

MIN-3901 Glenpanel Ladies Mile

7 October 2022

The Minister's Office is seeking Waka Kotahi NZ Transport Agency's comments on the Glenpanel Ladies Mile – Te Pūtahi project to be progressed via the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Waka Kotahi NZ Transport Agency's response:

Waka Kotahi NZ Transport Agency remains concerned about the Glenpanel Ladies Mile development and the potential for impacts on the functioning of the adjoining state highway generally, as detailed below:

- The proposal is considered to be an ad-hoc development currently out of context in the Rural and Rural Lifestyle zones.
- Although the Queenstown Lakes District Council (QLDC) Ladies Mile Masterplan for the wider area, encompassing the proposed development, has now been approved by Council, there has been no Plan Change to rezone the land. Therefore, the provisions and objectives of the Masterplan have not been included in the District Plan with supporting objectives, policies and rules. Although QLDC is considering a fast-track process to embed the Masterplan in the District Plan, the timeframe and outcome of that process is still uncertain. Consequently, there is still uncertainty whether the goals for integrated development and provision of transport infrastructure throughout the wider site to support the mode shift objectives will be delivered on a site-by-site basis.
- The current proposal remains an isolated stand-alone development with no guarantee that adjoining landowners will develop road networks and connections in an integrated way. The proposal therefore lacks certainty for future internal transport networks to be created and for the integration with the wider transport network.
- If approved, Waka Kotahi also considers there is a risk of this development creating a precedent leading to other ad-hoc developments in the area.

Although the consenting panel is tasked with considering the Flint's Park proposal, it is noted that two adjoining proposals (the Flints Park and the wider Masterplan developments) have been referred to the fast-track process. Collectively these encompass a significant portion of the wider Ladies Mile Masterplan site, along State Highway 6 (SH6) between Lower Shotover Road and Howards Drive. Consideration of these sites in parallel could better ensure the integration of the wider development and the delivery of the required transport infrastructure and connections through the sites.

Should the Minister wish to submit comments on this application, the following can be taken into consideration:

I have concerns regarding the potential impacts of the Glenpanel Ladies Mile development on the capacity of State Highway 6, including:

- *The potential impacts of this development, and the wider Masterplan development, on the capacity of SH6. Additional vehicle movements associated with the proposed development in this location will adversely affect the functionality of the highway. The applicant's traffic modelling shows that for the morning peak heading towards Queenstown, SH6 is operating at capacity. As a result, to maintain the functionality of the highway and manage the effects of ongoing development, mode shift at an unprecedented level is necessary. To achieve the challenging mode shift goals required for this site and the wider Masterplan area will require a concerted approach to providing infrastructure to support*

the uptake of other modes as well as a comprehensive plan and measures for reducing the reliance on single occupancy vehicles.

- *The ad-hoc nature of the development and potential for setting a precedent.*
- *The need to consider all three fast-track proposals (Glen Panel Ladies Mile, the Flints Park and the wider Masterplan developments) in this location in parallel to ensure integration and address cumulative impacts.*

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