



**Flint's Park Mixed Use Precinct,
Ladies Mile, Queenstown**
**ADDENDUM TO TRANSPORT
ASSESSMENT REPORT**

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4 ADDENDUM TO SECTION 7 OF THE TRANSPORT ASSESSMENT REPORT

4.1 Background

This is an addendum to the Transport Assessment Report dated 5 March 2019 prepared by Candor³. It relates to an assessment of the suitability of the road network to cater for two potential development scenarios for the Flint's Park Mixed Use Precinct. Both development scenarios are considered as there is uncertainty as to the final form of the development. This addendum is intended to be read in conjunction with the Transport Assessment Report and augments the design as detailed in Section 7 of that report. All other sections of that report are unchanged. An indicative layout is shown in **Figure 1**.



Figure 1 Indicative layout

In support of a Housing Infrastructure Fund (HIF) Business Case Bid, an Integrated Transport Assessment (ITA) was carried out on behalf of QLDC which assessed the impact of the proposed QLDC indicative masterplan and identified a package of transport measures to mitigate the impact of this scale of development. The Detailed Business Case was QLDC's formal request to obtain a \$19.2 million HIF loan (with repayments being made from development contributions) and \$6.5 million at 51% via the Local Road Funding Assistance Rate (FAR) as a separate \$6.5m HIF funded loan directly to the National Land Transport Fund (NLTF), not QLDC.

Therefore, the Business Case was prepared for a total investment of \$26.4 million to provide infrastructure to unlock developable land for 1,100 dwellings in the Ladies Mile development corridor, of which Flint's Park is part of. QLDC, Otago Regional Council (ORC) and NZTA have since agreed a programme (Programme 3) of funding for these improvements. The detailed business case identified that developers will be responsible for the funding and construction of all the internal roading and 3 waters infrastructure with QLDC being

responsible for the construction of all external transport and 3 waters infrastructure. The HIF loan will assist with respect to funding. As such, the wider transport impacts of the Flint's Park development have been assessed, and the wider off-site transport mitigation measures required have been identified and agreed upon. Therefore, this TA Addendum reviews the proposed internal road layout.

4.2 Flint's Park Mixed Use Precinct Potential Scenarios

The first scenario includes a primary school with the ability to accommodate 600 pupils. The Ministry of Education is presently investigating the future location of a school in the Ladies Mile area.

This facility could be located on the northern side of Ladies Mile, on the eastern side of the Flint's Park Mixed Use Precinct. The remaining land would be medium density residential dwellings with the exception of the proposed Local Centre. Access to the precinct via a new roundabout is proposed, effectively extending Howards Drive into the precinct.

The second scenario would be that the school is located in a different location and the entire area, with the exception of the Local Centre, is used for residential activities and open space. It is therefore important that the road layout can accommodate either of these scenarios.

It is anticipated that with the increased residential density in the area combined with the new Local Centre there will be an increase in active transport modes and a reduction in the percentage of existing residents to the south of Ladies Mile using private motor vehicles. The number of pedestrians and cyclists will be greater in the scenario with a new school as pupils would be able to walk or ride to their destinations.

4.3 Assessment of Suitability of Proposed Transport Network

The Queenstown Lakes District Council Code of Practice (CoP) provides guidance relating to how new areas are developed and often references the Standards contained in NZS 4404:2010, the New Zealand Standard for Subdivision and Infrastructure. This includes transport related guidance. This area is expected to ultimately have an urban characteristic and the transport guidance is set out below:

- For **live and play** areas, it states: A higher portion of trips are made on public transport and by walking and cycling. There is lower priority for the provision of residential parking in urban areas.
- For **shop and trade** areas, the guidance is: Trips are made on a variety of modes at all times with limited amounts of shared and paid parking.
- **Work and learn** areas are characterised as: Trips are made on a variety of modes at all times with limited amounts of shared and paid parking.

The CoP seeks to have well-connected networks with smaller block sizes and regular connections. Network connectivity shall be designed to achieve:

- (a) Shorter travel distances.
- (b) An increased number of alternative routes for all types of users.
- (c) Increased opportunity for interaction.
- (d) Improved access to public transport, cycling and walking networks, and access to destinations.

Direct pedestrian and cycle links connect the residential area to the Local Centre, school and other non-residential activities. This will further encourage the use of active modes, especially in the scenario where a school is ultimately constructed. Links to SH6 have been minimised to discourage pedestrians and cyclists from crossing the road except at well-designed crossing points to minimise any adverse safety impacts that may result from this area being developed.

Preliminary work has been undertaken on a new potential bus route to service the Ladies Mile Masterplan area that will connect the new residential areas with the Local Centre and school. **Figure 2** shows the Connector/Collector roads in red. All other roads are to be local roads or private lane ways as described in the TA report.



Figure 2 Connector/Collector Roads and shared pedestrian/cycle route

The Connector/Collector roads will support any new bus routes once a new route has been determined. They will also provide easier access by delivery or service vehicles to the Local Centre. Details of the specific design of the roads are presented in Section 7.3 of the Transport Assessment Report. A number of service lanes will provide access to some of the residential units and shops. These will have a width of 8m which complies with District Plan requirements.

The east/west Connector/Collector roads will be a continuation of route on either side of this site and provide for a continuous network as anticipated by the masterplan for the area.

Figure 2 also shows (in black) continuation of the shared pedestrian and cycle route within the landscape setback area.

4.4 Compliance with Standards

As stated in Section 9.3 of the original Transport Assessment Report, the new roads will generally comply with the CoP Standards.

No detailed design has been developed for a residential-only scenario. The road layout shown in **Figure 1** will remain in either scenario but there will be additional local roads constructed through the indicated school site to service residential dwellings.

The Connector/Collector roads are slightly narrower than the CoP requirements. However, they are considered to suitably accommodate all users as detailed in Section 9.3 of the Transport Assessment Report.

4.5 Parking

The QLDC Operative Development Plan (ODP) indicates the following parking requirements:

- Residential dwelling: two parking spaces.
- Commercial activities: one space per 25m².

An initial assessment of the masterplan indicates that the development will be generally in accordance with these standards. The dimensions and manoeuvre depth for these spaces will be in accordance with the requirements of the ODP.

4.6 Conclusion

This addendum to the TA (dated 5/3/19) does not specifically consider the transport impacts beyond the site and has adopted the findings and recommendations from the QLDC ITA.

It is concluded that the proposed layout of the transport network for the Flint's Park Mixed Use Precinct options with and without a school complies with relevant NZS 4404:2010, QLDC District Plan and Land Development Code of Practice policy and design standards. The Flint's Park Mixed Use Precinct also generally complies with the QLDC indicative Ladies Mile masterplan.

As such, it is concluded that the Flint's Park Mixed Use Precinct is generally in accordance with the ODP, that with the proposed transport measures then any potential transport effects are minimised to a point which is acceptable and as such there are no transport reasons that would preclude the development of the Flint's Park Mixed Use Precinct as proposed.

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