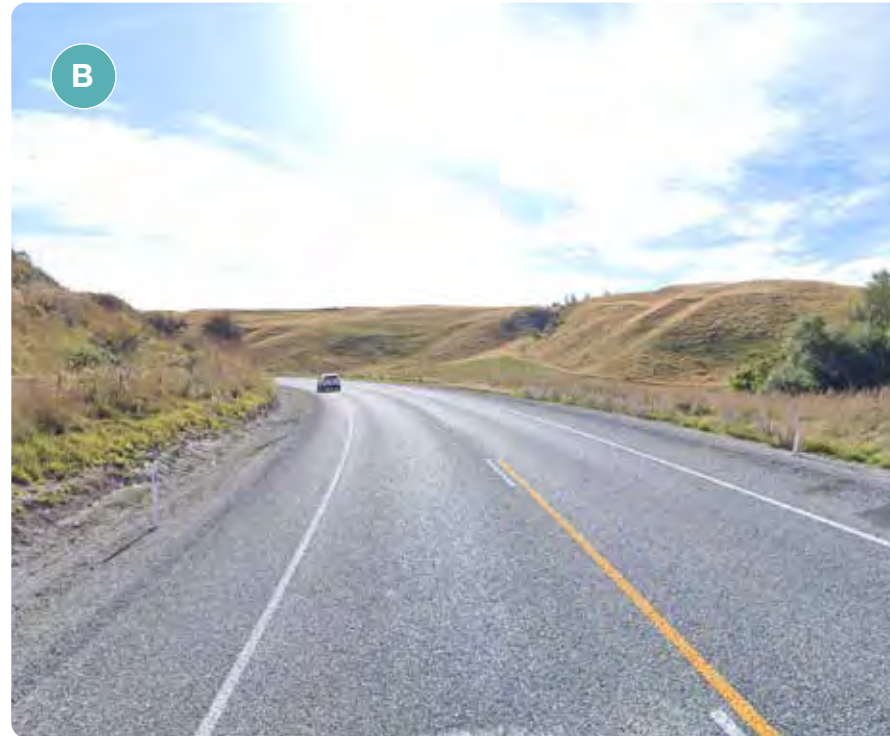


Views and Arrival



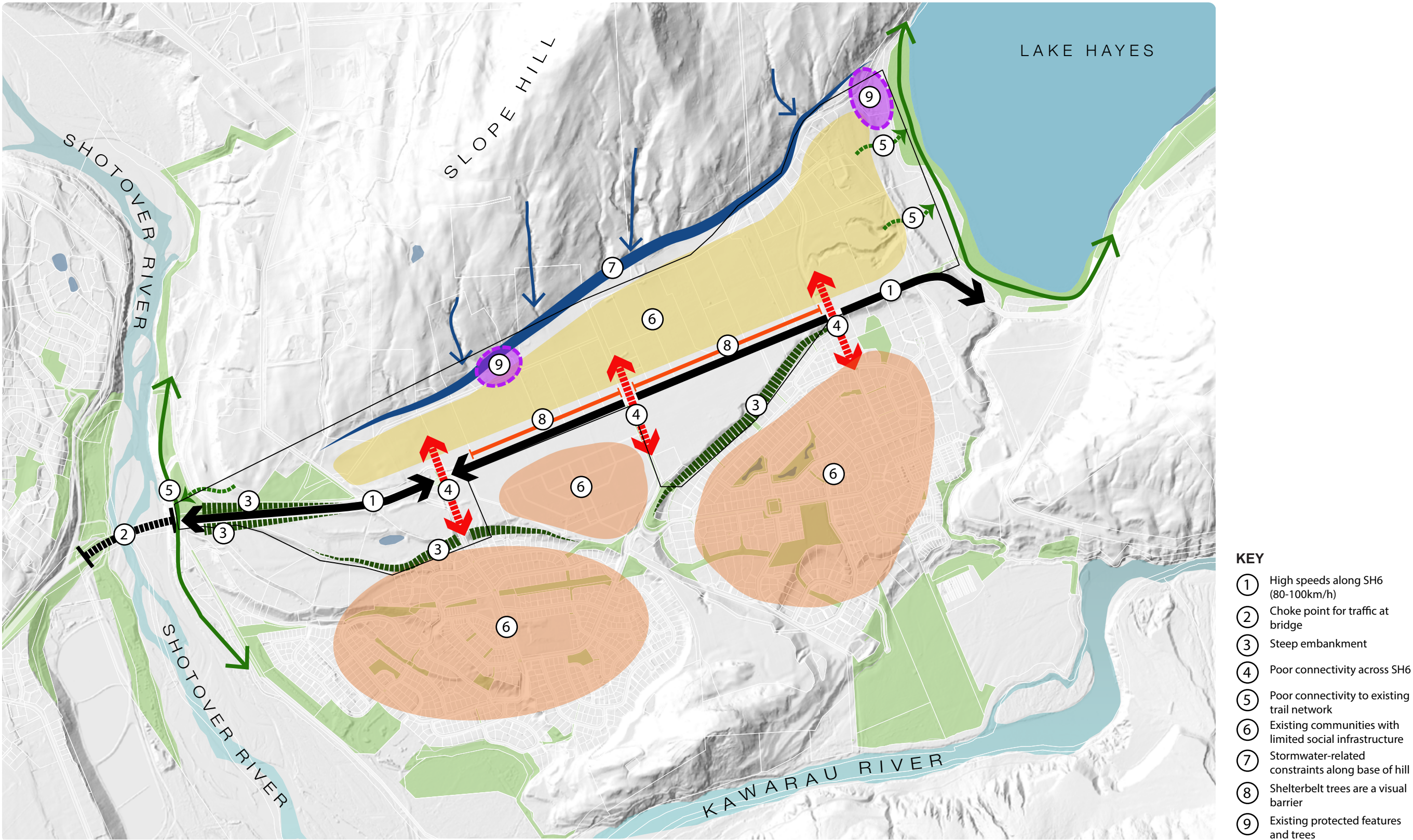


Arrival View Sequence

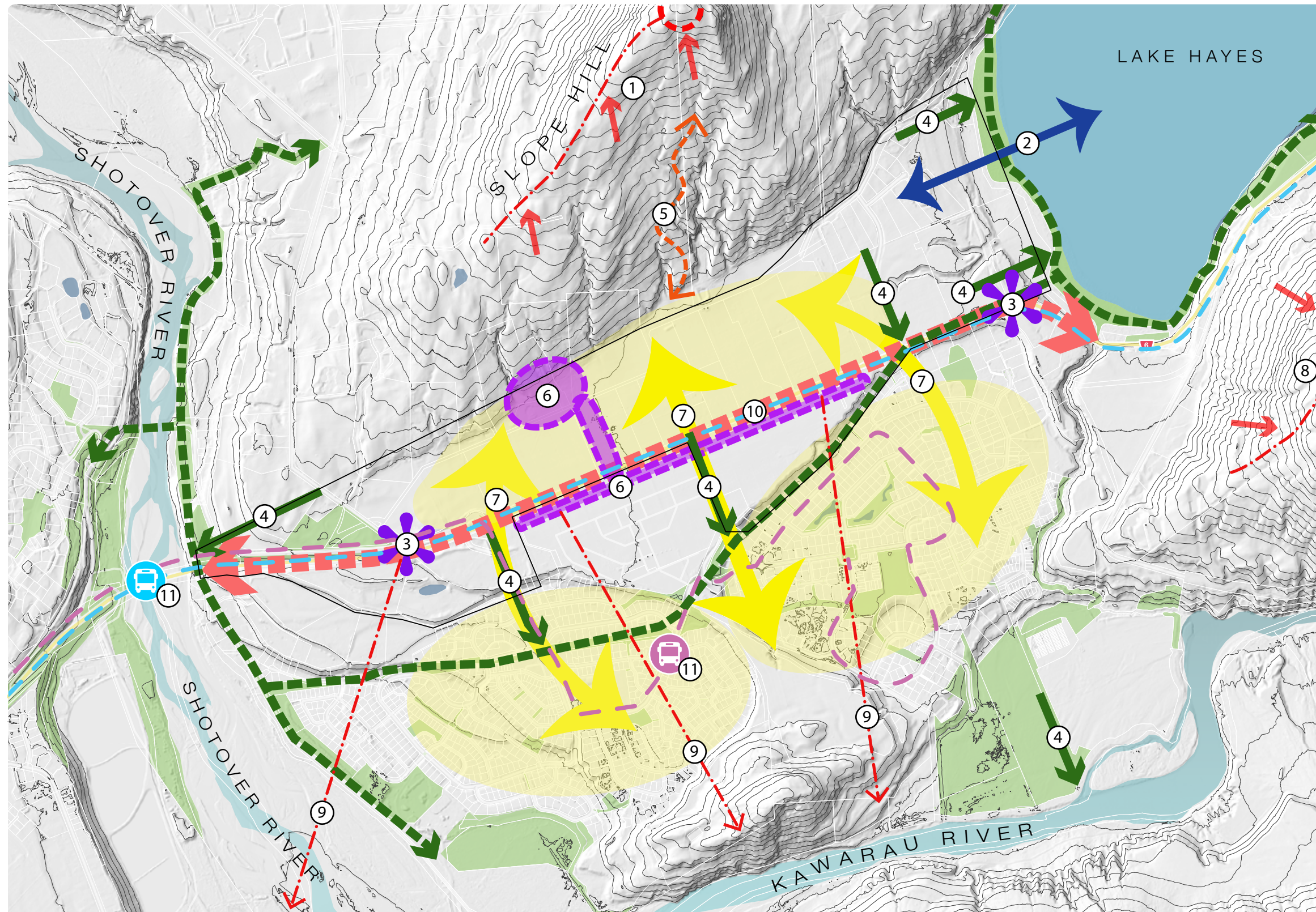


Source: Google Maps Street View 2020

Existing Physical Constraints



Existing Opportunities



KEY

- ① Maintain views to Slope Hill (Outstanding Natural Feature)
- ② Enhance connection to Lake Hayes
- ③ Potential Gateway to Ladies Mile
- ④ Create links to existing trails network
- ⑤ Potential new access up Slope Hill
- ⑥ Retain existing homestead and notable trees
- ⑦ Connect existing residential neighbourhoods to new development and amenities
- ⑧ Views to ridgelines
- ⑨ Views to The Remarkables and surrounding mountains
- ⑩ Reduce speed along SH6 and create cycleway and walkway
- ⑪ Connect into existing Bus networks





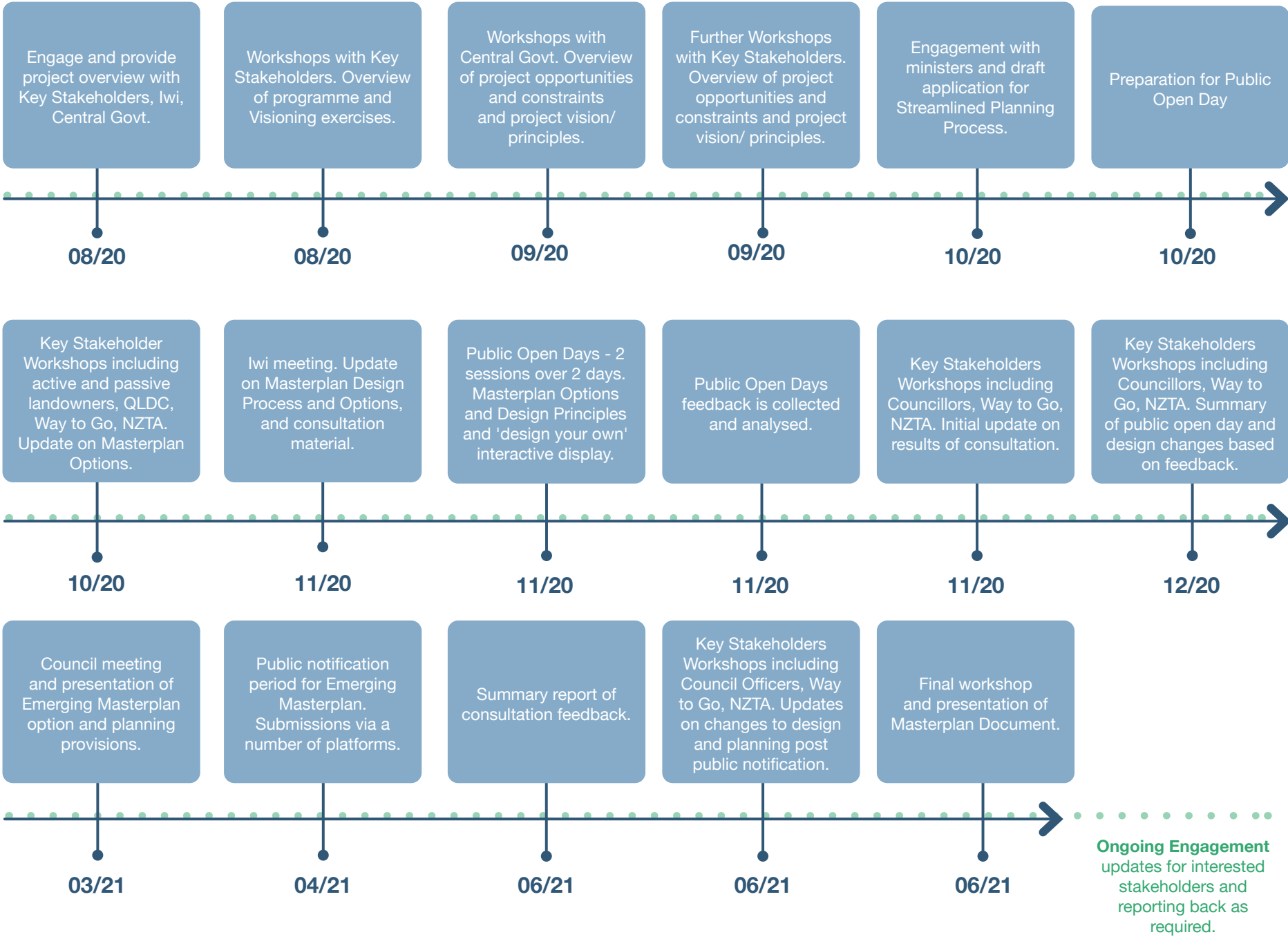
Engagement

Engagement Timeline

Te Pūtahi Ladies Mile is a key location of interest for a number of parties; engagement with stakeholders and the wider community is critical to assist in developing a vision and set of outcomes for the area.

The stakeholder engagement strategy for the project included a mixture of meetings, workshops, phone conversations and online meetings. This consultation was ongoing and regular throughout the process.

Public consultation included involved Public Open Days and online/ social media engagement. Public Open Days were held in November 2020, and a public meeting was held 5th May 2021.





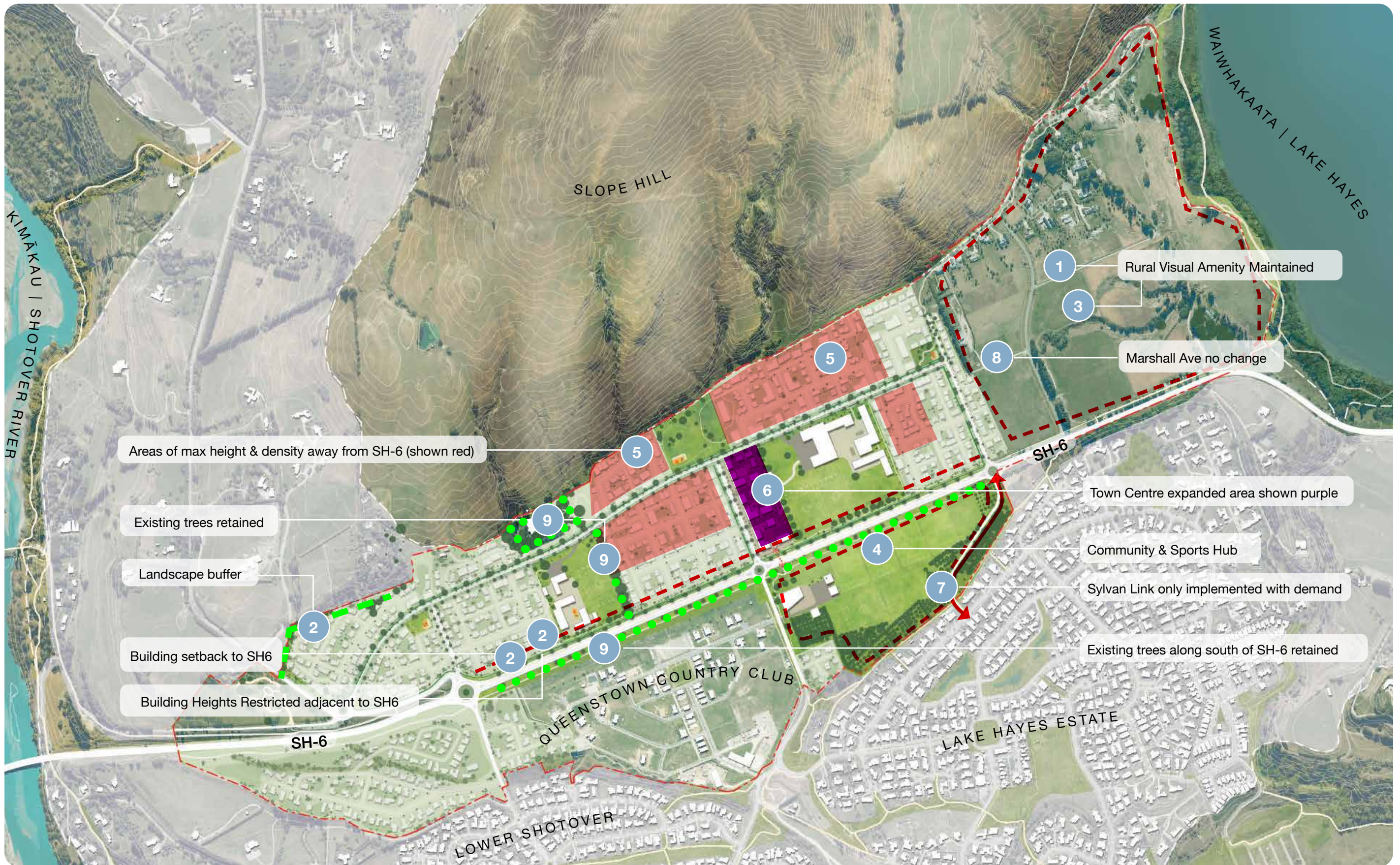
Public Engagement Outcomes

Help shape
the future of
Te Pūhaki:
Ladies Mile

Key themes from the public open days feedback		Outcome
Concerns on traffic impact and need for a second bridge	✓	The transport modelling and subsequent transport strategy developed for the masterplan demonstrates that with a high density and mix of uses, combined with a focus on active/public transport modes with supporting transport demand management measures, the transport impacts are minimised and the need for a 2nd bridge is not required.
Less development and density is preferred	✓	Area of high and medium density were reduced. Over 40Ha to the eastern end of Ladies Miles adjacent to Lake Hayes was removed from the developable area.
Keeping development back from State Highway 6, either through increased building setback or lowering height adjacent to the road	✓	Building setbacks and height restrictions against SH-6 are included in the structure plan. For example; a landscape buffer to the northern side of SH-6 has been added, and building heights adjacent to SH-6 reduced to 3 storeys.
Keeping development away from the western shore of Lake Hayes	✓	The Lake Hayes edge and adjacent land is not rezoned and therefore protected as rural/open space. Development area is set back over 600m from the Lake Hayes edge.
The retention of the Council-owned land on the south side of State Highway 6 for the benefit of the local community (e.g. community facilities and sports fields) rather than activities that would provide for District-wide benefits	✓	Council owned land to the south side of SH-6 zoned for open space and community purposes.
Where there is increased building height and density, locating this to the base of Slope Hill rather than adjacent to State Highway 6	✓	Areas of higher building is located from the mid point of the site back to slope hill, rather than adjacent to SH-6.
Support for creating a community focal point including increasing the size of the commercial / retail centre	✓	The local commercial centre is located centrally to the new community and existing communities south of SH-6, and the zoning allows for future growth as demand increases. The commercial centre has significantly increased in size to allow for future growth in this area.
Removal of the proposed roading link to Sylvan Street in Lake Hayes Estate due to effects on privacy and amenity of adjoining landowners;	—	Sylvan Street road link is required for Public Transport accessibility and resilience for the wider area and will be required once the eastern end of Ladies Mile develops.
Removal of the Marshall Avenue link due to effects on the viability of Threepwood Farm	—	Future cycle and pedestrian link along paper road and Marshall Avenue for access from Te Putahi / Ladies Mile to Lake Hayes
Retention of existing mature trees.	✓	The existing line of oak trees perpendicular to SH-6 are being protected, other than those required to be removed due to the main collector road.

Design Response to Public Engagement

1	Less development and density is preferred;	✓
2	Keeping development back from State Highway 6	✓
3	Keeping development away from the western shore of Lake Hayes	✓
4	The retention of the Council-owned land on the south side of State Highway 6 for the benefit of the local community	✓
5	Where there is increased building height and density, locating this to the base of Slope Hill rather than adjacent to State Highway 6	✓
6	Support for creating a community focal point including increasing the size of the commercial / retail centre	✓
7	Removal of the Sylvan Street link in Lake Hayes Estate due to effects on privacy and amenity of adjoining landowners - <i>this to be implemented on demand</i>	—
8	Removal of the Marshall Avenue link due to effects on the viability of Threepwood Farm	✓
9	Retention of existing mature trees	✓





A landscape photograph of rolling hills. In the foreground, there is a grassy field with a low wooden fence. Behind the fence is a dense line of trees, including a prominent tall, slender cypress tree on the left. The middle ground shows rolling hills with sparse vegetation. In the background, a small building is visible on a hilltop. The sky is blue with some clouds.

Design Response

Design Principles & Key Moves

Design Principles:



Consider SH6 as a gateway to Queenstown



Reflect a unique and enduring identity



Support a healthy environment and ecology

Key Moves

- SH-6 is valued and considered in its role in the arrival experience into Queenstown.

- Maintain key views to Lake Hayes, Slope Hill, the Remarkables and surrounding mountains.
- Celebrate built, landscape and cultural heritage.

- Establish a strong holistic landscape framework.
- Water is managed in a way that gives effect to Te Mana o te Wai.
- Maintain ecological value of the Lake Hayes wetland edge, and improve connections between the lake and river.
- Support kaitiakitanga of the environment and connections to nature.



