

Te Pūtahi – Ladies Mile
Queenstown –

Step Change in Growth Management

Colin Shields

Transportation Conference
Nelson

11 June 2024



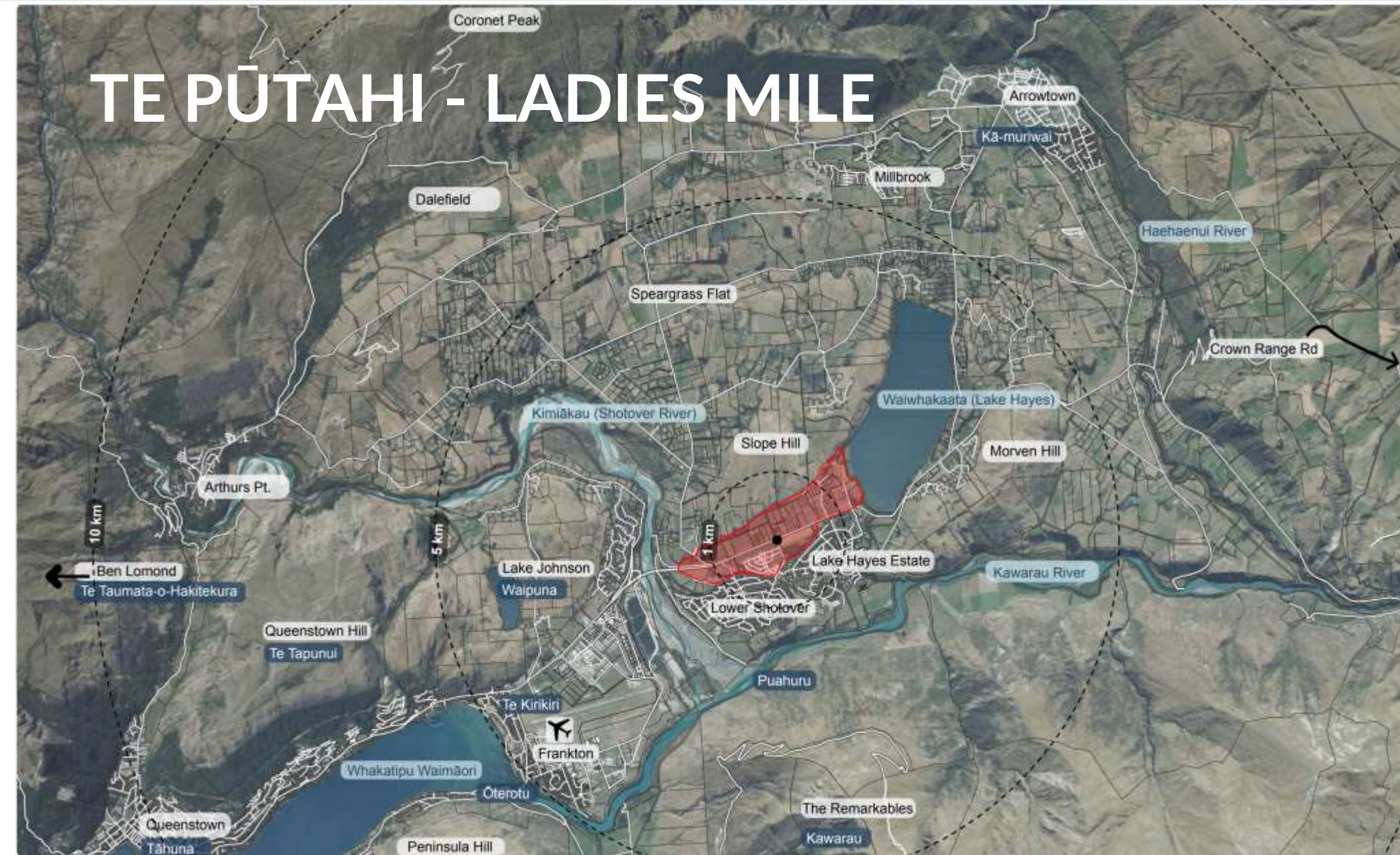
Acknowledgments

Co Authors

- Alyson Hutton and Liz Simpson - Queenstown Lakes District Council.
- Bruce Harland – Candor 3.
- Jeff Brown - Brown and Co.
- Michael Lowe and Stuart Dun Studio Pacific Architecture.

TE PŪTAHI - LADIES MILE

- 10km east of CBD, 5km east of Frankton.
- Flat, sunny site east of Shotover bridge adjacent to SH6 (Ladies Mile).



