

19 February 2019

Ian Bayliss
Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Dear Ian

Laurel Hills – Proposed Special Housing Area – Comments

Thank you for providing details of the above proposal to the NZ Transport Agency (Transport Agency) for comment. We understand that the proposal relates to a development as follows:

- Approximately 156 residential units;
- Internal roading, trails, parking and footpaths; and
- Creation of a neighbourhood reserve approximately 4,000m² in area including a playground, half basketball court and open space.

The development will be located between State Highway 6 (SH6) and Shotover Country subdivisions. Access to the site will be from Stalker Road.

The Transport Agency supports the provision of the following elements of the proposed development:

- Connectivity of pedestrian and cycle paths;
- A roading layout that supports alternative transport modes, i.e. bus stops, walking and cycling;
- An internal roading layout that provides for future connections through adjoining properties;
- The footpath connection between the urban area of Shotover Country and the Stalker Road Roundabout with SH6 shown on the eastern side of Stalker Road.

However, the Transport Agency notes that the subject site is not a Category 1 area (an area that is considered suitable for establishment as a special housing area) of Councils Lead Policy, but rather a Category 2 area (an area that may be suitable for establishment as a special housing area). Further to this, the Transport Agency continues to have concerns around the longer term operational capability of the transport system in this part of the Wakatipu Basin, particularly given the growing volume of residential development on the eastern side of the Shotover River.

The Queenstown Integrated Transport Programme Business Case provided a recommended programme which is expected to improve the transport system through improved transport choice and level of service for all modes. As part of the assessment for Housing Infrastructure Funding for residential development in the Ladies Mile area an agreed set of interventions and triggers have been determined. This is to ensure water and transport infrastructure is provided in a staged manner. The staged infrastructure improvements are to specifically ensure the potential traffic effects of residential development are mitigated. One of the agreed interventions was to improve the public transport level of service to 20% prior to the first lots being built which will be captured through a memorandum of understanding. Consequently, the Transport Agency suggests, if Council are of a mind to accept this Expression of Interest as a Special Housing Area, that a mechanism ensuring the above mentioned

modal shift is implemented prior to any lots being built, should be included as an essential condition of this proposal.

Furthermore, the Transport Agency requests that the following should also be included as part of the proposed development:

- The proposed development design should include a potential State highway bus only access for both the inbound and outbound movement of buses;
- The roading layout shall be of sufficient width to safely and efficiently accommodate buses through the development.
- The footpath connection that is proposed for the eastern side of Stalker Road should be replicated on the western side of Stalker Road;
- The proposed shared path as shown on the scheme plan stops at the property boundary. The application should demonstrate how the connections to the existing trails can be made and provide such connections as part of the application.

Please do not hesitate to contact me if you have any further queries or require further information.

Yours sincerely



Tony MacColl
Principal Planning Advisor