Create self sustained and connected communities

- Establish a community and commercial heart for both existing and new neighbourhoods.
- Provide places for community interaction and shared amenity.



Ensure sustainable transport networks

- Promote a step change by prioritising public transport and active mode share.
- Ensure quality pedestrian and cycle networks within Te Pūtahi and connections to trails beyond.
- Design attractive streets for people that play an active role in urban life.



Do density well, provide quality and diverse housing

- Offer a choice of lifestyles through a range of quality housing typologies, sizes and affordability.
- Establish medium/high density living to support public transport, commercial activity, community facilities and enabling efficient land use.



Develop a resilient and adaptable framework

- Set out a legible & clear structure to future proof the land and avoid sporadic and adhoc development.
- Identify an appropriate development response that is sympathetic to the local context.
- The Structure Plan acts as a mechanism to manage development while supporting holistic and integrated future growth.

Concept Diagram - Environment



An Enhanced Environment

Te Pūhahi Ladies Mile site has some key environmental and ecological opportunities. The site is framed by Outstanding Natural Features; Lake Hayes to the east, Kawarau River terraces and The Remarkables to the south, Shotover River to the west and Slope Hill directly to the north.

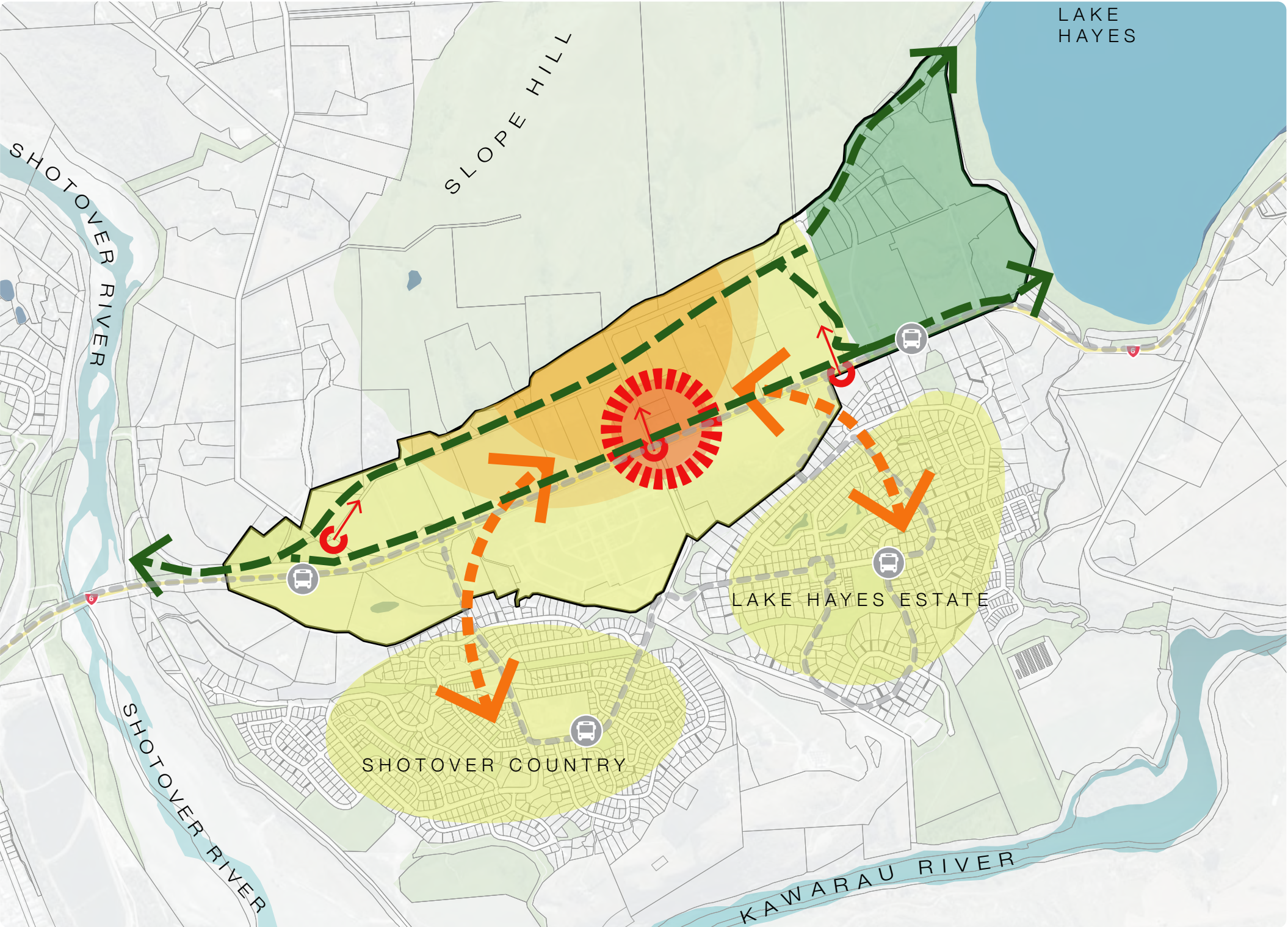
There are opportunities to maintain views to these features, and the open space qualities of the landscape. The development site itself is predominantly flat, and the large area requires a distinct open space network to support a connection to nature, with connectivity and public amenity alongside housing density.

Where there is development along SH-6 the corridor has landscape treatment and setbacks to soften the urban edge.

- KEY**
- Open Space
 - Maintain visual amenity to lake edge
 - Protect views from Lake Hayes and toward lake edge
 - Maintain views to Slope Hill and surrounding mountains
 - Landscape treatment to SH-6
 - Urban Edge Setback to SH-6
 - Outstanding Natural Feature Retained
 - Retained rural lifestyle area



Concept Diagram - Community



A Connected Community

Te Pūtahī Ladies Mile has a vision to create connected communities and improved community amenity. The existing communities to the south of SH-6 must have good connectivity to the community facilities provided as part of Te Pūtahī Ladies Mile. Commercial facilities are therefore placed centrally to the SH-6 corridor, and safe connections across SH-6 are provided.

Density is also kept centrally along the corridor, to create critical mass of people around the community heart within walking/cycling distance. Bus links to the community heart will be strengthened.

Connectivity between lake and river is to be strengthened through cycling and walking networks through the site as well as alongside the proposed new SH-6 corridor.

KEY

- Community Heart
- River to lake greenway
- Connections to neighbouring communities
- Developable area
- Entry point and underpass
- Potential bus connections
- Retained rural lifestyle area

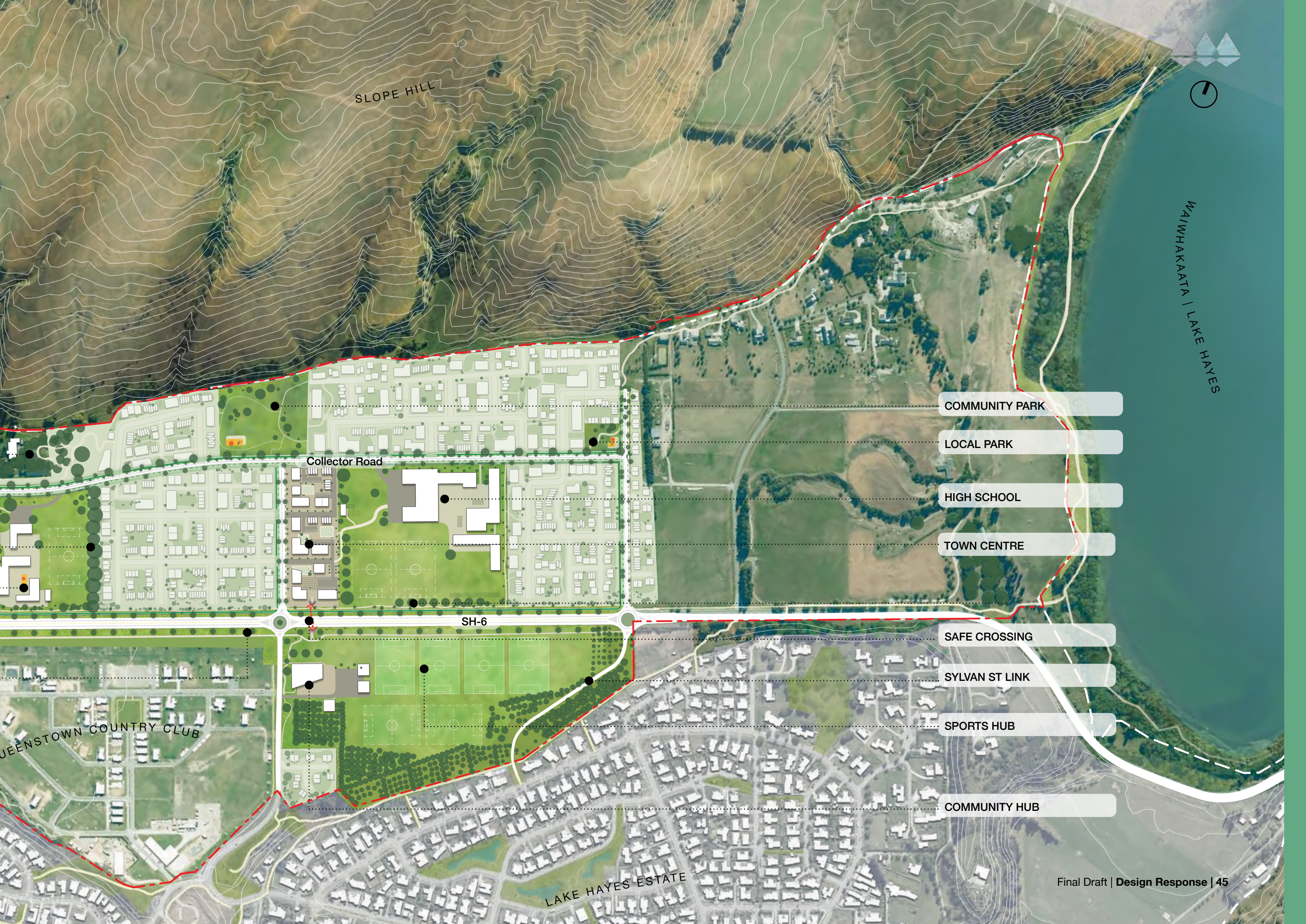
Illustrative Masterplan

The Illustrative Masterplan provides a possible future for Te Pūtahi Ladies Mile.

The Masterplan is indicative only, and provides an impression of what the site could look like in the future.



Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education



SLOPE HILL

WAIWAKATA | LAKE HAYES

QUEENSTOWN COUNTRY CLUB

LAKE HAYES ESTATE

Collector Road

SH-6

- COMMUNITY PARK
- LOCAL PARK
- HIGH SCHOOL
- TOWN CENTRE
- SAFE CROSSING
- SYLVAN ST LINK
- SPORTS HUB
- COMMUNITY HUB


Key Features


The Key Features of the Masterplan are illustrated here. They display:


- The potential amenity provision of Te Pūtahi Ladies Mile, including hospitality, commercial, grocery stores, community facilities, schools, parks and sports facilities.
- The retention of existing key heritage features.
- The potential for provision of active parks and passive open space
- The retention of existing key trees.
- Walking distances; the majority of the site is within a 1km walking distance to the Town Centre commercial hub, which is approximately 10-12min walk.
- The schools are within 500m of the Town Centre, approximately a 6min walk from the Primary School, and less than 5min from the High School. They are also within 500m of the Community and Sports Hub.


Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education


KEY


Mixed Use


Community Hub


Active Travel Link


Commercial


Community


Grocery


Hospitality


Heritage Feature


High School


Primary School

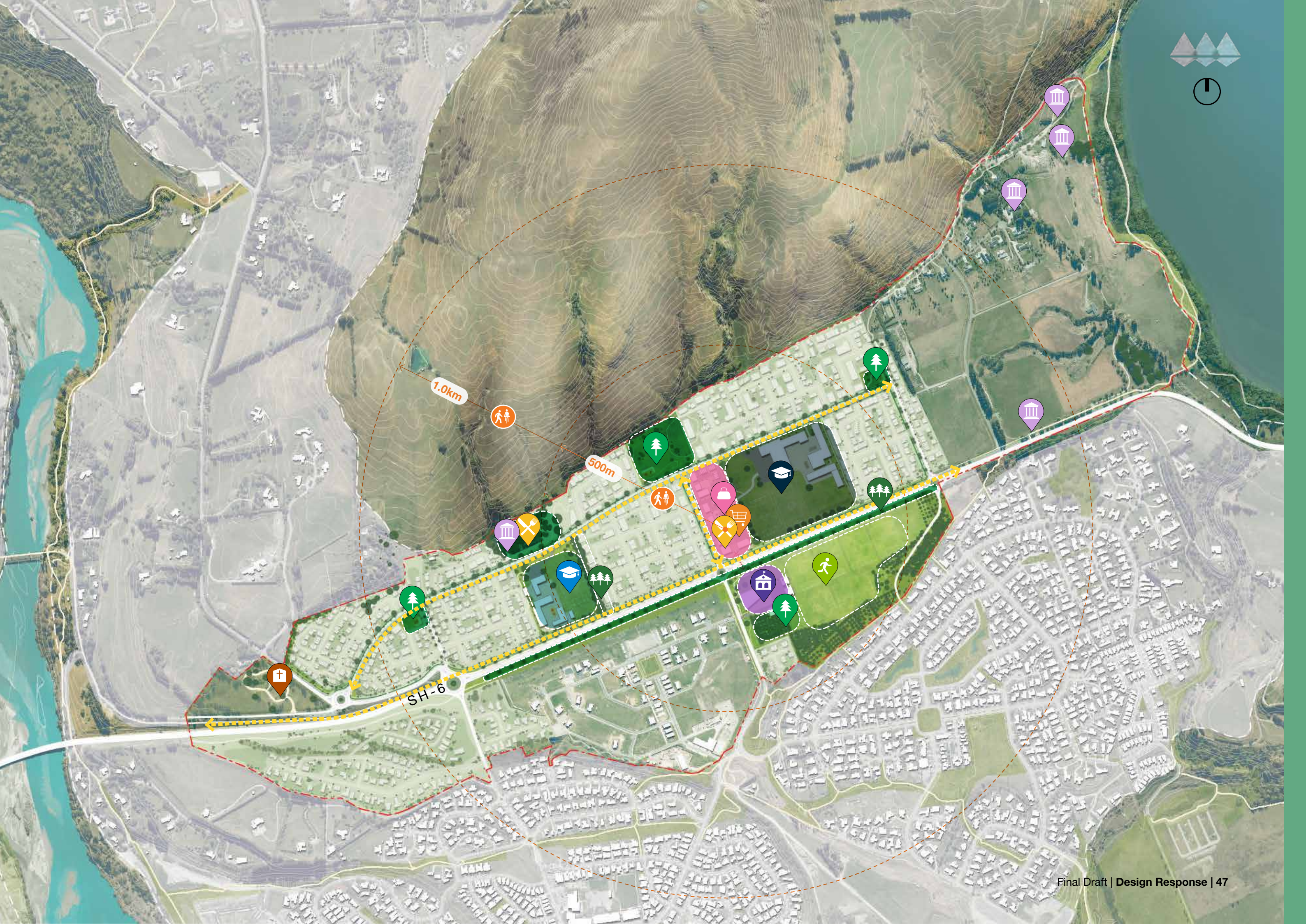
Parks

Sports Facility

Existing Cemetery

Existing Trees

Walking Distances



1.0km

500m

SH-6

Site Overview

This is an indicative overview of the masterplan, describing its relationship with the surrounding topography and landscape. Key Features include:

- Development is kept away from Lake Hayes and Shotover River.
- Areas of Open Space and the two Schools help break up the consolidated areas of residential development.
- Town Centre is central to both the existing communities of Lower Shotover, Queenstown Country Club and Lake Hayes Estate, and the new community of Te Pūhahi Ladies Mile.
- A substantial Community and Sports Hub is provided south of State Highway 6, for use by existing and new communities.
- Residential housing in defined areas to create community clusters within an open space network.

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education





HOMESTEAD & GROUNDS

COMMUNITY PARK

HIGH SCHOOL

LOCAL PARK

PRIMARY SCHOOL

TOWN CENTRE

SYLVAN ST LINK

SLOPE HILL

Collector Road

SH-6

WAIWHAKAATA / LAKE HAYES

QUEENSTOWN COUNTRY CLUB

SPORTS HUB

COMMUNITY HUB

LAKE HAYES ESTATE







Design Principle 1: Consider SH6 as a gateway to Queenstown

That celebrates the evolving nature of the wider Whakatipu Basin

The State Highway 6 corridor that runs through Te Pūtahī Ladies Mile is an important piece of the arrival story into Queenstown. It is renowned by locals and visitors for its unique natural beauty, open space qualities, views to surrounding mountains and rural character.

The Masterplan proposal seeks to retain aspects of the existing corridor such as significant views and open space qualities to Lake Hayes, while re-imagining the central span of the corridor as a green, filtered urban edge. The SH-6 corridor will ensure quality public and active transport, allowing more diversity to the corridor experience.

Key Moves

- SH-6 is valued and considered in its role in the arrival experience into Queenstown.



SH-6 Corridor

1. Rural Corridor

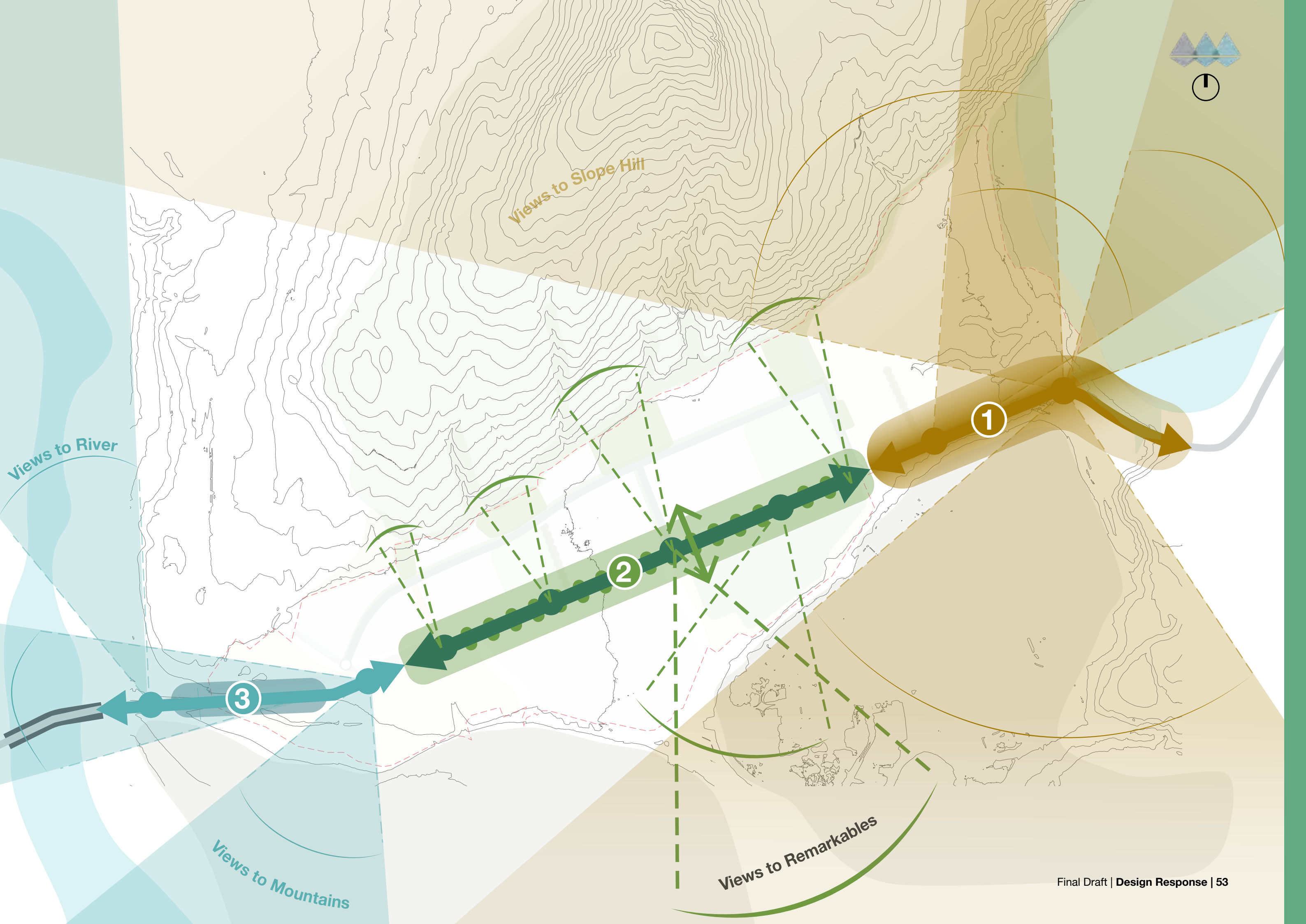
- Maintain Open Space character of Lake Hayes edge and eastern paddocks.
- Expansive Views across to Slope Hill, the Remarkables and surrounding mountains.
- On departure from Queenstown there is future potential for views to Lake Hayes (with removal of some vegetation).