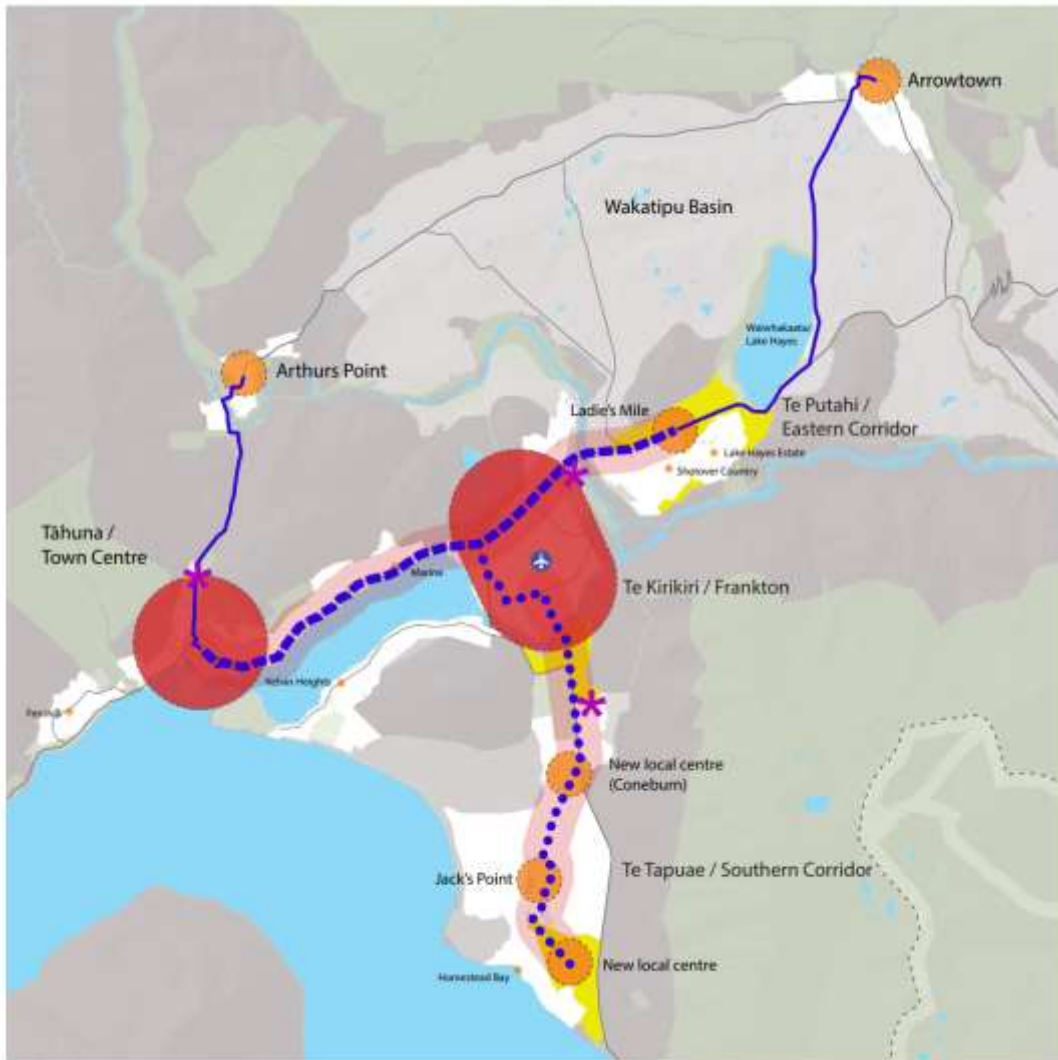
THE QUEENSTOWN GROWTH CHALLENGE

- High Growth area – one of fastest growing Districts in NZ. Limited growth opportunities and pressure on land with development potential.
- Peak period congestion on SH6/6A.
- Lack of affordable housing and lack of housing choices across the District.
- Low density car centric communities with key amenities west of Shotover bridge.
- Constrained landscapes – Remarkables, Slope Hill, Lake Hayes.
- History of Status Quo - Developer BAU led developments.



QLDC concluded that BAU was no longer an option.

QLDC's Spatial Plan - Grow Well – Whaiora 30 year vision



The *Whaiora Grow Well Partnership* is a new Urban Growth Partnership between Central Government, Kāi Tahu, ORC and QLDC.

Promotes:

- Consolidation of existing urban areas
- Smart Growth along the southern (Jacks point) and eastern corridors.
- Well-designed neighbourhoods.
- Ladies Mile – Identified as a Priority Development Area and a Transit Orientated Development.

