

Laurel Hills

QLDC Site Visit 15th April 2019

Project Metrics

1. Total Land Area 8.9058ha
2. Number of Lots 156
3. Average lot size is 353m²
4. Lot sizes range from 110m² to 835m² enabling a diverse range of housing solutions
5. Five different house types are proposed:
 - 52 Townhouses on 180 – 300m² lots.
 - 46 ‘Retain’ houses on 230 – 315m² lots
 - 38 Urban houses on 312 – 405m² lots
 - 13 Villas on variable lot sizes around 450m²
 - 6 Compact houses on 110 -120m² lots; and
 - one existing house
6. There is a maximum height limit of 5.5m so it will be predominantly single level dwellings unless cut into hill areas. The wide range of site areas will promote a diversity of residential design outcomes including more affordable duplex houses through to typical stand alone houses.
7. Approximately 15.8% of the site (over 14,000m²) has been set aside for parks and recreation.
8. 10% of the developable area (=5,510m²) is to be gifted to the Queenstown lakes Community Housing Trust

Development Programme

9. The Development programme has many variables but we anticipate the following timeframes
 - 2019 Regulatory process through to issue of a Resource Consent at end of year
 - 2020 Subdivision design and earthworks underway by mid-year
 - 2021 Staged completion of works and titles start being issued from Mid 2021
 - 2022 Staged works and completions to titles being issued to complete whole subdivision through 2021 to 2023.

Planning Framework

10. The Council amended its Special Housing Area Lead Policy in 2017 to include the Ladies Mile area within category 2 which “includes areas that may be suitable for establishment as special housing areas, subject to further assessment against this policy.
11. To support this designation the Council determined what new infrastructure would be required to support housing development in the Ladies Mile area.
12. In August 2018 the Government announced a \$24m loan facility from the Housing Infrastructure Fund that could be drawn on by the council, the Otago Regional Council and the NZTA to build infrastructure enabling new housing along Ladies Mile.
13. All these agencies have committed work programmes to enable new housing along the Ladies Mile. This infrastructure will include wastewater mains, a pump station and water supply reservoir, a new roundabout on the Frankton-Ladies Mile highway (Howards Drive), a pedestrian and cycle underpass and bus stops.
14. Laurel Hills is the first application to be made under this Special Housing Area category 2 designation.

Traffic Theme

15. Q. The traffic out onto Ladies Mile from Lake Hayes / Shotover Country subdivisions and up Stalker Road is already at a standstill so this development can only make matters worse?
Q. The traffic movements will equate to around 1200 movements a day which again will just choke the system which already doesn't work?
A. QLDC in conjunction with NZTA and ORC has a planned programme of works to reduce this traffic congestion over the next 6 years and enable the development of further housing in the Ladies Mile masterplanned area. This program of works is approved with committed funding.
16. Q. Every house represents about another 4 cars parked in either garages or on the roads which will be congested?
A. This is overstated, some homes in Shotover Country may have 4 cars associated with them, nevertheless Laurel Hills in conjunction with QLDC will establish development controls providing a blanket prohibition on short term accommodation and because it will cover the entire subdivision policing and enforcement will be effective.
17. Q. How does the development improve circulation around the area?
A. The subdivision plan provides for a number of through connections (both bus, cycle and pedestrian). Refer to the proposed wider transport infrastructure enhances drawing shown below.

Traffic effects –specific to Laurel Hills

18. Traffic modelling has established that once the upgrades to the transport infrastructure have been implemented the additional housing has a less than minor effect on the existing traffic congestion. It is noted that the transport infrastructure upgrades are programmed to occur prior to housing being completed.
19. The impact on the roading and other community infrastructure will gradually occur from Mid 2021 (noting the first 5-6 months will be construction traffic) through to say the end of 2024 – this is assuming all 156 sections are developed during this period. This is a gradual growth in the demands on infrastructure caused by traffic volumes and needs to be reviewed alongside the NZTA and QLDC 10 year plans for upgrades to the existing systems.
20. Cycle and pathways are also entwined through the development to enable future linkage to the lower Shotover tracks and the heritage bridge giving access to Frankton and Queenstown. Overall the plans are to ensure the subdivision provides critical linkages to existing subdivisions and the cycle and track networks. These are shown on the drawing attached.
21. Off street parking is provided in line with QLDC planning rules and residences will be required to provide a minimum of one internal carpark. On street parking will also meet QLDC planning rules/guidelines.