2. Urban Green Corridor

- Green link with layering of trees and planting to either side, landscaped buffer to built edge, cycle and pedestrian path, and public transport use.
- Opportunities to safely cross the road to the Commercial Hub via potential underpass or safe crossing, and future midblock crossings.
- Directed views through to Slope Hill

3. River Terrace Corridor

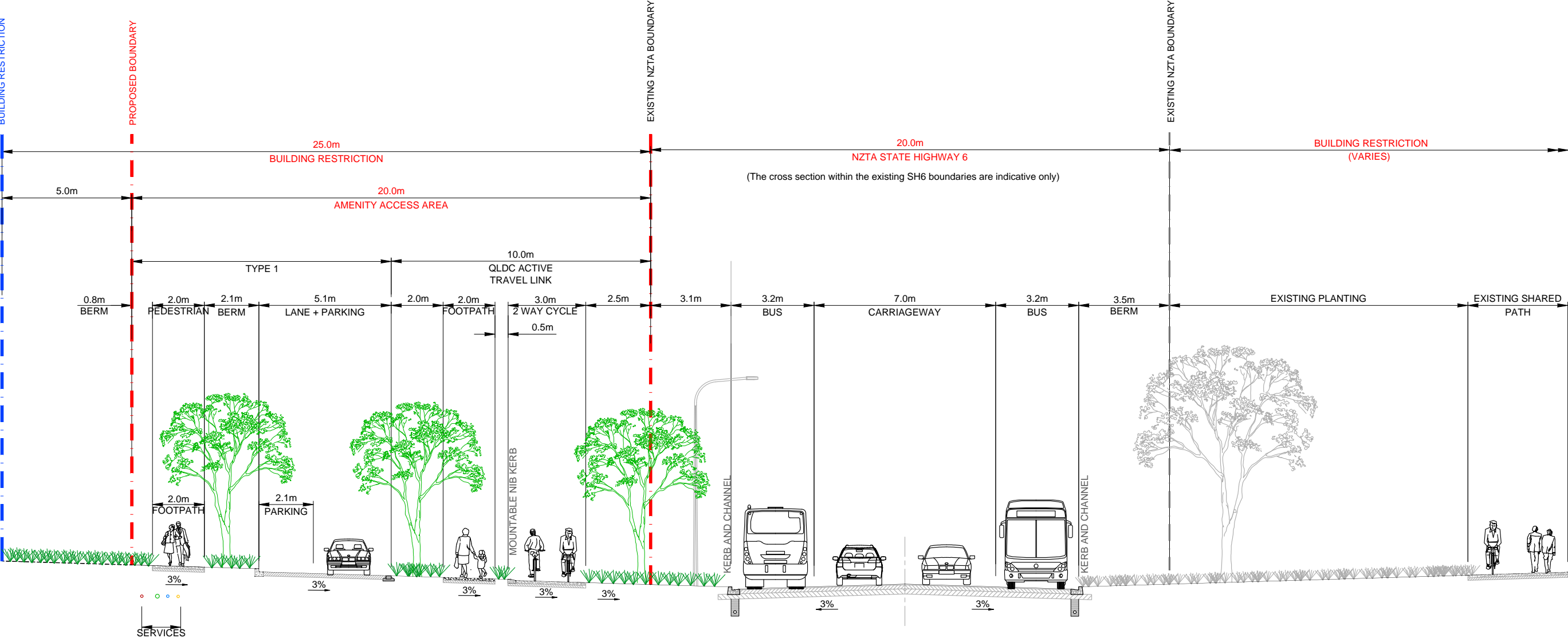
- High views maintained over terraces and lower basin to the Remarkables to the South, and towards Ferry Hill to the west.
- Views toward Ferry Hill, Peninsula Hill and Cecil and Walter Peak beyond.
- Road cuts into the land and views are restricted for a section until it opens up before the bridge to views over the river and terraces.



State Highway 6 - Illustrative Section and Plan

Key Features

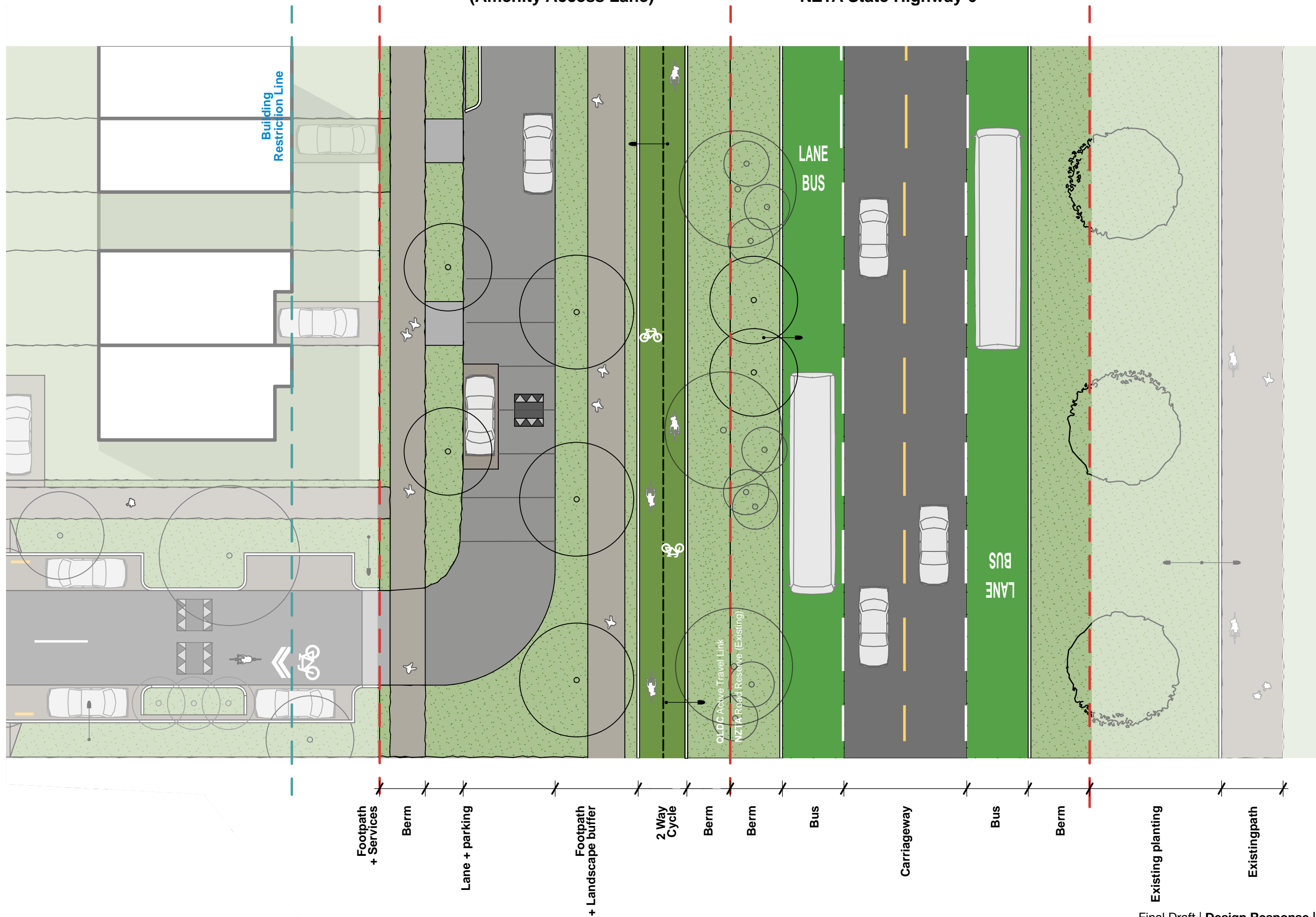
- Dedicated Bus Lanes
- In lane bus stops
- Active travel link: continuous dedicated two-way cycle path and separated pedestrian path
- Existing trees remain on south of SH-6
- Lighting to active link
- 25m building restriction zone to North
- Option for laneway adjacent to SH-6 in amenity access area.
- Housing to positively face SH-6 to create and active edge to improve CPTED outcomes





(Amenity Access Lane)

NZTA State Highway 6



State Highway 6 - Visualisation

Existing trees to south of SH-6

Amenity access lane supports an attractive street frontage where development fronts SH-6

Continuous shared active link

Vegetated buffer to SH-6 that responds to and mitigates effects of high speed zone

2 storey minimum/ 3 storey maximum along SH-6 to promote strong residential edge

Houses face the street to support better CPTED outcomes for amenity access zone

Dedicated Bus Lanes









Design Principle 2: Foster a Unique & Enduring Identity

That celebrates and responds to the cultural and landscape values of Te Pūtahi Ladies Mile

Te Pūtahi Ladies Mile is situated in a unique and significant natural environment with a compelling ecological and cultural history. The design has an opportunity to reflect and celebrate the natural and cultural memory of the area and to establish a strong local identity for new and existing residents and visitors.

Developments within Te Pūtahi Ladies Mile should be responsive to the Māori and pioneer history of the area, as well as the ecological and landscape context.

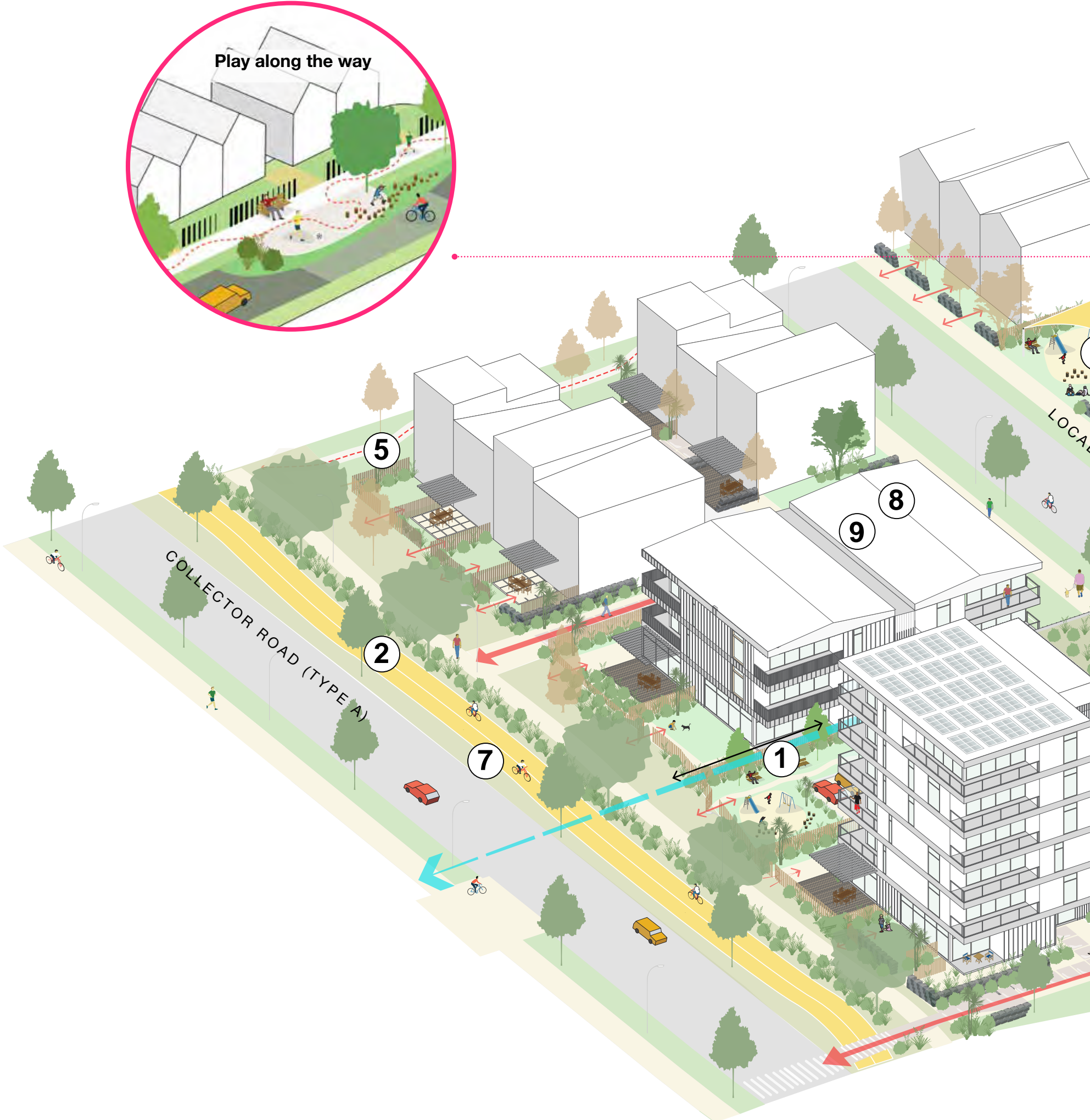
Key Moves

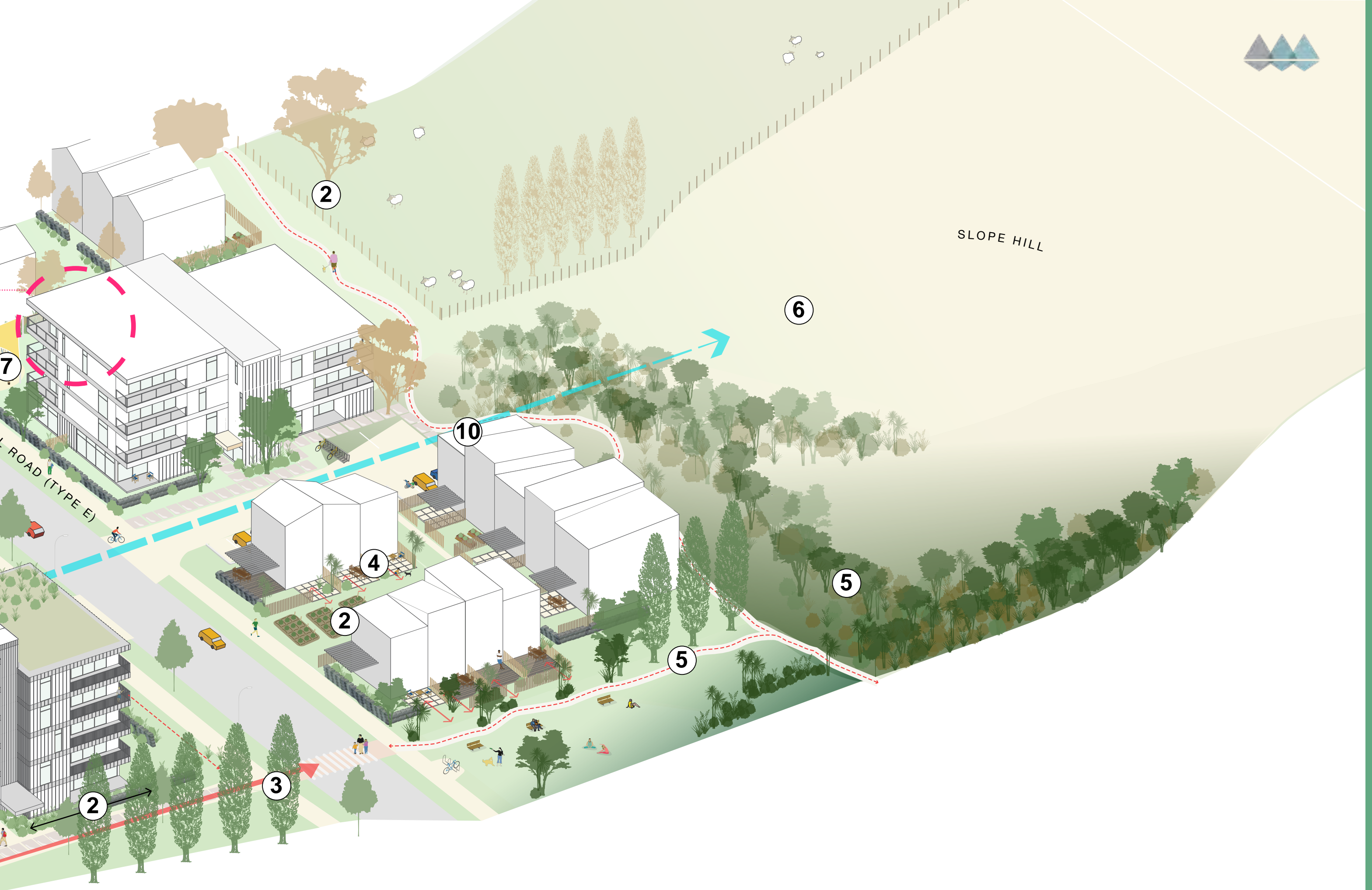
- Maintain key views to Lake Hayes, Slope Hill, the Remarkables and surrounding mountains.
- Celebrate built, landscape and cultural heritage.



Living in Te Pūtahi

- 1 Views through site maintained, with views prioritised towards Slope Hill
- 2 Strong pedestrian and cycle connectivity through street networks, landscape elements, open space, and development areas.
- 3 Existing landscape character is maintained and enhanced where appropriate.
- 4 Shared amenity for medium/high density housing including outdoor space with consideration for good solar, gardens, bike storage etc.
- 5 Emphasis on native regenerative planting alongside local exotic species to represent the dual landscape heritage. Planting to streets, swales and parks enrich the landscape character.
- 6 The Outstanding Natural Feature status of Slope Hill is celebrated for its open space qualities and visual amenity. Higher density living overlooks open space amenity.
- 7 Attractive street design allows for interaction, safe play spaces and shared use. A focus on streets for pedestrians and cyclists with slow vehicle movement and 'play along the way' interventions for family use.
- 8 A variety of housing types provide a diversity of size, type, style, cost and amenity.
- 9 Medium/high density housing is designed with good outlook, sunlight access, connection to nature, shared high quality amenity.
- 10 Consolidated shared parking.





Landscape Character and Heritage

Heritage Elements Retained



A - Glenpanel Homestead



B - Robert Lee Memorial Trough



C - Threepwood Villa



D - Marshall Cottage



E - Threepwood Store/ Stables/ Woolshed



Retained and zoned for commercial use to allow for hospitality function and public interaction.



Land zoning does not change, the character and amenity of the Threepwood area and heritage features are maintained.

Retained Existing Trees (Masterplan Concept)

Retained existing trees in the masterplan concept includes:

1. Trees along the south side of State Highway 6.
2. Trees on the bank to the south of the sports hub, screen for potential Sylvan St link.
3. Walnut trees to the south of the Community Hub.
4. Oak tree avenue shown on the masterplan east of the Primary School.
5. Trees associated with the Glenpanel Homestead.
6. Existing trees associated with Slope Hill gullies, as appropriate and as deemed to have value.
7. Trees near the Lake Hayes edge which screen views of the development from the other side of the lake.

Note: Developers will be required to consider other existing mature trees with a view to retaining where possible.

Retained Views

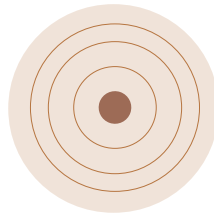
Directed Views

Views through the development to Slope Hill that are maintained through crafting open space allowances and road corridors.



Open Views

Minimally obstructed views across low lying or open rural areas that allow for 360 degree visibility of surrounding landscape features.



Remarkables Views

Views across open space/ low lying development across to Remarkables



Ranges Views

Views across to ranges including Walter Peak and Cecil Peak.



Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education







Design Principle 3: Support A Healthy Environment & Ecology

Where people are connected to nature and the development improves ecological outcomes in the long-term

The existing environment of Te Pūtahi Ladies Mile is valued for its open space characteristics, however the rural landscape is not representative of original indigenous ecologies and does not support sustainable water management.

The landscape of the Masterplan seeks to support the regeneration of native species alongside the retention of existing trees and complementary exotic planting.

Key Moves

- Establish a strong holistic landscape framework.
- Water is managed in a way that gives effect to Te Mana o te Wai.
- Maintain ecological value of the Lake Hayes wetland edge, and improve connections between the lake and river.
- Support kaitiakitanga of the environment and connections to nature.



Landscape Concept

The overall landscape strategy for Te Pūtahi Ladies Mile seeks to create a strong vegetation framework that supports the regeneration of native ecologies; provides for habitat connections between Lake Hayes, Slope Hill, and the Shotover river; and reflects the rural, agricultural, and open space qualities of the wider Wakatipu Basin.

SH6

SH6 is a major gateway to Queenstown and the landscape approach is to retain and enhance the existing qualities of this arrival experience – namely a tree lined and landscaped corridor with open views to the Remarkables and the establishment of key view corridors to Slope Hill. The existing chestnut trees on the Southern side of SH6 should be retained and additional tree planting to both sides should be large scale exotic species to create a consistent and distinctive arrival experience.

Green Corridor:

A native green corridor is proposed to the base of Slope Hill to connect Lake Hayes with the Shotover River. Planting will reflect the original woodland, scrub-land, and tussock grassland ecology of the area. Whilst outside of the study area the plan promotes the re-vegetation of the lower Slope Hill gullies to contribute to stormwater management, water quality and biodiversity.

The focus of planting along, and to the north of the primary spine road should be native including walkways, amenity reserves and private gardens. Exotic species for heritage and amenity values can be incorporated. Planting along the primary link roads to SH6 extend the native planting to meet SH6 and provide a distinctive character for Te Pūtahi Ladies Mile.

Primary entrance roads:

Street tree planting for the 3 main entrance roads should be large scale to reflect the agrarian landscape and language of shelter-belts and strong lines. Form and placement should be considered so as to maintain and accentuate views to Slope Hill.

Existing trees:

Existing mature trees have been identified for retention, notably the Oak lined driveway and trees associated with the homestead. These trees provide a maturity and landmarks for the development that are not easily replaced.

Internal Streets:

Street tree and under-planting to internal streets should be a blend of native and exotic species selected to compliment the overall planting framework whilst responding to site specific view shafts, solar gain, provision of shade, and scale. It is also anticipated that the tree planting within private lots will contribute to the overall streetscape, and again species should be selected to contribute to overall biodiversity, bird habitat, and the overall ambition for a network of connected green neighbourhoods.



Native Ecologies

To support and restore native ecologies.



Exotic local character

Exotic, deciduous trees reflecting local character and providing seasonal variation.