TE PŪTAHI LADIES MILE MASTERPLAN PROCESS

- Comprehensive Masterplan and Plan Change required for Ladies Mile.
- Consultant team appointed July 2020.
- Extensive community/stakeholder engagement throughout the process.
- Te Pūtahi Ladies Mile Masterplan adopted by Council June 2022.
- Streamlined Planning Process (SPP) Application October 2022

‘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 one of the most liveable areas in Queenstown.’

TRANSPORT CHALLENGES & OPPORTUNITIES



Transport modelling carried out by W2G suggested 40% of all trips between Frankton and the Queenstown Town Centre at peak times will need to be on alternative modes to private vehicles by 2028 and 60% by 2048 if the high levels of congestion and major delays are to be avoided.

Te Pūtahi – Ladies Mile Masterplan

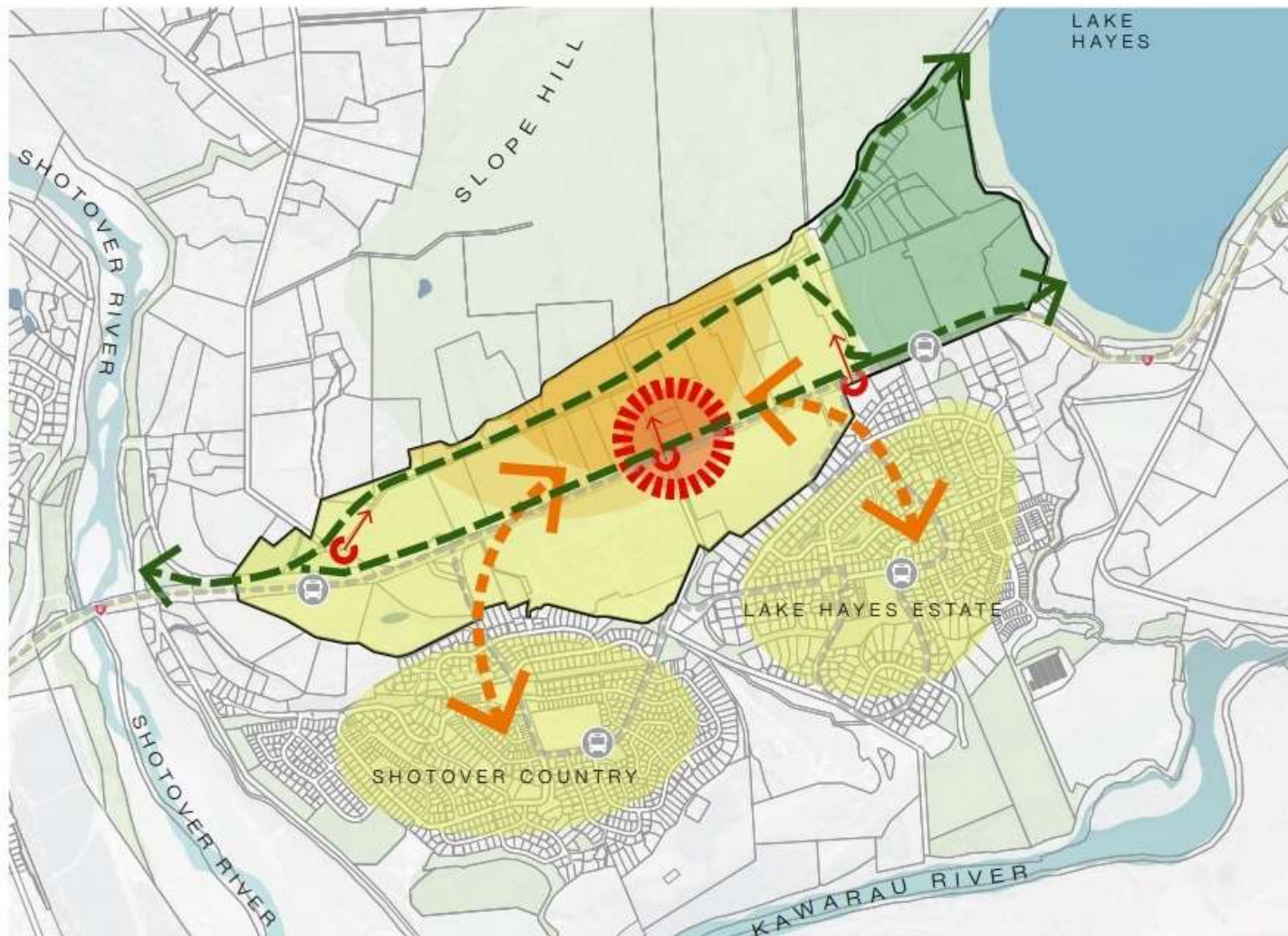
- Up to 2,400 dwellings
- Commercial Centre
- High School
- Primary School
- Sports Park/Community Hub










Key Aspects

- North side of SH6.
- Walkable, mixed use neighbourhood. Bus stops within 400/500m, community facilities within max 1km.
- PT –bus lanes and intersection priority, new high quality bus stops, safe and direct walking and cycling links to bus stops and re routing of services with enhanced frequencies.
- Walk/Cycle – Internal street network with high quality active mode connections.
- Transport Demand and travel behaviour change initiatives.
- PT and active mode connections to adjacent communities.