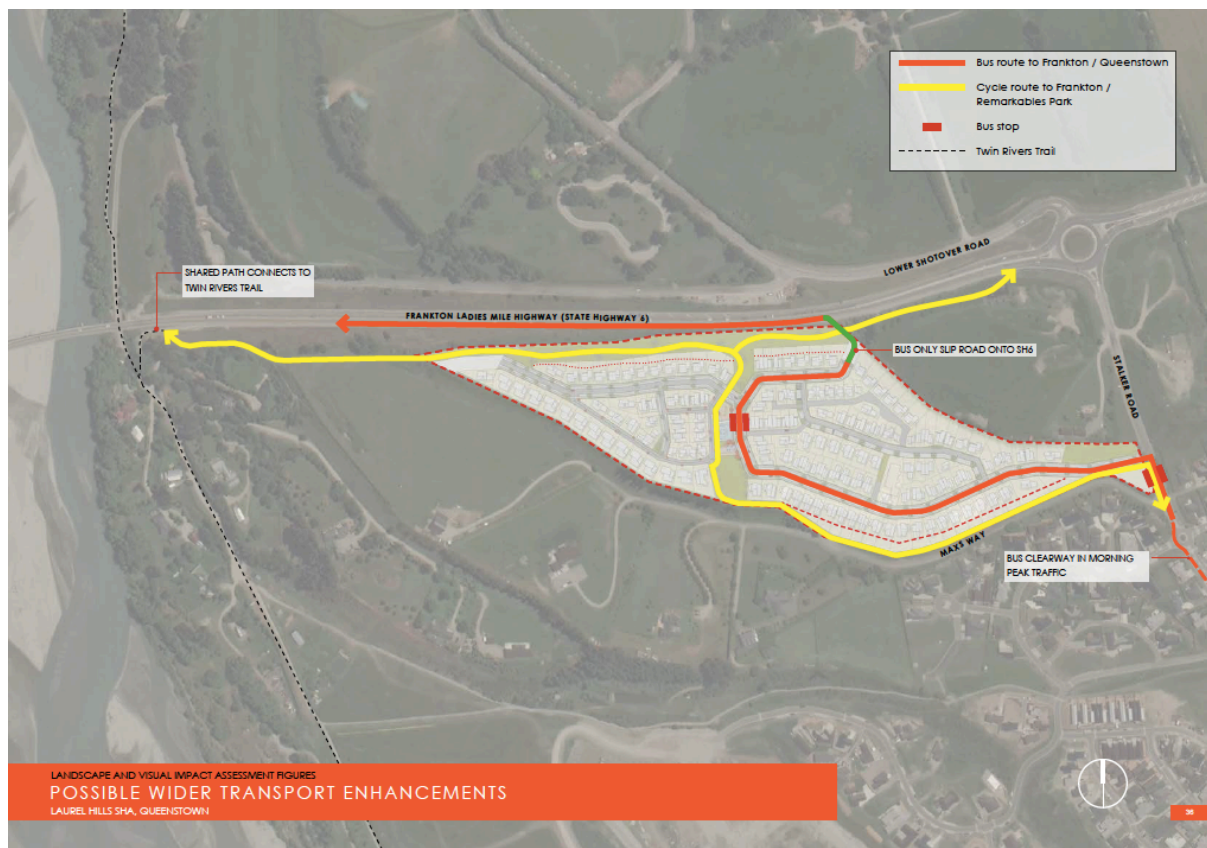
Wider traffic effects – not specific to Laurel Hills

22. Over the entire summer the Tuckers Beach road works has caused the 250 homes on Quail Rise to use the Stalker Road roundabout. When these road works are completed in April this will take about 7% of the peak traffic off the roundabout and Shotover bridge. ie traffic congestion should improve as soon as these road works are complete. The flow of traffic from the Stalker Road roundabout over the bridge and up the hill from Lower Shotover will also improve materially as traffic is no longer slowed by the nature of the road works and driver distraction.
23. NZTA and QLDC are committed to the upgrades that are summarised in the table below. This \$24 million programme of works is prefunded by Housing Infrastructure Funding (HIF). While Laurel Hills is not dependent on the HIF infrastructure, the Development Contributions paid by Laurel Hills will contribute to the repayment of the HIF loan from the Government.

Sequence	Action / Intervention	Trigger	Control Mechanism	Funding	
1	Prior to first lots	Construct access Roundabout at Howards Drive	DA for Development	DA	HIF
2	Prior to first lots	Construct Bus Stops and Underpass on SH	DA for Development	DA	HIF
3	Prior to first lots	Improve PT Level of Service - Target 20%	DA for Development	MOU	ORC
4	By end of 450th lot	Construct Park & Ride East of Ladies Mile	Design @150. Construct @300.	MOU	NZTA
5	Park & Ride	Complete Improve PT Level of Service - Target 25%	Park & Ride Complete	MOU	ORC
6	By end of 750th lot	Construct Bus Priority Lane (Park & Ride to Shotover Bridge)	Design @450. Construct @600.	MOU	QLDC / NZTA
7	Priority Lane	Complete Improve PT Level of Service - Target 27%	Priority Lane Complete	MOU	ORC
8	By end of 900th lot	Implement Diversion Improvements	Design @750. Construct @825.	MOU	QLDC / NZTA
9	By end of 1,100th lot	Improve PT Level of Service - Target 29%	900 Lots	MOU	ORC
10	Prior to 1,101st lot	Future PT Infrastructure / Modal Shift	900 Lots	MOU	QLDC / NZTA / ORC

Bus Priority Route

24. Refer to detailed bus priority memorandum.
25. The primary benefit is at least a **15 minute time saving** in peak morning traffic to Queenstown over private cars. This will result in a modal shift to bus transport that will reduce existing traffic congestion.
26. This priority bus route is supported by NZTA and ORC. The increase bus patronage will enable ORC to sustain more frequent services and a direct service to Queenstown (ie no requirement to change buses at Frankton).
27. This priority bus route supports the purchase of the Walker Land for a Park and Ride service.
28. The Laurel Hills subdivision includes two bus stops. One at the bottom of Stalker road and a second opposite the reserve and playground area in the centre of the development.



29. Laurel Hills is an integral part of the solution to current traffic congestion.