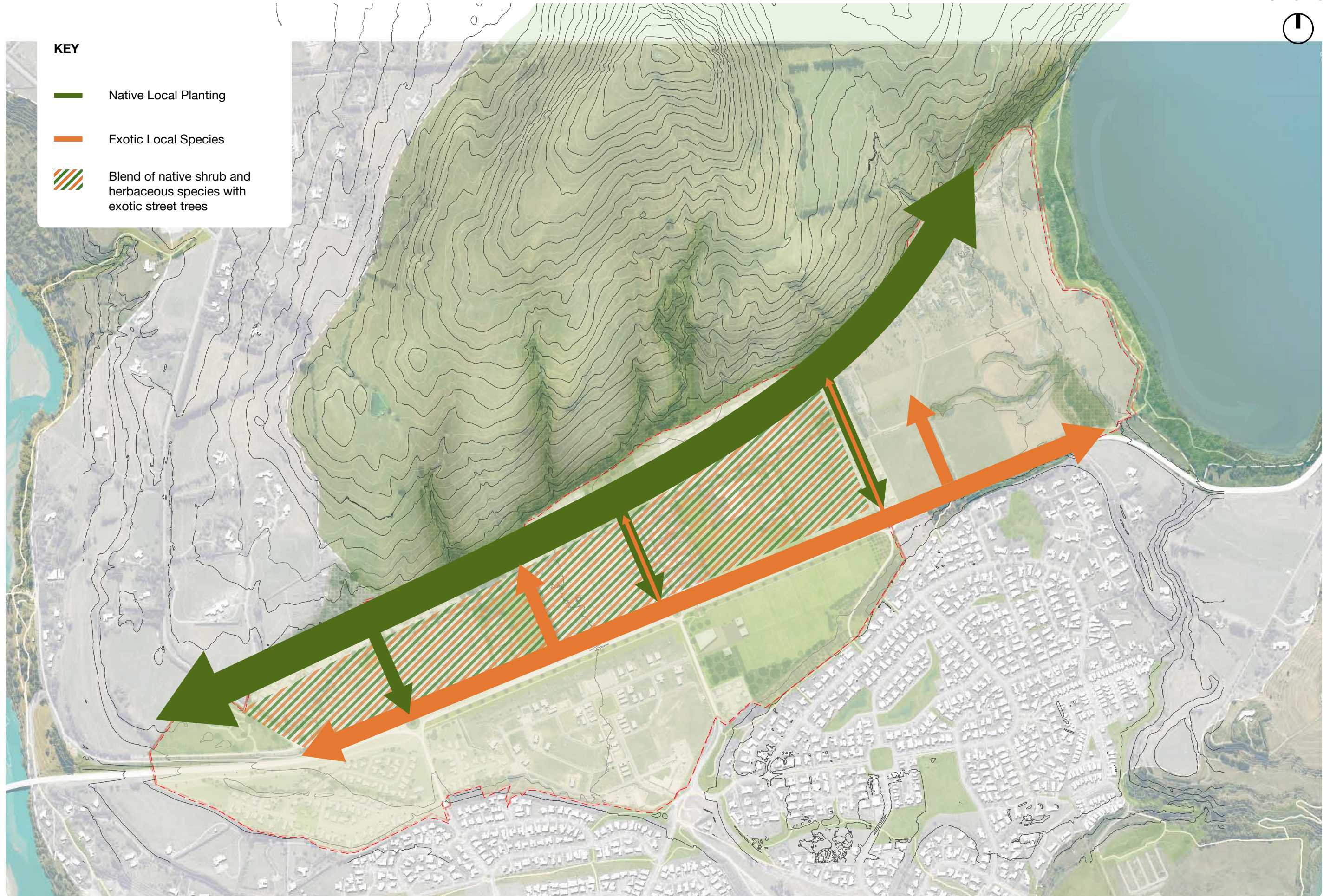
Native and Exotic blend

Blending native shrub and herbaceous species with exotic trees to celebrate both characters and extend native habitats.



KEY

-  Native Local Planting
-  Exotic Local Species
-  Blend of native shrub and herbaceous species with exotic street trees



Planting Palette

Palette

				 <p> Sweet Chestnut <i>Castanea sativa</i> </p>	 <p> English Beech <i>Fagus sylvatica</i> </p>	 <p> Flowering Cherry <i>Prunus 'Shirofugen'</i> </p>	 <p> Mountain Ash <i>Eucalyptus regnans</i> </p>
			 <p> Flowering Ash <i>Fraxinus ornus 'fastigiata pyramidalis'</i> </p>	 <p> Dutch Elm <i>Ulmus hollandica 'Lobel'</i> </p>	 <p> Oak <i>Quercus petraea</i> </p>	 <p> Oak <i>Quercus palustris</i> </p>	 <p> Tulip Tree <i>Liriodendron tulipifera</i> </p>
 <p> Sweetgum <i>Liquidambar styraciflua</i> </p>	 <p> Black gum <i>Nyssa sylvatica</i> </p>	 <p> Upright Oak <i>Quercus robur 'Fastigiata'</i> </p>	 <p> Sedge <i>Carex buechananii</i> </p>	 <p> Sedge <i>Carex secta</i> </p>	 <p> Red Tussock <i>Chinochloa rubra</i> </p>	 <p> Olearia <i>Olearia bullata</i> </p>	
 <p> Silver Beech <i>Lophozonia menziesii</i> </p>	 <p> Kowhai <i>Sophora microphylla</i> </p>	 <p> Sedge <i>Carex buechananii</i> </p>	 <p> Sedge <i>Carex secta</i> </p>	 <p> Red Tussock <i>Chinochloa rubra</i> </p>	 <p> Olearia <i>Olearia bullata</i> </p>	 <p> Flax <i>Phormium tenax</i> </p>	
 <p> Cabbage Tree <i>Cordyline australis</i> </p>	 <p> Kowhai <i>Sophora microphylla</i> </p>	 <p> Toi toi <i>Austroderia richardii</i> </p>	 <p> Red Tussock <i>Chinochloa rubra</i> </p>	 <p> Corokia <i>Corokia cotoneaster</i> </p>	 <p> Coprosma <i>Coprosma rugosa</i> </p>	 <p> Hebe <i>Hebe ordora</i> </p>	 <p> Flax <i>Phormium tenax</i> </p>
 <p> Kowhai <i>Sophora microphylla</i> </p>	 <p> Beech <i>Fuscospora cliffortiodes</i> </p>	 <p> Tussock <i>Chinochloa rigida</i> </p>	 <p> Wineberry <i>Aristotelia serrata</i> </p>	 <p> Manuka <i>Leptospermum scoparium</i> </p>	 <p> Tree Daisy <i>Olearia bullata</i> </p>	 <p> Tree Daisy <i>Discaria toumatou</i> </p>	 <p> Flax <i>Phormium tenax</i> </p>

1 Retained trees

2 SH6

Large scale deciduous species to compliment existing SH6 character

3 Internal streets

A blend of native and exotic species. Low lying native species to provide habitat and native character. Exotic street trees to compliment local character and provide passive solar benefits.

- Swale/water sensitive native planting
- Exotic deciduous trees

4 Collector Road

The green link across the development with generous planting and extensive network of cycle and walk ways within the native vegetation.

- Water sensitive planting
- Habitat friendly (flowers + berries)

5 Reserves

Native planting palette for recreation reserves to reflect the indigenous woodland species of the ecological region and support habitat for native species.

- Kowhai trees for shade
- Water sensitive plants
- Amenity planting

6 Slope Hill Gullies

Support the re-vegetation of slope hill gullies to provide habitat and improve stormwater management.

- Plants that handle dampness
- Plants that attract insects and birds (typically berries & flowers)
- Planting palette to reflect original vegetation of Slope Hill area

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education



Stormwater Strategy

Guiding Principles for Stormwater Management

The original draft masterplan (October 2021) proposed two centralised detention areas and swales to deal with water quality and quantity issues including capturing natural flows from Slope Hill. Neither Council nor landowners are in a position to lead the implementation of the proposed centralised system and it is now intended that the stormwater management approach will still follow the same principles, with the detailed solutions being developed by landowners subject to Council endorsement.

- Utilise stormwater management solutions that mimic the natural water cycle and enhance the water quality.
- Employ an integrated stormwater management approach that supports connectivity to the natural environment and gives effect to Te Mana o te Wai and the community wellbeing.
- Manage flooding and surface water flow to safeguard the community and infrastructure in a sustainable manner.
- The hydrological regime in the area is replicated such that the maximum rate of discharge and peak flood levels post development are no greater than pre development
- That there are no overland flows from attenuation systems or soak pits for 1% AEP events or less unless there is a defined and acceptable overland flow path
- Ensure that there is a maximum 24-hour drain-down for any attenuation systems basis/soak pits for 1%AEP events
- That there are no overland flows across SH6 for 1% AEP events or less
- That there are no direct discharges from the development area into Lake Hayes
- That runoff from all roads is managed through appropriate treatment device(s)
- Avoid a proliferation of multiple stormwater management systems and devices. Depending on location and land ownership structures this may necessitate co-operation of multiple landowners to ensure an acceptable approach
- Implement stormwater management solutions that deliver lifecycle operational and economic resilience.
- Align 'blue' stormwater solutions and the wider 'green' landscape and open space strategies wherever possible



Stormwater wetland with native planting and walking paths.



Stormwater swales with native planting and pathways winding across and around.



Stormwater retention areas with native planting integrated with pathways.



Stormwater retention pond with native planting and walking paths.

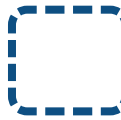
Hooten Reserve & Lucas Creek, Albany, Auckland. Project by Bradbury McKegg (BMLA). Source: <https://architecturenz.co.nz/articles/hooten-reserve-lucas-creek/>



KEY



Slope Hill Stormwater Area
Natural runoff to be captured and managed through the development area.



Stormwater Management
Stormwater is managed within the development area and in accordance with the guiding principles.

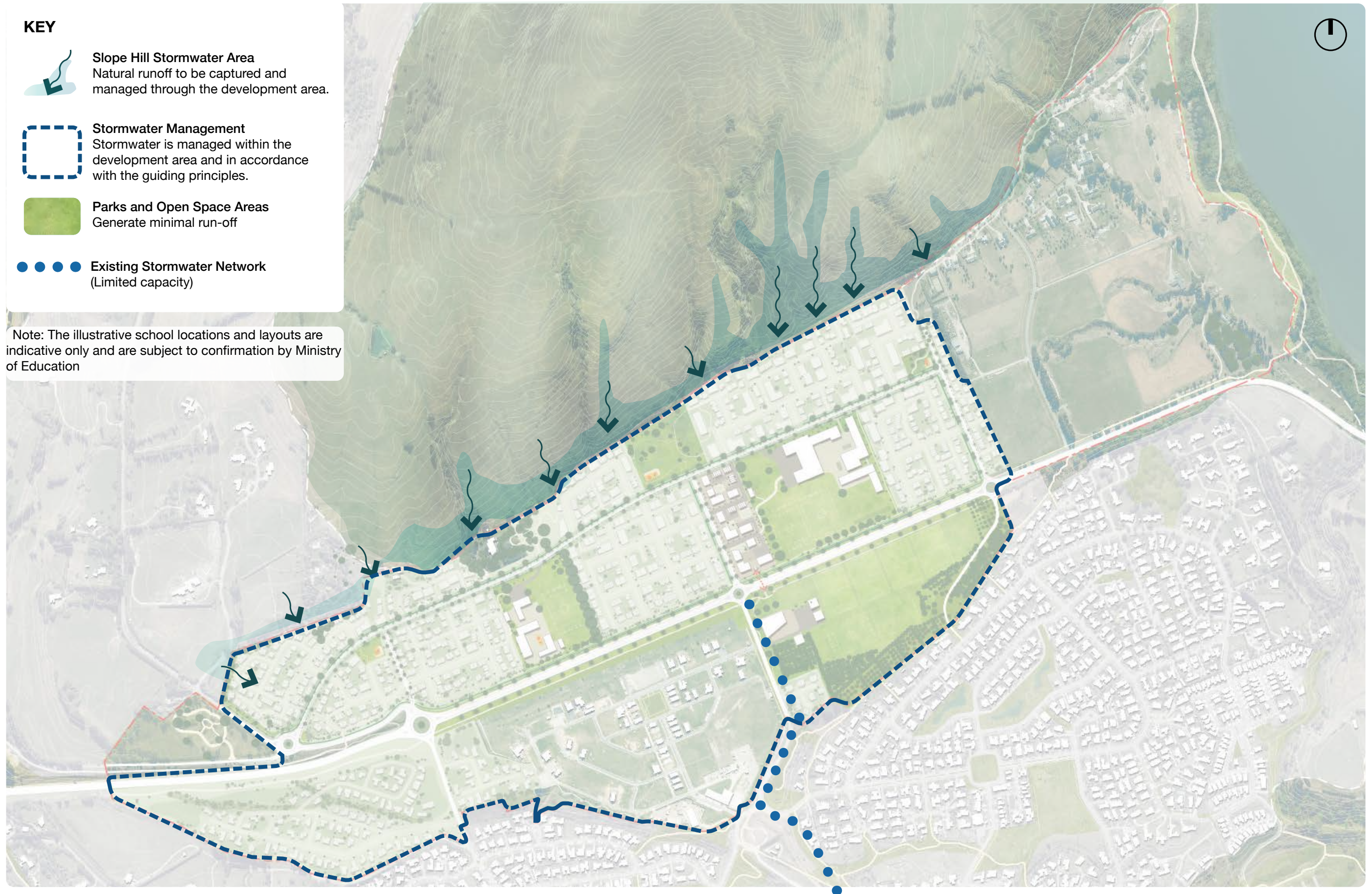


Parks and Open Space Areas
Generate minimal run-off



Existing Stormwater Network
(Limited capacity)

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Design Principle 4: Create Self Sustained & Connected Communities

With self-servicing local amenity and a central community heart/hub

There is potential for Te Pūtahi Ladies Mile to provide strengthened community facilities and amenity for the new community, and also for the existing communities across State Highway 6.

The design allows for a vibrant community heart, with the Town Centre to the north of SH-6, and a Community and Sports Hub to the south connected via potential underpass or safe crossing and eventually, signalised crossings. The Town Centre is a mixed use area with the ability to grow in commercial use depending on demand. Medium/High density living creates a critical mass of people to support shared amenity including parks, play spaces, shared parking and community gardens. Density and the supporting shared spaces encourage social interaction, moments for connection and ability to know your neighbours.

Key Moves

- Establish a community and commercial heart for both existing and new neighbourhoods.
- Provide places for community interaction and shared amenity.
- Provide for schools to serve existing and future communities.



Town Centre



The Town Centre is in the middle of the development area, across the State Highway from the Community and Sports Hub. The zoning supports Commercial and Residential use. The Town Centre area is large enough to future proof for growth in population and commercial demand. It enables a mix of commercial, retail and hospitality use typically on the ground floor with the opportunity for office spaces and residential apartments above.

Community Park
Play area

Town Centre Collector Road

Consolidated parking in Town Centre

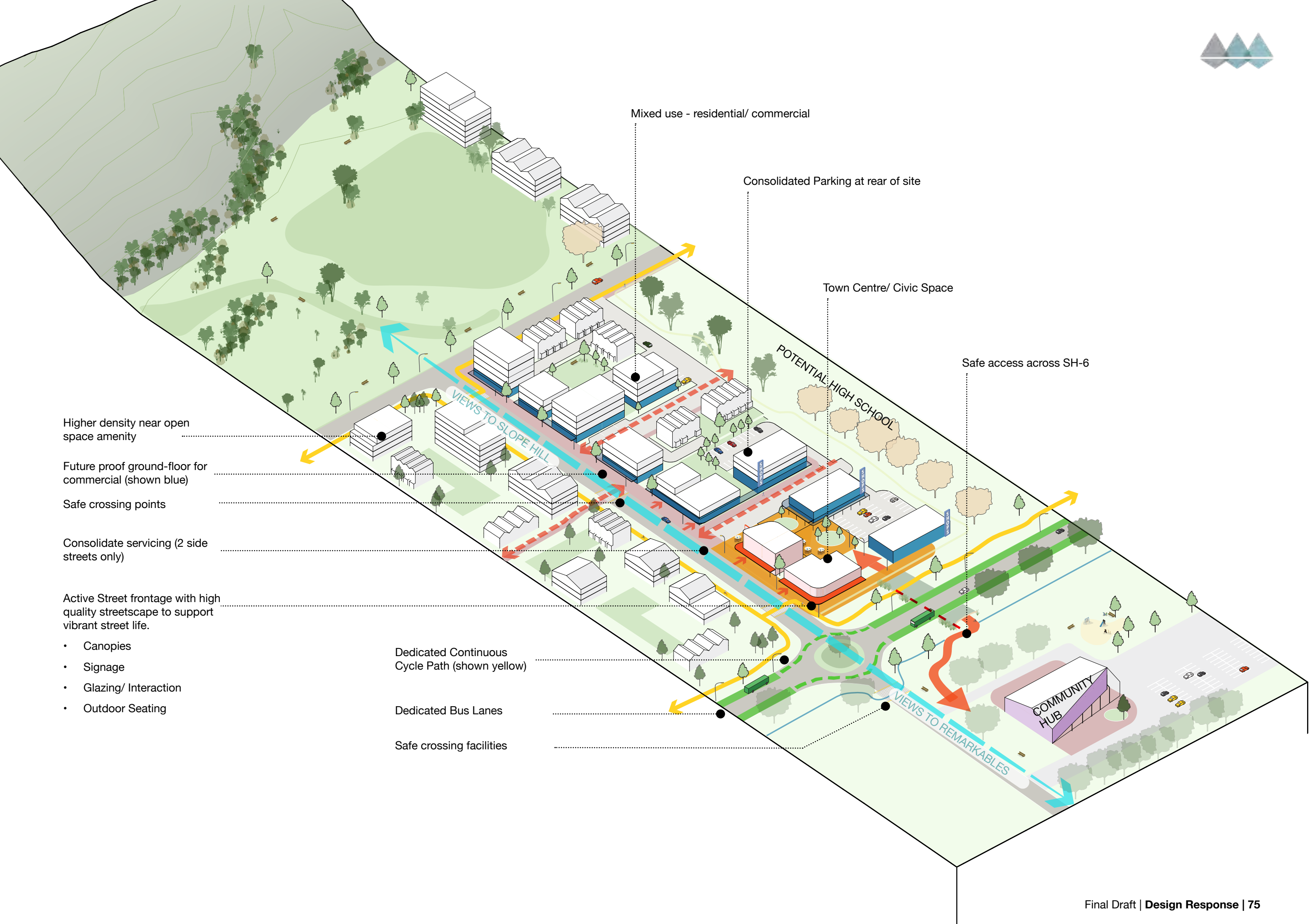
Town Centre Civic Space

Safe Crossing



Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education





Higher density near open space amenity

Future proof ground-floor for commercial (shown blue)

Safe crossing points

Consolidate servicing (2 side streets only)

Active Street frontage with high quality streetscape to support vibrant street life.

- Canopies
- Signage
- Glazing/ Interaction
- Outdoor Seating

Dedicated Continuous Cycle Path (shown yellow)

Dedicated Bus Lanes

Safe crossing facilities

Mixed use - residential/ commercial

Consolidated Parking at rear of site

Town Centre/ Civic Space

Safe access across SH-6

POTENTIAL HIGH SCHOOL

COMMUNITY HUB

VIEWS TO SLOPE HILL

VIEWS TO REMARKABLES

Town Centre Visualisation

The Town Centre is a vibrant community heart for both the new development area and surrounding communities. The street alongside the town centre has dedicated two way cycle way which provides an active link through the site and connects directly to the community park.

The commercial street frontage activated with glazing, outdoor seating and continuous canopies provide cover. Consolidated parking is provided off street and behind the main street frontage.

Slope Hill views

Activated street frontage

Shared streets support vibrant street life

Future proofed ground floor for commercial use

Consolidated parking at rear

Dedicated continuous cycle way

Safe street crossings at regular intervals





Schools



Key Features

- Close walking distance to the Town Centre from both Primary and High school (5-10mins)
- School fields provide open space character and allow for views through to Slope Hill
- Primary School embedded in residential neighbourhood
- High school close to the amenity of the Sports and Community hub and Town Centre

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education

Community and Sports Hubs

Key Features

- Located across SH-6 from the Town Centre - pedestrian and cycle access connecting to Community Hub
- Straddles the new development and the existing communities of Lake Hayes Estate, Queenstown Country Club and Shotover Country.
- Zoning to allow for Open Space and Community Use, and could include uses such as Community Buildings, Indoor Sports Facilities, Clubrooms, Community Park and Sports Fields.
- The Sylvan Street Link can be implemented (depending on demand) to improve connectivity for the existing communities to the south of SH-6.
- Existing trees to remain where viable to add landscape character and amenity.

Multi-Use Sports Fields

Sylvan Street Link

Safe Crossing

Landmark Community Building and Associated Facilities

e.g.. Play Area, Indoor Sports Facilities, Shared Use Spaces.

Retained Existing Trees

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education







Design Principle 5: Ensure Sustainable Transport Networks

With a well connected movement network - offering high quality walking, cycling, and public transport

The Masterplan supports a step change from private car reliance to public and active travel modes.

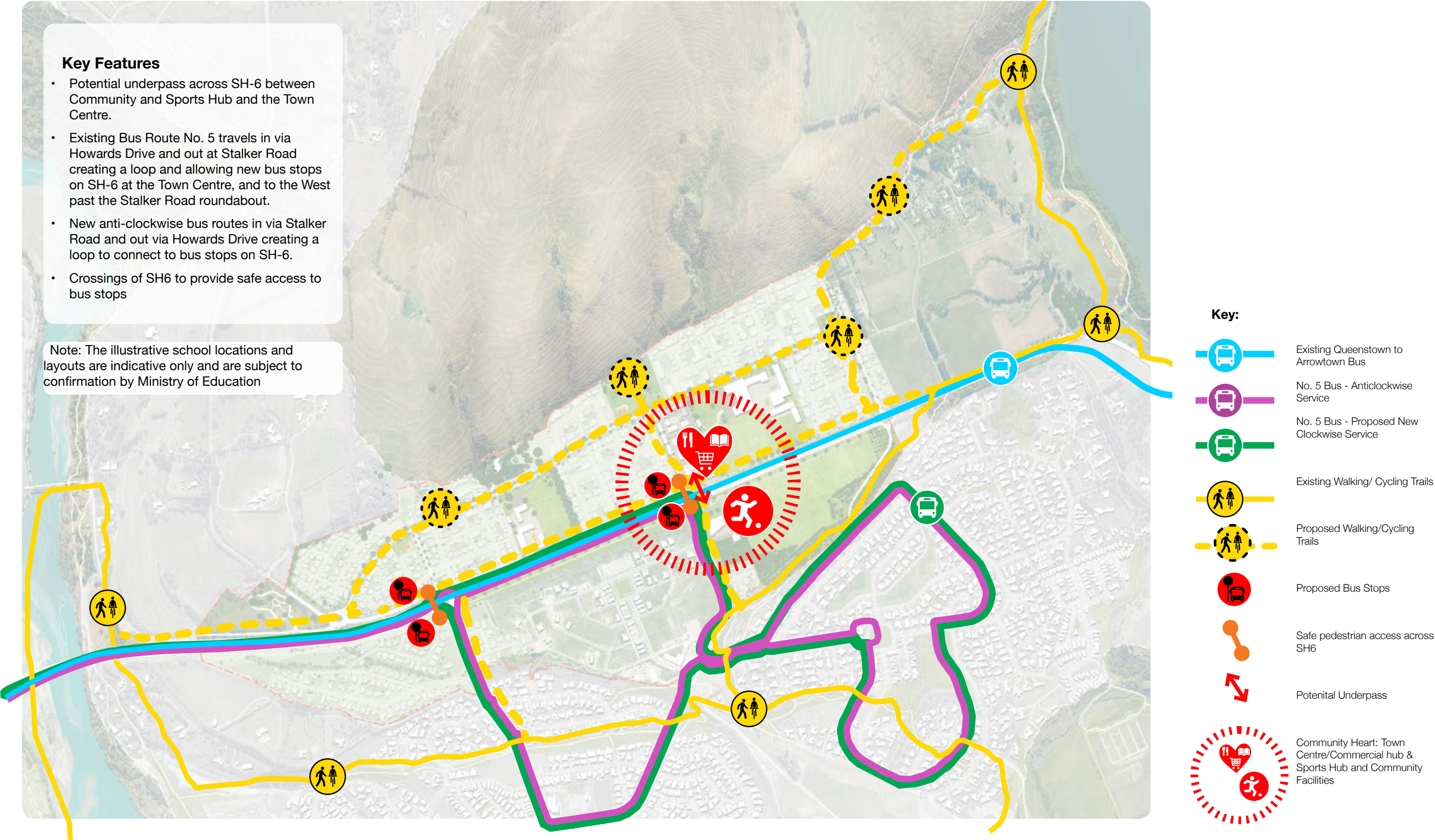
Streets are designed with safe cycle and walking routes, crossing allowances, and connections to existing walking/cycling routes are provided. Existing bus networks are improved and the fully developed public transport network will provide bus stops along SH-6 within 500m of all new residential neighbourhoods. By prioritising shared and active modes of travel Te Pūtahi Ladies Mile can be a leading example for sustainable growth in the wider Queenstown Lakes area.