Te Pūtahi – Ladies Mile Connecting Communities



KEY

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

Bringing it all together



Responds to unique landscape environment and provides a sense of place.

- Building heights respect views and aspects.
- Integrated stormwater management plan and open spaces create long views to landscape areas.

Efficient land use:

- Minimum density of 40 units/Ha .
- Walkable neighbourhoods.
- Critical mass of population to support PT and community facilities.



Streamlined Planning Process (SPP)



October 2022
(MP adopted
June 2022)

PC notified April
2023 -
significant
number of
Submitters.
Extensive
mediation.

Hearing
December 2023
Panel
Recommendation
April 2024

Penny
Simmonds ?

Notified Plan Change - Key Components

- New Te Pūtahi Ladies Mile Zone – Includes Structure Plan including residential, commercial and open space precincts.
- Minimum densities of 40dwg/ha (medium density zone) and 60dwg/ha (high density zone) must be achieved, (otherwise non-complying).
- 6 Level buildings allowed.
- Most Development requires RC (including design assessment) – to ensure quality built form and environmental outcomes.
- Maximum limits on car parking.
- Infrastructure Triggers in Plan Provisions e.g. Infrastructure works such as off site intersection, bus lanes, safe crossings and bus stops must be in place before development occupation in the Precinct sub areas.
- Key spatial elements (eg PT and active mode provisions) to be followed across multiple land ownerships – provides certainty to landowners and achieves coherent integrated development.



Panel Recommendation - Key Changes

Panel approved the Plan Change with a few amendments - Importantly the Masterplan is largely unchanged.

Key Plan Provision changes were:

- Removal of high density - Panel considered difficult to achieve in current market. Minimum remains of 40 units/Ha.
- Maximum limits on car parking removed by Panel – Panel didn't not consider that parking provision undermines PT use.
- Area of TPLM extended to west.



Key Learning 1 – A Partnership Approach

Te Pūtahi Ladies Mile Taskforce – Partners include:	So far has informed:
<ul style="list-style-type: none">• QLDC• Ministry Housing Urban Development• Kāinga Ora• Waka Kotahi• ORC	Funding Opportunities
Also partnership with: <ul style="list-style-type: none">• Iwi• Landowners	Partners all on the same page – accelerate delivery and achieve strategic direction and not BAU.
	Influence design decisions such as SW. Gives landowners certainty.

Key learning 2 - Infrastructure funding

Existing funding (transport, SW, WW)	Issue	Alternative
Infrastructure Funding – Crown (NZUP/Queenstown package), developer, QLDC/ORC	<ul style="list-style-type: none">• Competing demands• Timing• Council Debt Ceilings	Alternative tools: <ul style="list-style-type: none">• City Deals?• Developer Agreements?

Key learning 3 -Mode Choice/Mode Shift

Mode Choice and Mode Shift	Why	The opportunity
<p>Mode Choice at TPLM – PT and active mode availability from day one to change behaviours at outset of occupation so that PT and active modes are everyone's 1st choice.</p> <p>Modes Shift at adjacent communities to change existing travel behaviour in car dominated communities</p>	<ul style="list-style-type: none"> • BAU not acceptable. • PT, active mode and travel behaviour change initiatives to be in place from day one. 	<ul style="list-style-type: none"> • Plan Change provisions and triggers • Partner investment eg ORC PT DBC, Queenstown Package– noting this outside of the landowner/Developers control

Key Learning 4–Planning process to implement masterplan

- Front-loaded community consultation.
- Formal SPP process took 18 months (from application to Minister to Panel recommendation) compared to RMA first schedule processes, which can often take more than 5 years to complete.
- QLDC, community and other stakeholders benefit sooner from the TPLM provisions which facilitate significant changes to the transport network through SH6 upgrades and active and public transport mode infrastructure.
- QLDC initiative in unlocking the TPLM land holistically through the masterplan and SPP, has avoided BAU of ad hoc, piecemeal development with a focus on ensuring that transport infrastructure planning is undertaken holistically and strongly aligned with urban expansion.

Thank you for listening

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