Key Moves

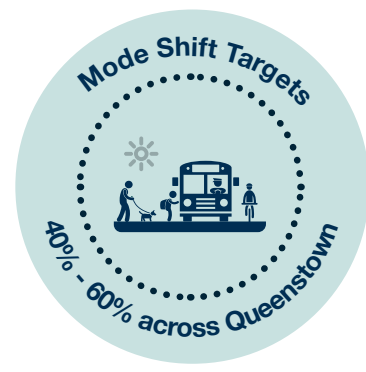
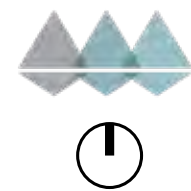
- Promote a step change by prioritising public transport and active mode share.
- Ensure quality pedestrian and cycle networks within Te Pūtahi and connections to trails beyond.
- Design attractive streets for people that play an active role in urban life.



Initial Public Transport Networks



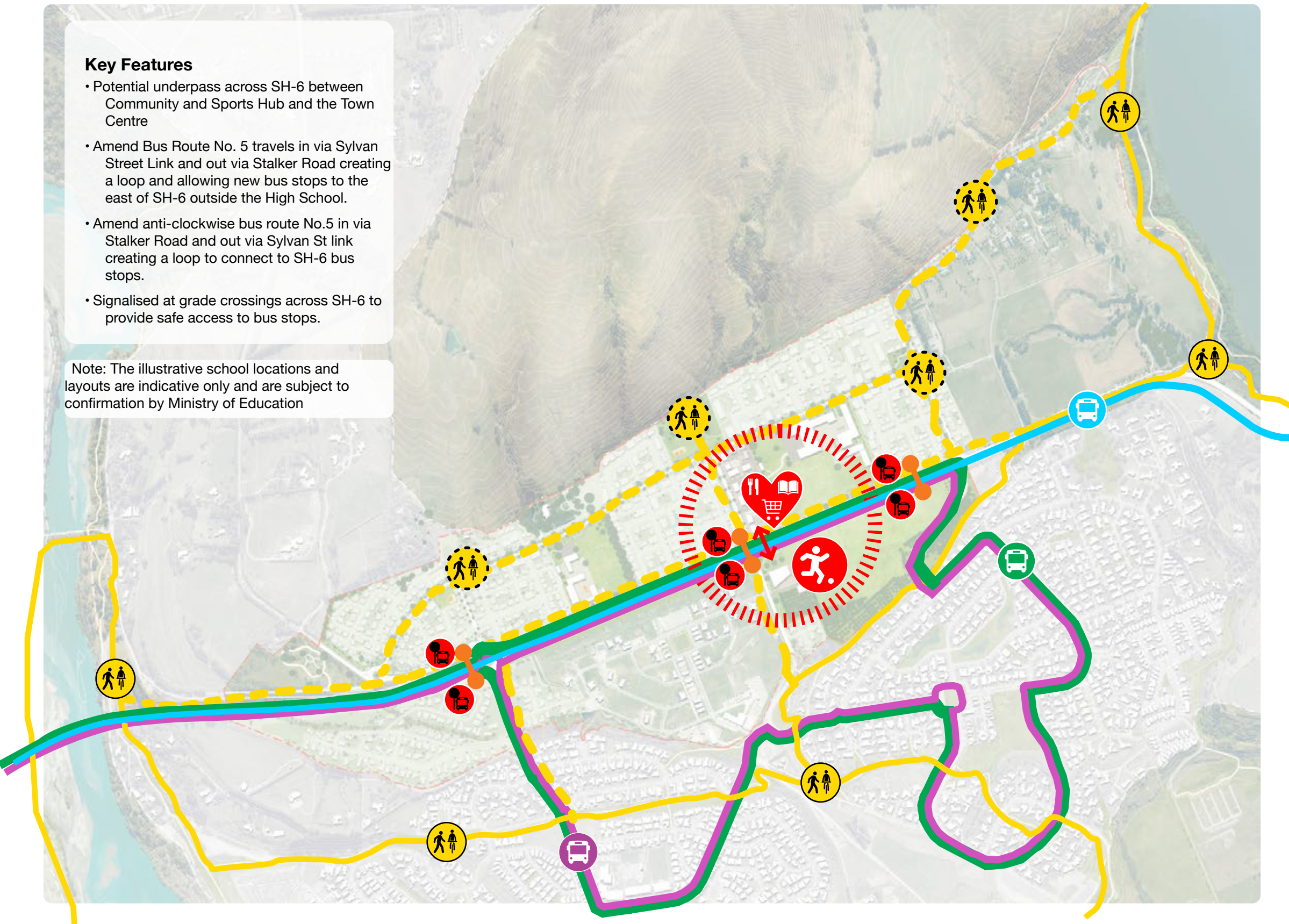
Fully Developed Public Transport Networks



Key Features

- Potential underpass across SH-6 between Community and Sports Hub and the Town Centre
- Amend Bus Route No. 5 travels in via Sylvan Street Link and out via Stalker Road creating a loop and allowing new bus stops to the east of SH-6 outside the High School.
- Amend anti-clockwise bus route No.5 in via Stalker Road and out via Sylvan St link creating a loop to connect to SH-6 bus stops.
- Signalised at grade crossings across SH-6 to provide safe access to bus stops.

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education



Key:







- Existing Queenstown to Arrowtown Bus
- No. 5 Bus - Anticlockwise Service
- No. 5 Bus - Proposed New Clockwise Service
- Existing Walking/ Cycling Trails
- Proposed Walking/Cycling Trails
- Proposed Bus Stops
- Signalised Pedestrian Crossings
- Potential Underpass
- Community Heart: Town Centre/Commercial hub & Sports Hub and Community Facilities

State Highway 6 Corridor

State Highway 6 Corridor - Fully Developed Future Plan

- 1. Eastbound bus lane from Stalker roundabout to eastern roundabout
- 2. NZUP westbound bus lane extended to eastern roundabout
- 3. Pedestrian/cycle routes adjacent to both sides of SH6 between eastern roundabout and Stalker Road
- 4. Laurel Hills access from consented access point on Stalker Road
- 5. Pedestrian/cycle route to Spence Road via raised pedestrian/cycle crossing on Lower Shotover Road

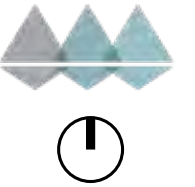
Key

	Bus stop
	Signal controlled pedestrian/cycle crossing
	Midblock controlled crossing
	Potential Underpass or safe crossing
	Speed limit change
	Raised pedestrian/cycle crossing

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education



Street Types



Healthy streets are vital part of supporting sustainable development.

Five uniquely crafted street typologies are proposed for this masterplan. The design and the arrangement of key elements (such as planting, footpaths, cycle lanes, roading, and parking) will support a street network that is functional in terms of helping people getting around safely and efficiently and is an attractive public space for the community.

Encourage modal shift

The street network is designed to support safe and convenient walking and cycling, and access to local buses, through the use of traffic calmed slow streets, separated cycle ways, pedestrian priority intersections, and frequent crossing facilities.

Attractive streets

Each street allows for generous tree planting and vegetation to support local biodiversity and residents' connection to nature.

Social streets

Streets as places that encourage social interaction by providing slow family friendly residential streets that have places to sit, are multi-use, and support 'play along the way'. The Town Centre street has wide footpaths that allow for landscape amenity and space for outdoor seating for businesses and cafés.

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education

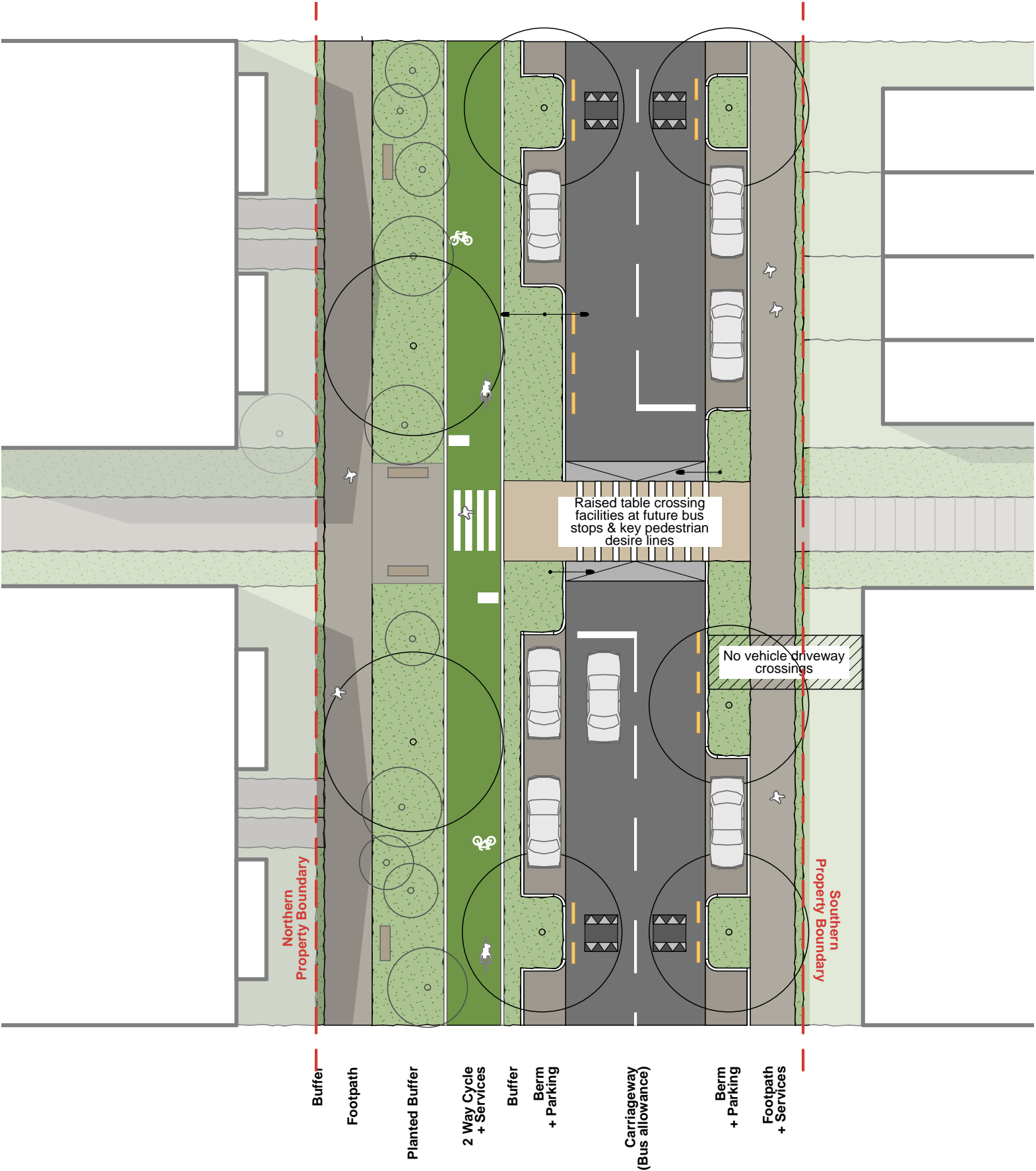


Illustrative Street A

Key Connector Road parallel to Slope Hill

Key Features:

- 40km/hr design speed & posted legal speed.
- Additional speed reductions at school safety zones.
- Future proofed for buses.
- Separated dual cycleway
- No driveway vehicle crossings (access from side streets only).
- Vertical & horizontal traffic calming @ ~45m intervals.
- Side streets adjoining road A @ minimum 120m intervals.
- Side streets adjoining road A (southern side) @ minimum 60m intervals.
- Pedestrian crossing facilities at key intersections and desire lines. Maximum spacing 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in parking lane @ max 22m (every ~3 parking spaces)
- Cycleway and footpath are adequately lit.
- Street furniture for respite. Seating every 60m.



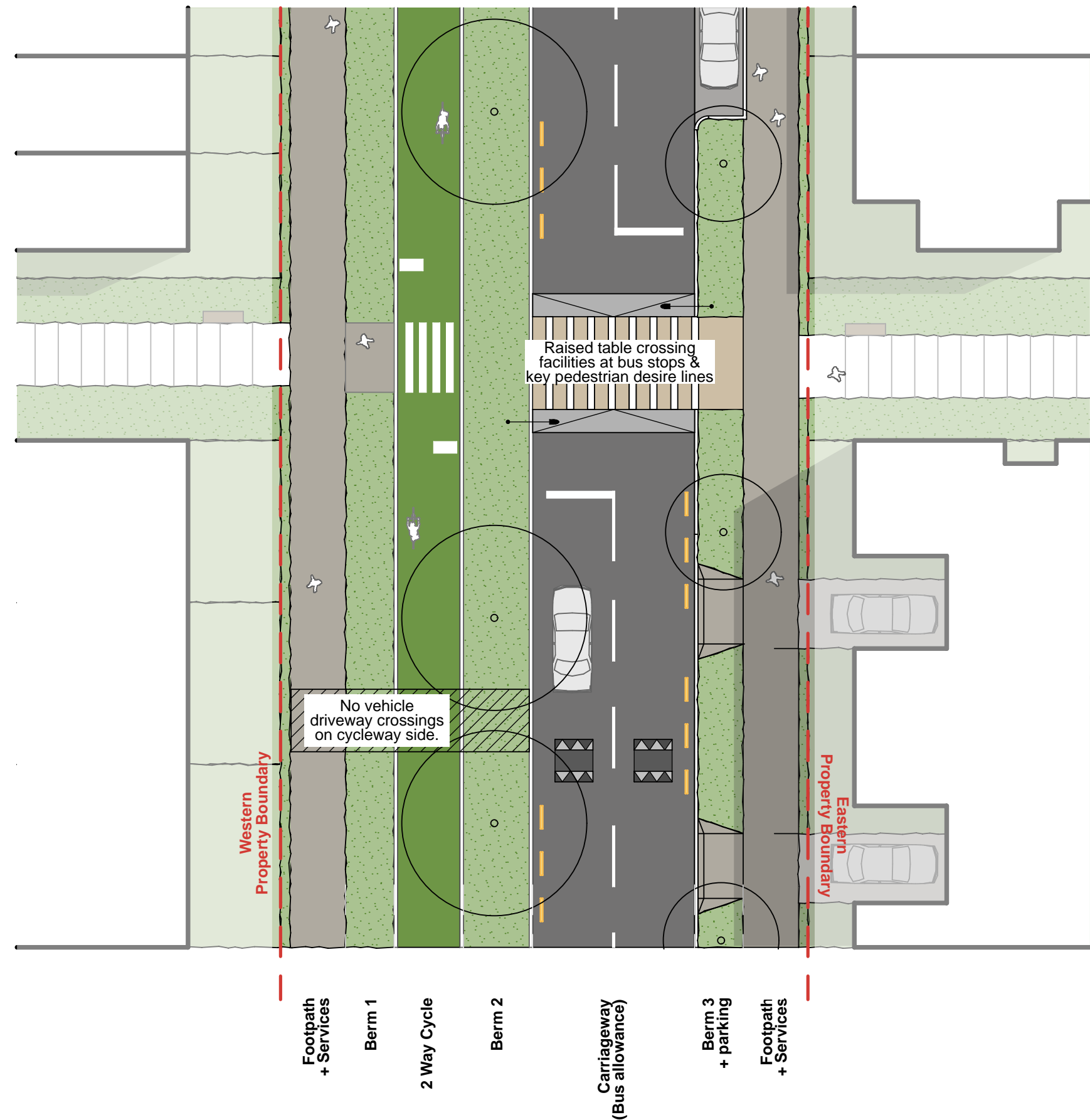


Illustrative Street B

Connector Road perpendicular to Slope Hill

Key Features

- 40km/hr design speed & posted legal speed.
- Future proofed for buses.
- Separated dual cycleway
- No driveway vehicle crossings on cycleway side.
- Road access for up to one street on either side of road.
- Walking and cycle access to adjacent streets every 60m.
- Vertical & horizontal traffic calming @ ~45m intervals.
- Pedestrian crossing facilities at key intersections and desire lines. Maximum spacing 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in 'Berm 2' @ 12m centres.
- Minimum tree spacing in 'Berm 3' @ 22m centres (every 3 carparks).
- Cycleway and footpath are adequately lit.
- Street furniture for respite. Seating every 60m.
- Allows views to Slope Hill.

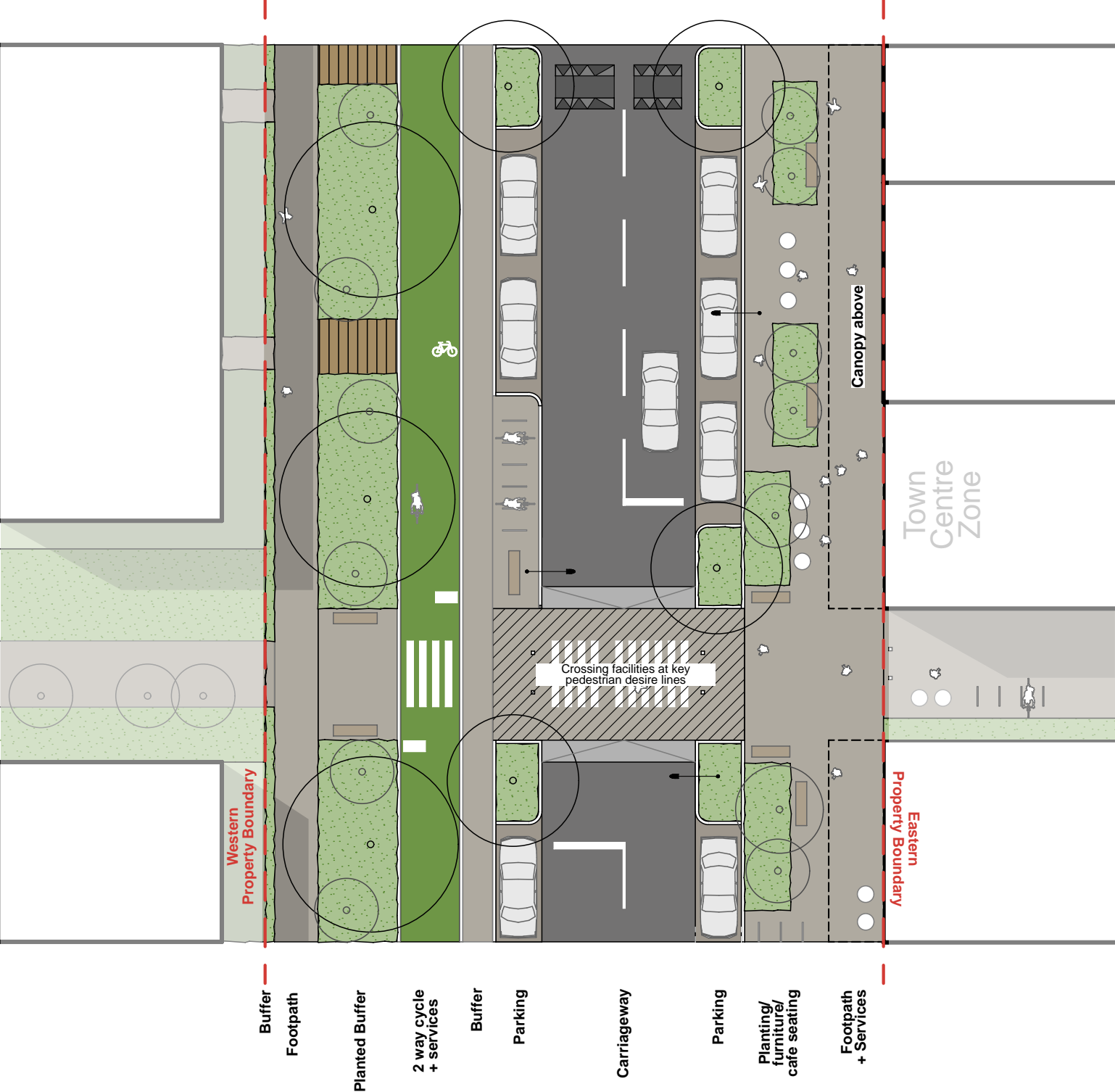


Illustrative Street C

Main Connector Road adjacent to Town Centre

Key Features

- 30km/hr design speed & posted legal speed.
- Future proofed for buses.
- Separated dual cycleway
- No vehicle crossings on cycleway side. Excludes walking and cycle access.
- Road access for up to two number of side streets on the Eastern side of road, and one number on the Western side.
- Vertical traffic calming at ~45m intervals.
- Pedestrian crossing facilities at key intersections and desire lines, and at a maximum spacing of 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in parking lane @ max 22m centres (every ~3 parking spaces)
- Street furniture for respite.
- Cycle parking.
- Spill out areas for cafe seating.
- Cycleway and footpath are adequately lit.
- Canopy to town centre frontages (2.5m wide with 3.5m RL ground clearance
- Enables views to Slope Hill



Illustrative Streets E & F

Local Roads within Superlot Neighbourhoods

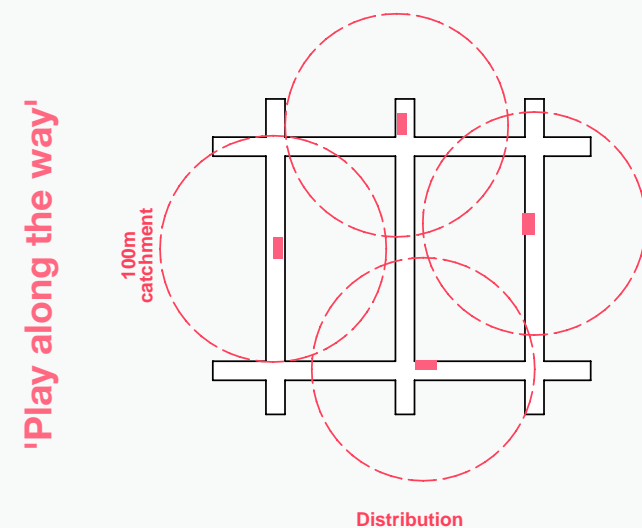
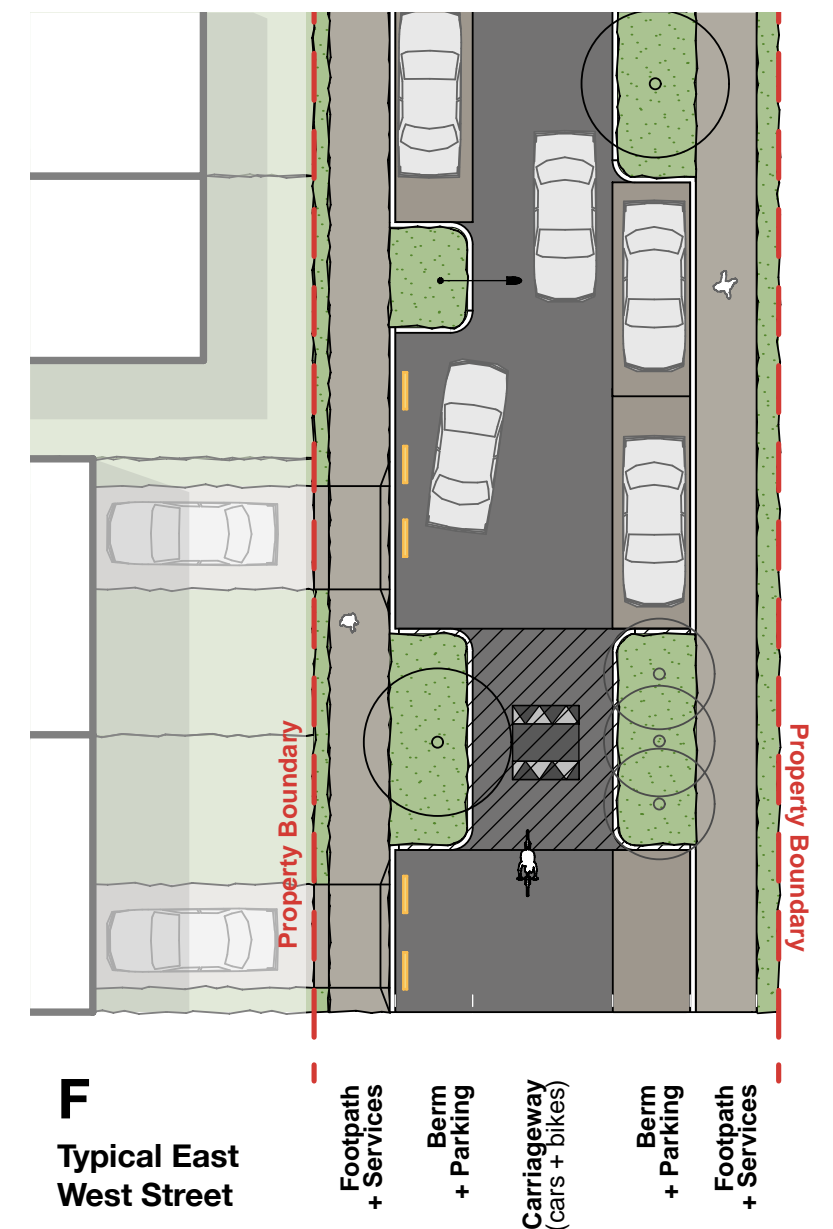
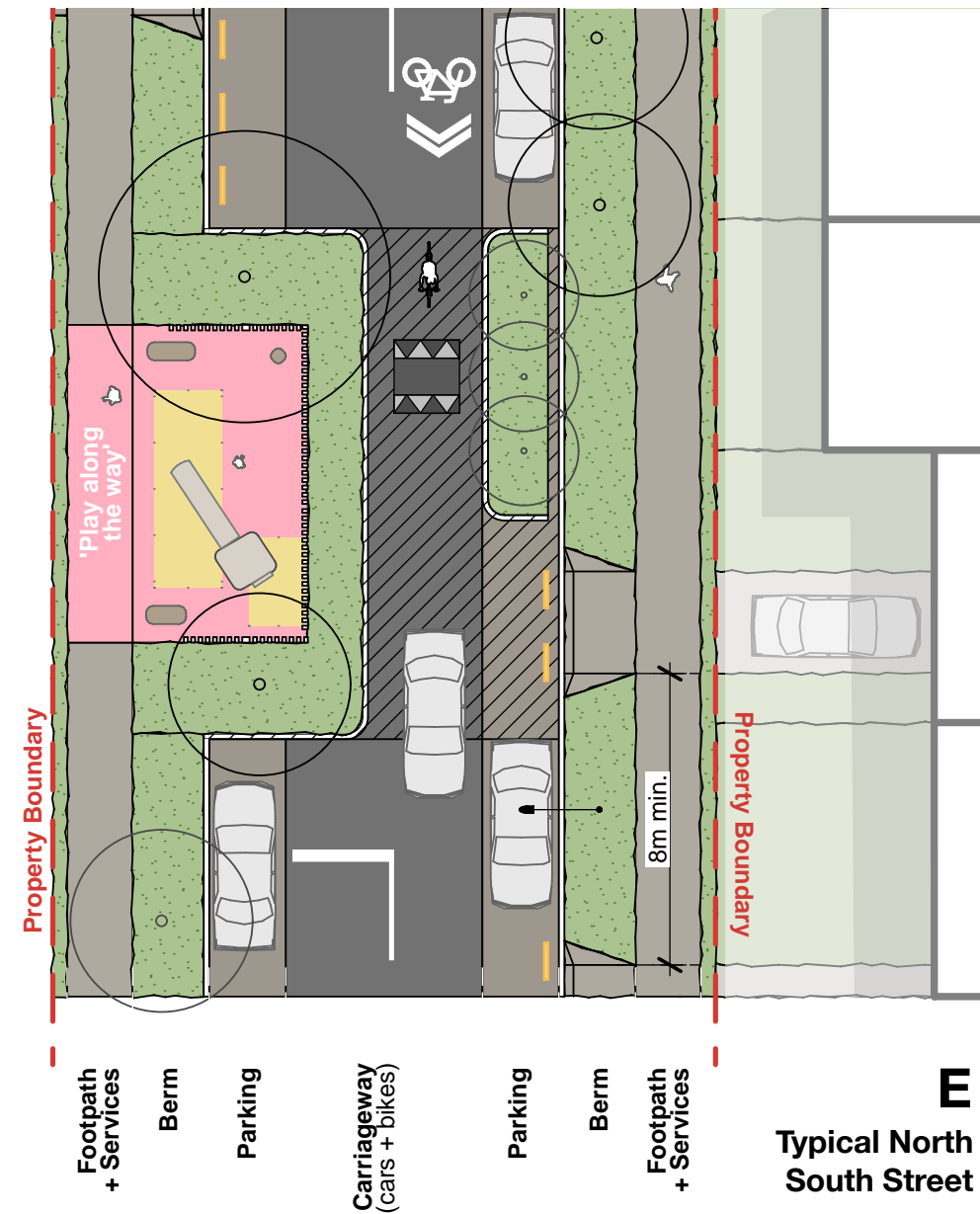
Key Features (E)

- Utilized as 'Local Road Type E' on structure plan.
- Low traffic neighbourhood street.
- 30km/hr design speed & posted legal speed.
- Vertical & horizontal traffic calming:
 - Interventions at ~30m intervals and at intersection thresholds to side streets.
 - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Minimum tree spacing in berms @ 22m centres (every 3 no. carparks)
- Seating every 100m.
- Incorporates 'play along the way'.

Key Features (F)

All of the above Key Features (E) +

- Maximum length 60m, and can't form a continuous road with roads beyond.
- Minimum street tree spacing @ 16m centres (every 2 no. parking spaces)
- Seating every 60m.



Illustrative Streets G - Alternative Scenarios

Street G - V1

Local Road within Superlot Neighbourhoods

A variation to Street E in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e vehicle crossings), while other may have rear-access only.

Key Features of Street G - V1

- Utilised as 'Local Road Type E' on the Structure Plan
- Low traffic neighbourhood street
- Provision of on-street consolidated parking spaces
- 30km/hr design speed & posted legal speed
- Meandering carriageway encourages slower speeds
- Vertical & horizontal traffic calming:

Interventions at ~30m intervals and at intersection thresholds to side streets.

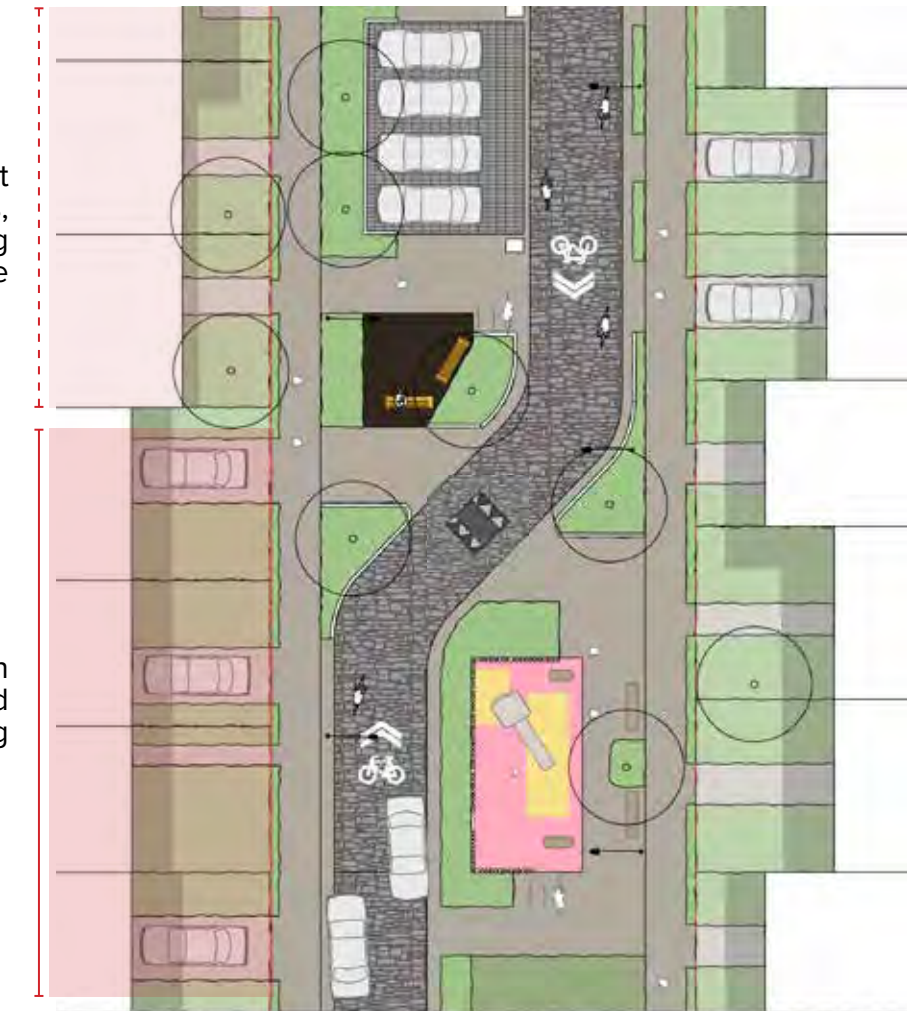
Interventions to include trees and planter build outs.

- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Seating spaces minimum every 100m.
- Larger spaces for play, seating, lawn etc.



Properties without vehicle access, consolidated parking space available

Properties with vehicle access and on-lot parking



Footpath
+ Services

Carriageway
(cars and bikes)

Consolidated area for
play, seating amenities,
parking

Footpath
+ Services

Street G - V2

Local Road within Superlot Neighbourhoods

A variation to Street E in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e. vehicle crossings), while other may have rear-access only.

Key Features of Street G - V2

- Utilised as 'Local Road Type E' on the Structure Plan
- Low traffic neighbourhood street
- No provision of on-street parking
- 30km/hr design speed & posted legal speed
- Allows for vehicle access to properties on one side only
- Vertical & horizontal traffic calming:
 - Interventions at ~30m intervals and at intersection thresholds to side streets.
 - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings
- Greater ecological/biodiversity capacity
- Large linear reserve within street corridor with:
 - Seating spaces minimum every 50m
 - Play space/open lawn every 150m



No vehicle access to properties from street

Linear reserve space with areas of seating, play and open space

Properties without vehicle access from street.

Rear-access to lots may be provided



Shared Footpath
+ Services

Large linear reserve
with play, seating
amenities

Carriageway
(cars and bikes)

Footpath
+ Services

Properties with
vehicle access and
on-lot parking

Illustrative Streets H - Alternative Scenario

Street H - V1

Local Road within Superlot Neighbourhoods

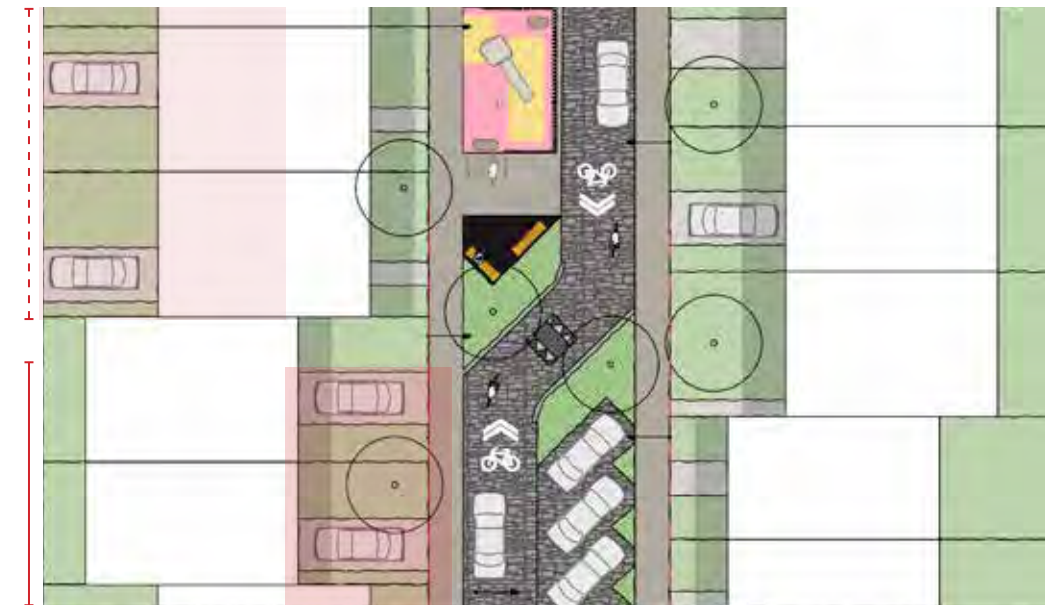
A variation to Street F in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e vehicle crossings), while other may have rear-access only.

Key Features of Street H - V1

- Utilised as 'Local Road Type F' on the Structure Plan
- Scaled-down version of Street G - V1
- Low traffic neighbourhood street.
- Provision of consolidated parking spaces
- 30km/hr design speed & posted legal speed
- Meandering carriageway encourages slower speeds
- Vertical & horizontal traffic calming:
 - Interventions at ~30m intervals and at intersection thresholds to side streets.
 - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Seating spaces minimum every 100m.
- Larger spaces for play, seating, lawn etc.

Properties without vehicle access, consolidated parking space available/ rear-access

Properties with vehicle access and on-lot parking



Footpath
+ Services

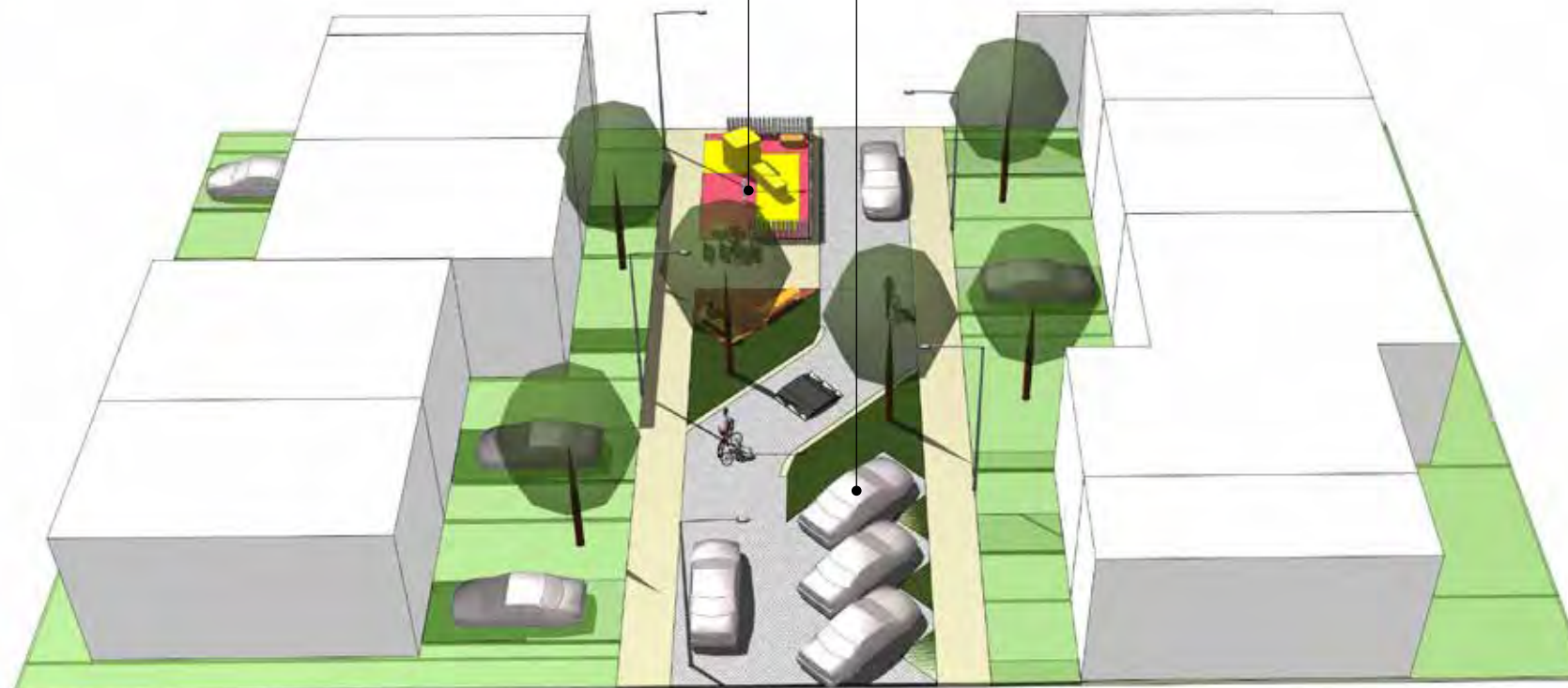
Carriageway
(cars and bikes)

Consolidated parking,
play and seating area

Footpath
+ Services

Space for on-street
play and seating
amenities

Consolidated on-street
parking space





Illustrative Streets H - Alternative Scenario

Street H - V2

Local Road within Superlot Neighbourhoods

A variation to Street F in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e vehicle crossings), while other may have rear-access only.

Key Features of Street H - V2

- Utilised as 'Local Road Type F' on the Structure Plan
- Scaled-down version of Street G - V2
- No provision of on-street parking
- Low traffic neighbourhood street.
- Provision of consolidated parking spaces
- 30km/hr design speed & posted legal speed
- Meandering carriageway encourages slower speeds
- Vertical & horizontal traffic calming:
 - Interventions at ~30m intervals and at intersection thresholds to side streets.
 - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Seating spaces minimum every 100m.
- Larger spaces for play, seating, lawn etc.

Properties without vehicle access, consolidated parking space available/ rear-access



Footpath
+ Services

Continuous, wide planted
berm with areas of seating

Carriageway
(cars and bikes)

Footpath
+ Services

Properties with
vehicle access and
on-lot parking

No vehicle access to
properties from street

Continuous planted berm
with areas of seating and
or small play elements







Design Principle 6: Do density well, provide quality & diverse housing

To ensure there is a variety of housing choice that fosters community and shared amenity

Te Pūtahi Ladies Mile must provide efficient, diverse housing that caters for the range of community, family and individual needs. The design allows for a choice of housing through difference typologies, housing types, sizes and options for various delivery models.

Given the growing population of the region there is pressure for land to be developed efficiently to ensure future generations are catered for, and inefficient urban sprawl does not continue. The Masterplan and planning variation ensures medium and high density housing is provided where appropriate. Where density is increased, shared facilities are necessary to ensure lifestyle needs are met. Affordable housing options are provided through housing diversity, choice and alternative delivery methods.

Key Moves

- Offer a choice of lifestyles through a range of quality housing typologies, sizes and affordability.
- Establish medium/high density living to support public transport, commercial activity, community facilities and enabling efficient land use.



Typologies

Typology Mix

A mix of typologies allows for diversity of housing choice.

- North of SH-6 includes medium to high density housing typologies; a mix of Apartments, Walk-Up's, Terraces and Duplex Housing.
- A mix of these typologies will meet the planning requirements of the Medium and High Density Residential zones.
- Stand-alone housing is not permitted north of SH-6. This is because it is not an efficient use of land and does not support the population requirements.
- Alongside medium and high density living will be shared outdoor space and amenity.
- South of SH-6 typologies could include Terraces, Duplex and Stand-alone housing. A mix of these could meet the Lower Residential Zoning rules.
- Typology mix is encouraged by requirements in the planning provisions.

North of SH-6

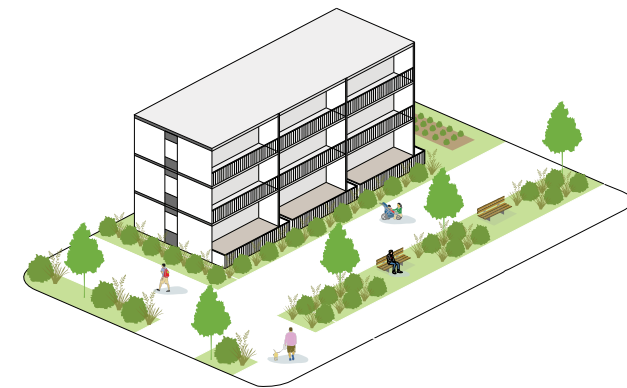
Apartments

Multiple households operating as a group over 4 or more stories with shared amenity, servicing and lift access. Located to best utilise public space and amenities including transport hubs. Medium to high density land use.



Walk-Up Apartment

Multiple households operating as a group up to 4 stories with shared amenity, servicing and stair access. Medium density land use.



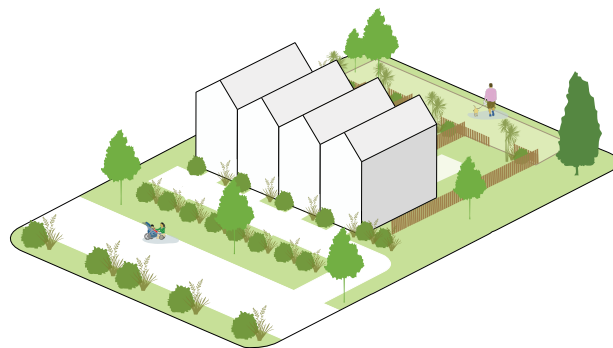


North of SH-6

South of SH-6

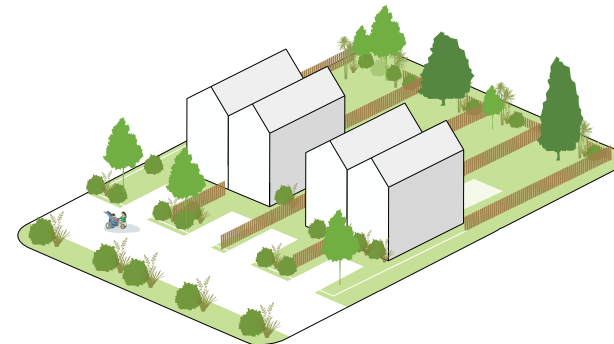
Terrace Housing

Individual households on compact lots with shared party walls up to 3 stories. Private servicing and outdoor space with opportunities for some shared amenity. Medium density land use.



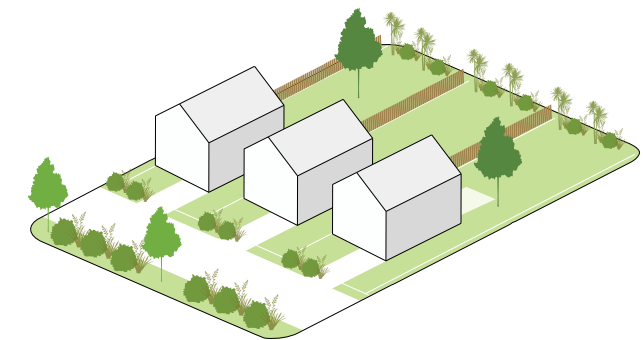
Duplex/ Semi-Detached

One household per lot with a shared party wall. Each house with its own amenity and servicing. Medium-Low density land use.



Stand-alone Housing

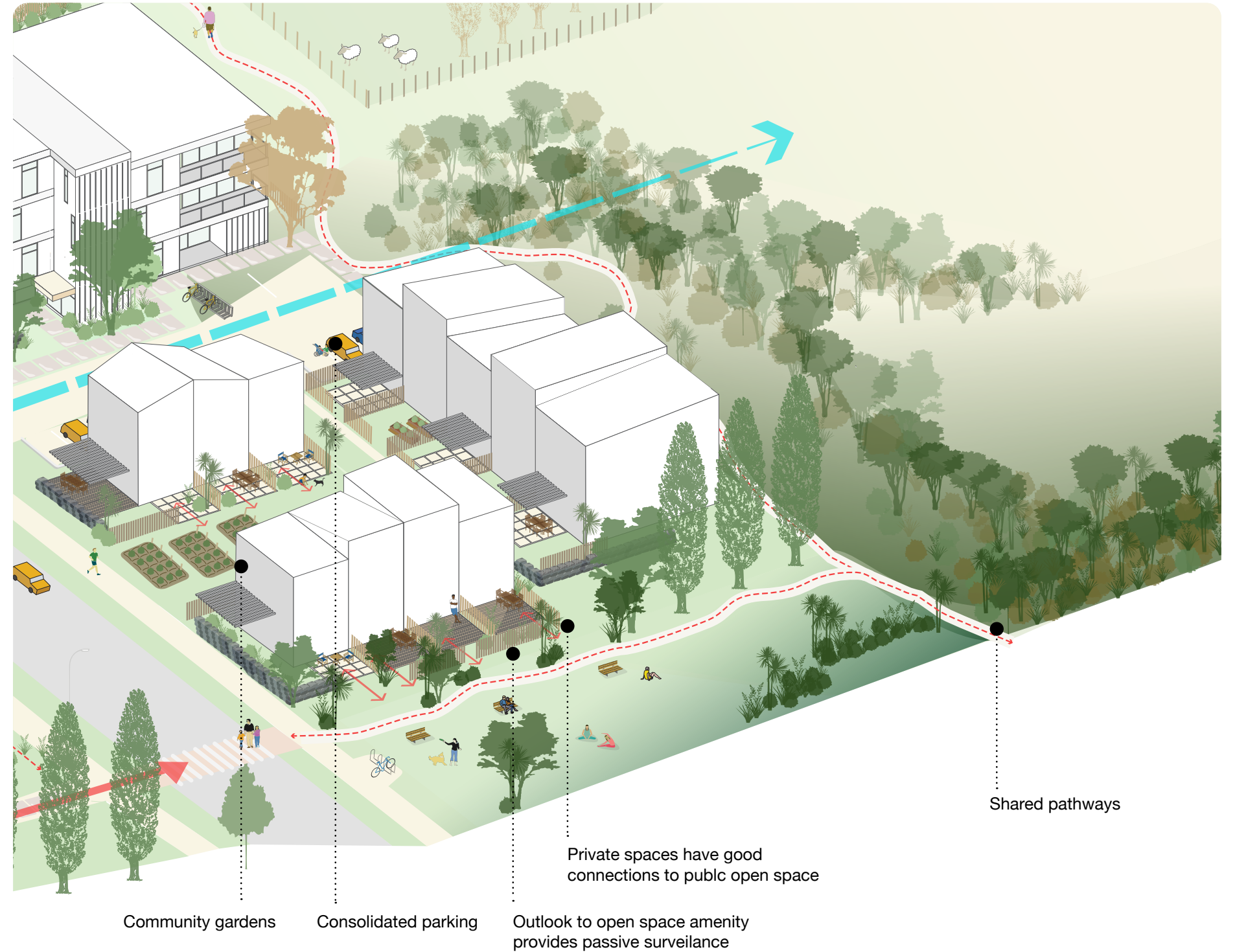
One household per lot operating independently with its own amenity and servicing. Low density land use.



Density and shared amenity

With Medium and High Density Living, comes the necessity for an increase in shared amenity. Key considerations include:

- Allowance of Open Space and Parks within walking distance of all Medium/High Density Units.
- Open Space outlook from living/ bedrooms, connection to nature.
- Good Solar Access to outdoor living spaces.
- Medium/High Density living is in close proximity to community facilities i.e. schools, parks and Town Centre.
- Consolidated shared parking.
- Options for shared community gardens.
- Access to shared pathways connecting to major Active Travel Routes.
- Access to 'Play Along the Way' in walking distance from higher density living to support family living.



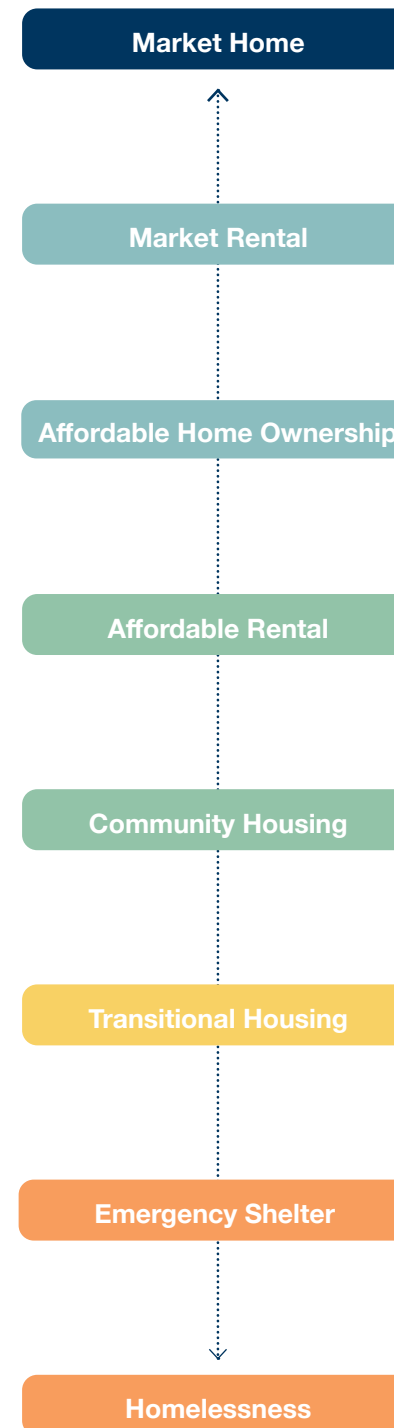


Alternative Housing Delivery Models

There are opportunities for alternative housing delivery models to provide more diversity, choice and affordability within Te Pūtahi Ladies Mile

- Currently housing delivery in New Zealand is predominantly focused toward the 'build to sell' model. It is becoming clear this model does not provide enough options for people.
- There are alternative potential housing delivery models that are utilised overseas. These alternative models can bridge the gap between emergency housing and the current dominant free market model.
- The adjacent diagram show the housing continuum, and a range of potential housing delivery options that have the potential to improve housing diversity, affordability and choice.
- Te Pūtahi Ladies Mile has the potential to provide positive housing options for those currently left out of the housing market.
- The provision of apartment living also provides more choice and in nature can provide a more affordable option due to the increased density and opportunities for shared amenity.

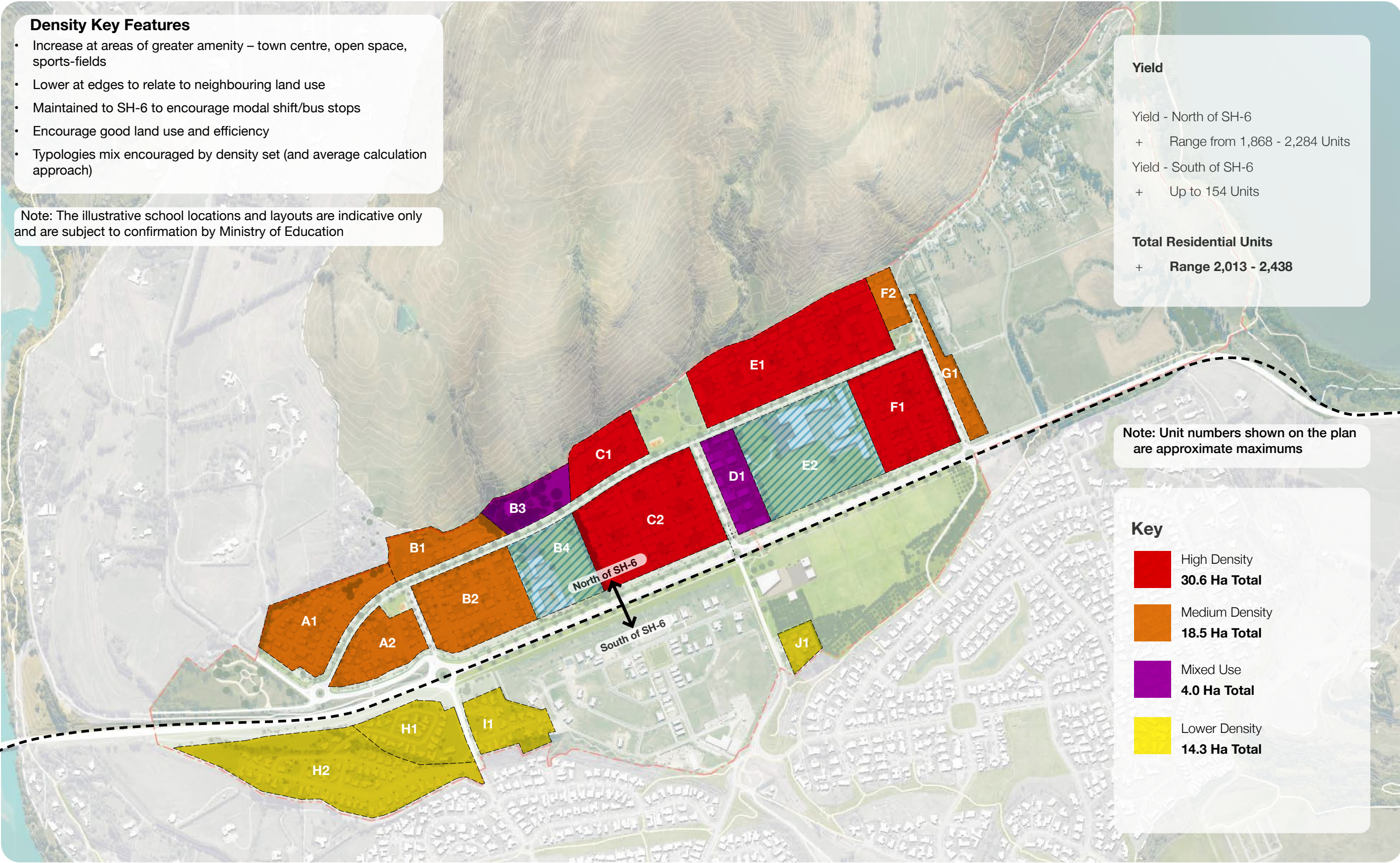
Housing Continuum



Alternative Housing Models



Density Diagram



Yield Table



Sub-Area	Land Use	Measured Area (m2)	Minimum Density (u/Ha)	Gross Developable Area (Ha)	Minimum number of units	Maximum number of units (max +20%)
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TE PŪTAHI LADIES MILE (NORTH of SH6)

A1	Resi - Med	44,286.12	40	4.4	176	211
A2	Resi - Med	26,739.65	40	2.7	108	130
B1	Resi - Med	23,498.47	40	2.4	96	115
B2	Resi - Med	48,845.71	40	4.9	196	235
B3	Hub - Commercial	18,689.81	40	1.9	76	91
B4	Schools	35,087.13	40	3.5		
C1	Resi - High	22,392.28	60	2.2	132	158
C2	Resi - High	75,961.16	60	7.6	456	547
D1	Hub - Commercial	21,308.09		2.1	+65	+130
E1	Resi - High	85,288.42	60	8.5	510	612
E2	Schools	74,204.28	60	7.4		
F1	Resi - High	48,794.86	60	4.9	294	353
F2	Resi - Med	9,132.91	40	0.9	36	43
G1	Resi - Med	12,653.81	40	1.3	52	62
				54.7 Ha		
				43.8 Ha <i>ex schools</i>	2,197	2,687
				<i>Adjusted to allow for stormwater management</i>	1,868	2,284

TE PŪTAHI LADIES MILE (SOUTH of SH6)

H1	Resi - Low	30,409.43		3.0	38	38
H2	Resi - Low	82,783.40		8.3	60	60
I1	Resi - Low	23,343.63		2.3	30	30
J1	Resi - Low	7,937.25		0.8	17	26
				14.3 Ha	145	154

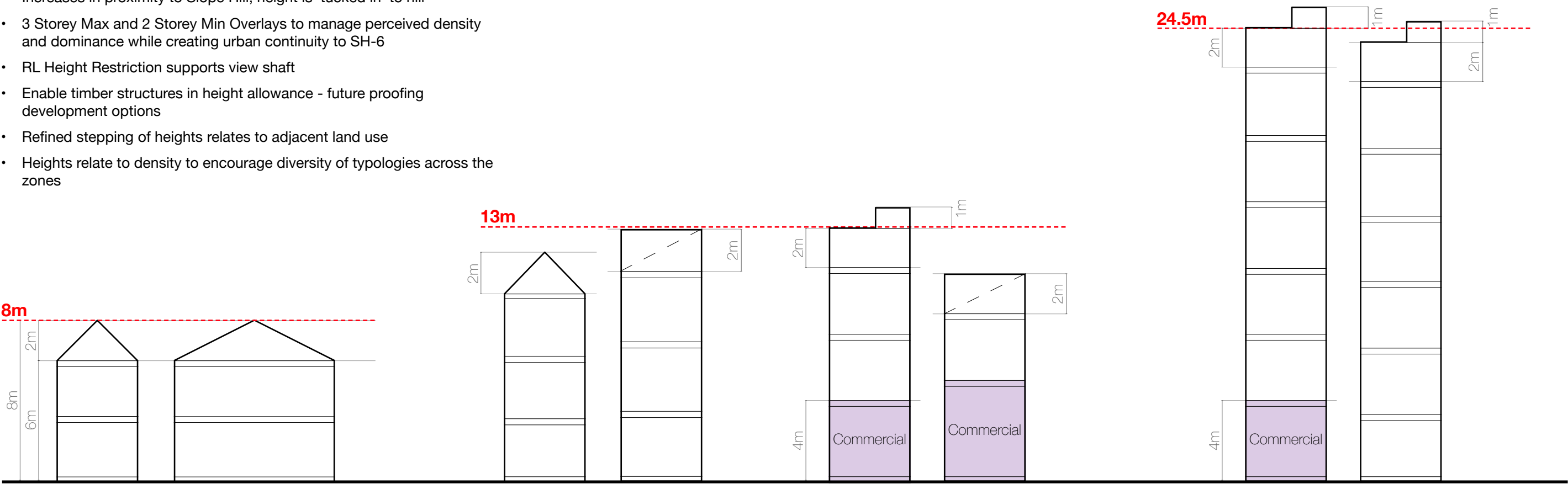
TE PŪTAHI LADIES MILE

YIELD RANGE			58.1 Ha <i>ex schools</i>	2,013	-	2438
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Building Heights

Key Concepts

- Increases in proximity to Slope Hill, height is 'tucked in' to hill
- 3 Storey Max and 2 Storey Min Overlays to manage perceived density and dominance while creating urban continuity to SH-6
- RL Height Restriction supports view shaft
- Enable timber structures in height allowance - future proofing development options
- Refined stepping of heights relates to adjacent land use
- Heights relate to density to encourage diversity of typologies across the zones



8m

- Enables 2 storey houses
- Maintain 45/30deg roof opportunities

13m

- Enables 3 storey walkup with varied roof forms
- Allowance for lift overrun of 1m (in Town Centre)
- 3.6m allowance FFL- FFL height
- Integrated plant
- 4m commercial ground floor

24.5m

- Enables up to 6 storey apartment
- Allowance for lift overrun of 1m
- 3.6m allowance FFL-FFL height
- Integrated plant
- 4m commercial ground floor

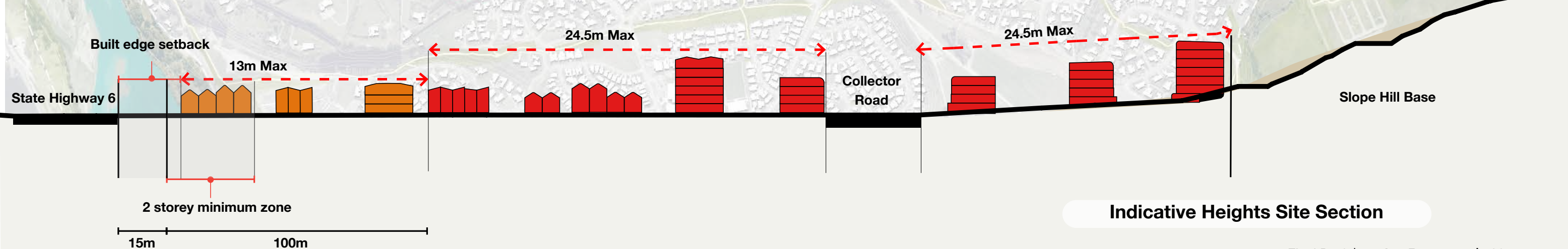
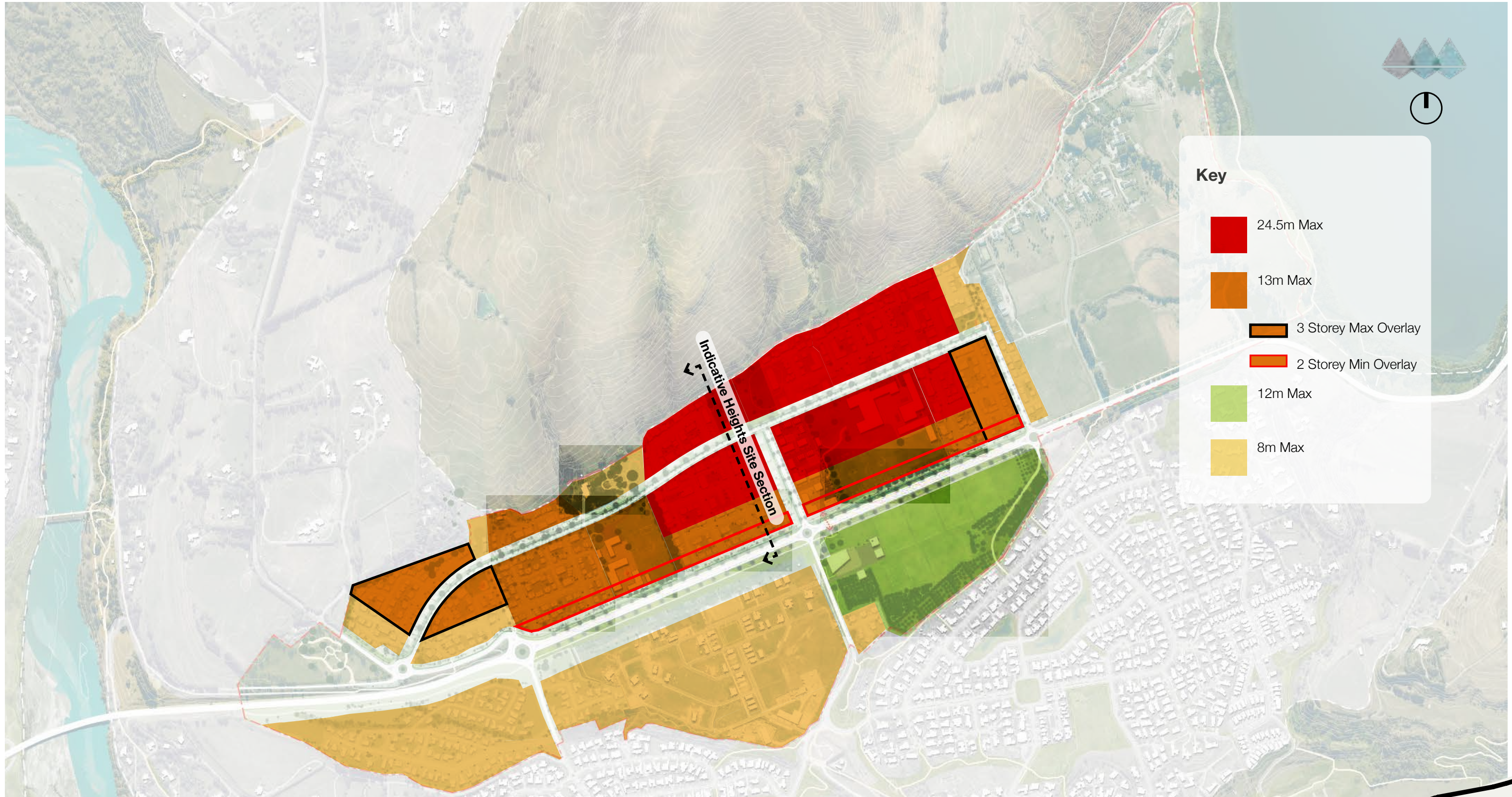
RELEVANT DENSITY PLANNING ZONES:

Lower Density (SH6 South)		
Med Density (40u/Ha)	Med Density (40u/Ha)	
	High Density (60u/Ha)	High Density (60u/Ha)
	Town Centre South	Town Centre North



Key

- 24.5m Max
- 13m Max
- 3 Storey Max Overlay
- 2 Storey Min Overlay
- 12m Max
- 8m Max



Indicative Heights Site Section

Yield Testing - 60 units/ha

Total Figures

419 units | 6.97 ha

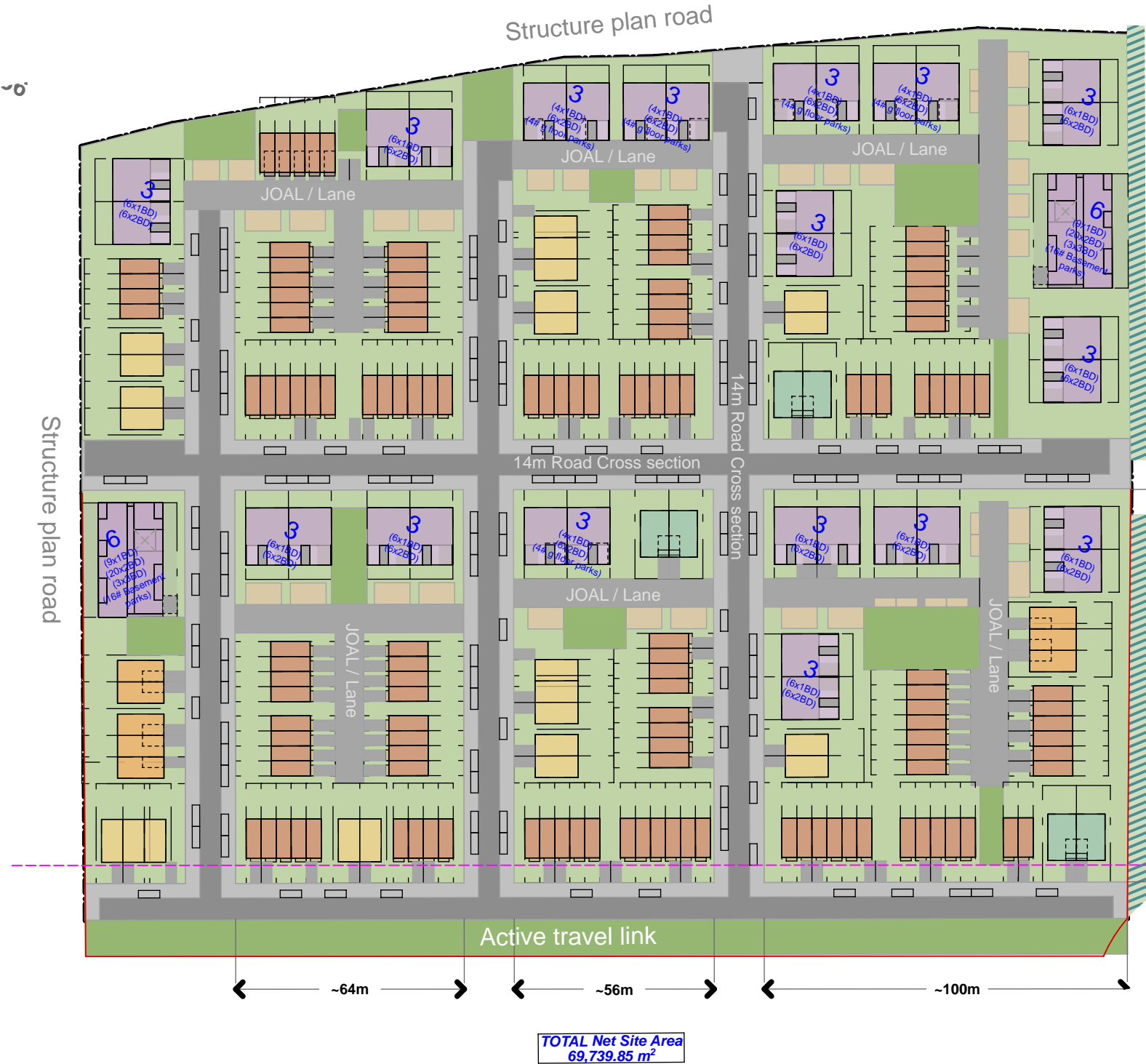
60 units per hectare (gross area)

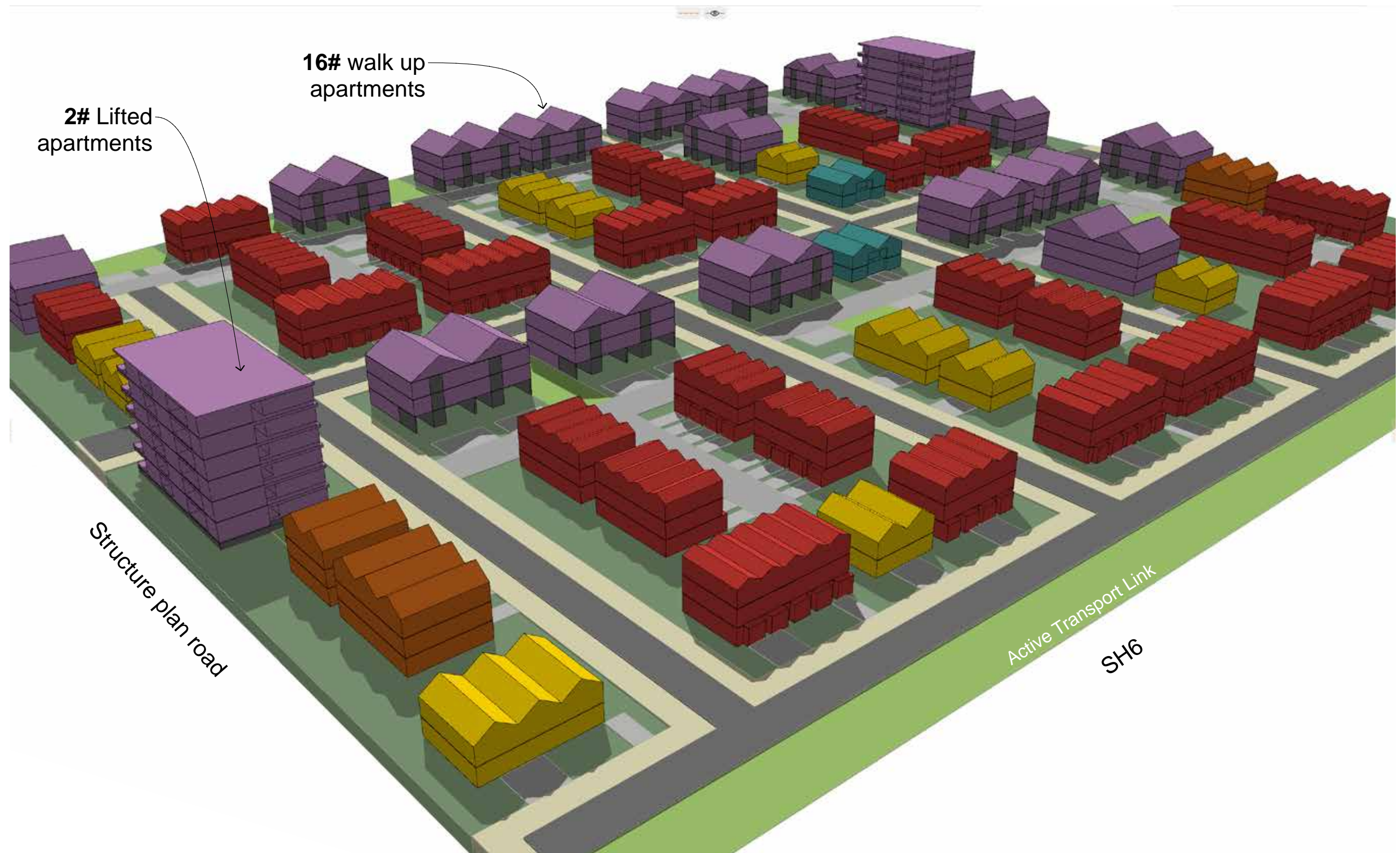
Average bedroom mix: 2.18

NOTE: This yield study is illustrative only and demonstrates one potential typology scenario to achieve the minimum 60units/ha yield. It is not representative of a designed masterplan.

Unit typology mix:

Typology:		(T)
<div><div>X</div><div>(No. of levels)</div></div>	1 Bed Apartment	104
	2 Bed Apartment	136
	3 Bed Apartment	6
<div><div></div><div></div></div>	2-3 Bed House (50/50 split) (terrace or duplex)	136
<div><div></div><div></div></div>	3 Bed House (terrace or duplex)	31
<div><div></div><div></div></div>	4 Bed House (terrace or duplex)	6
TOTAL:		419
Car parking:		
PRIVATE:		
On lot 'door to door' =		159
Car parks detached =		167
TOTAL Private parks provided: 0.78/dwelling		326
TOTAL Street parks provided: 0.31/dwelling		130
<p><i>Note: Maximum theoretical parking allowance = 481 (private) + on street parks (based on 0.5/1BD, 1/2BD, 2/3+BD)</i></p>		









Design Principle 7: Develop a Resilient & Adaptable Plan

That takes a long term approach and is resilient for future generations

Te Pūtahi Ladies Mile Masterplan and the associated plan variation sets out a clear and resilient plan for the future growth of the area.

The following suggested plans, along with the key moves and objectives set out in this masterplan report, work together to achieve efficient land-use, transport connectivity, community amenity and sustainable water management alongside maintaining a strong sense of place and landscape identity.

The suggested structure plan moves set out a clear spatial framework to ensure that future development is well executed and that the objectives of the Masterplan are met.

The intention is that the Structure Plan and associated Planning Provisions work together to guide developers toward appropriate design responses to a range of local conditions, ensuring that future development is cohesive across the masterplan area, even as it may happen accumulatively over time. The Masterplan encourages consolidated strategies for shared amenity and infrastructure such as stormwater, roading, transport, open space and community facilities.

The development shows leadership on climate change (net zero by 2050) through encouraging low carbon emission design, ecological regeneration, and waste minimisation.

Key Moves

- Set out a resilient and adaptable plan to future-proof developable land and avoid sporadic and adhoc development.
- Identify an appropriate development response that is sympathetic to the local context.
- The Structure Plan acts as a mechanism to manage development while supporting holistic and integrated future growth.



Suggested Structure Plan Moves

The Suggested Structure Plan Moves describe the primary moves that the structure plan should support

- A strong transport framework to support a cohesive development.
- Allowances for public access and active travel links into existing trails, and access to bus stops.
- Allowance for safe crossing of State Highway 6 into the centre of Te Pūtahi Ladies Mile, with enough space to ensure a quality, accessible, and appropriately landscaped design.
- Buffer to SH-6 from development to the north via the 'Amenity Access Area' which includes active transport links and landscape treatment.
- View protection for views to surrounding mountains; Cecil Peak, Walter Peak, Ferry Hill from SH6 at western end of Te Pūtahi Ladies Mile.
- Allowance for a Road Link to Sylvan Street to future proof for increase on public transport demands.
- Open Space land and a Community Park is protected to ensure open space visual links and quality outdoor amenity for future residents.
- Key existing trees are protected to conserve landscape heritage character and provide visual amenity and buffering.
- A landscape buffer is introduced to the north west corner toward Lower Shotover Road to screen development in Te Pūtahi Ladies Mile.

Note: Please refer to Drawing 'Te Pūtahi Ladies Mile Structure Plan - General' for the statutory structure plan.

Key

Structure Plan Extent

Proposed Intersection

Type

Structure Plan Roads

Road Link

Key Crossing

Crossing Curtilage Area Overlay

Major Active Travel Route

Active Travel Access Provision

Active Travel connection to existing routes

Potential future Active Travel link

Amenity Access Area 20m

Amenity Access Area 10m

Open Space

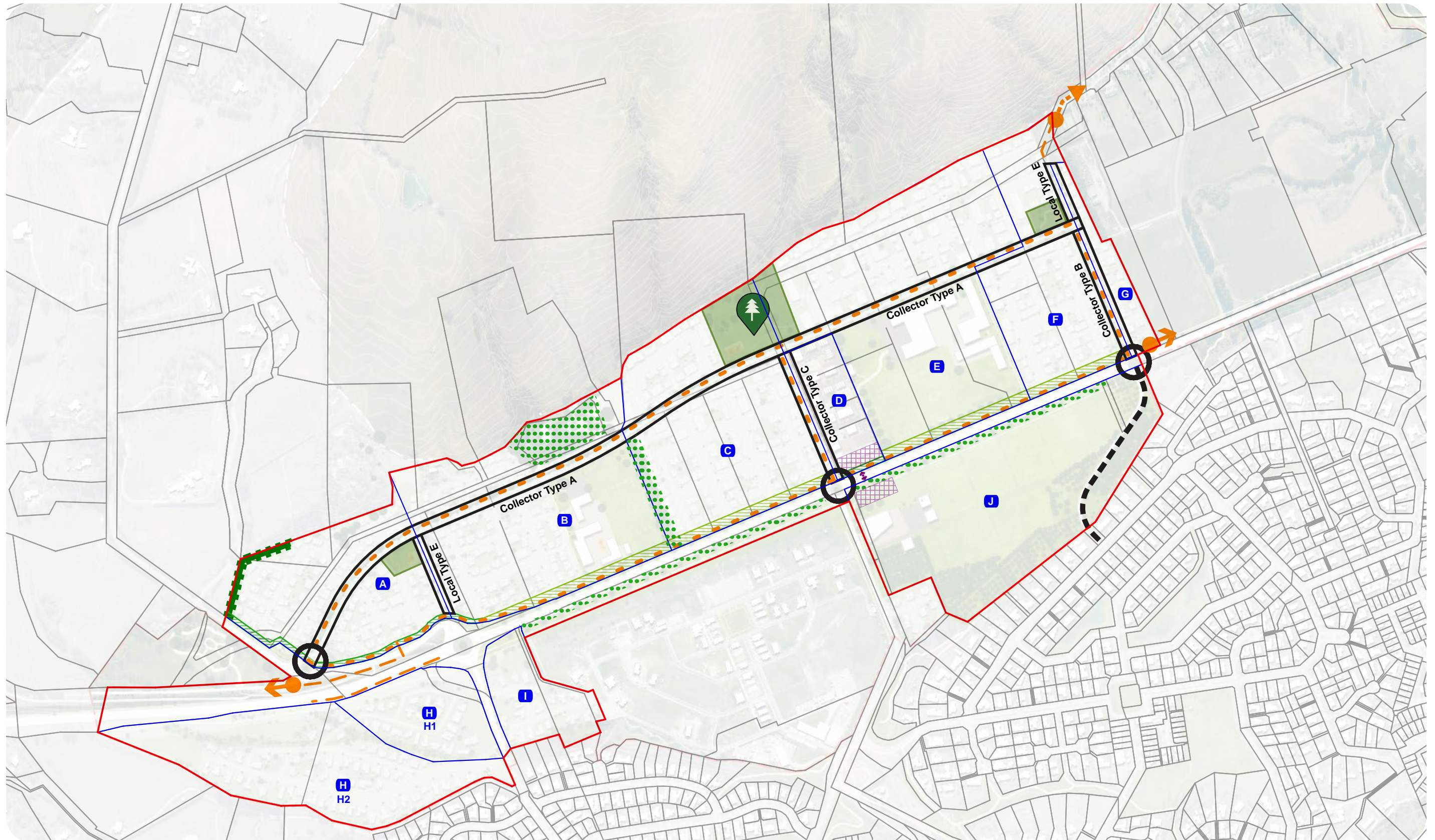
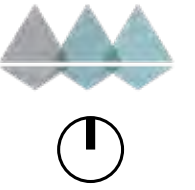
Community Park (1.5 - 2Ha)

Landscape Buffer

A

Sub-Area

Existing Trees to be retained

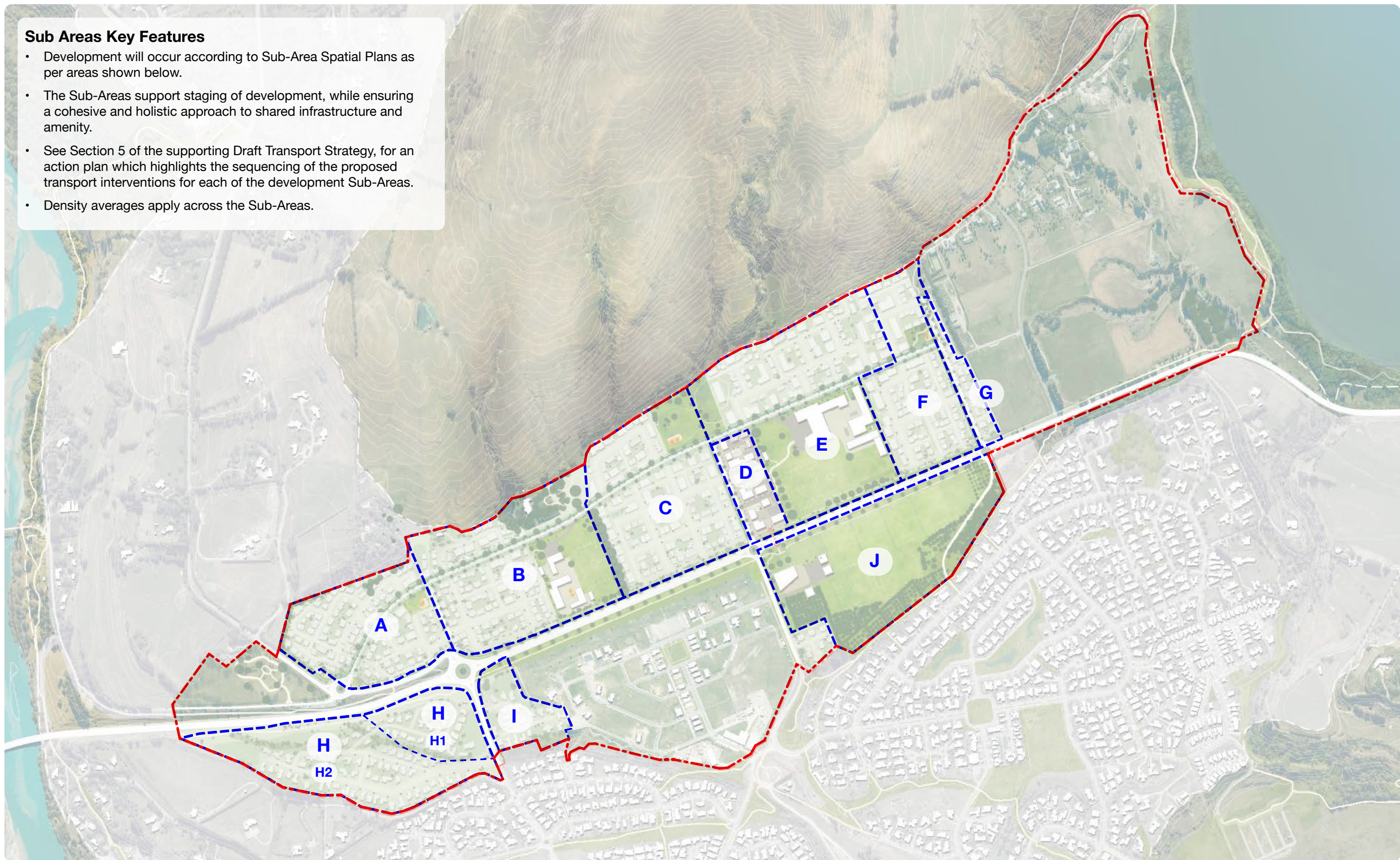


Suggested Sub Areas



Sub Areas Key Features

- Development will occur according to Sub-Area Spatial Plans as per areas shown below.
- The Sub-Areas support staging of development, while ensuring a cohesive and holistic approach to shared infrastructure and amenity.
- See Section 5 of the supporting Draft Transport Strategy, for an action plan which highlights the sequencing of the proposed transport interventions for each of the development Sub-Areas.
- Density averages apply across the Sub-Areas.



Suggested Zoning Plan



- Key**
- Urban Growth Boundary Extension
 - Building Restriction Area
 - Te Pūhahi Ladies Mile Zone
 - Precinct
 - HDR** High Density Residential
 - MDR** Medium Density Residential
 - LDR** Low Density Residential
 - Lower Density Suburban Residential Zone
 - Unformed Legal Road

