

Further submission to the Proposed district Plan Hearings on Sections 3,4, and 6:

Hearing Stream 1B

by NZIA, Architecture +women Southern and others. Submitter 283.

26/2/2016

My name is Gillian Macleod and I and others present today represent a group of 18 local architects, landscape architects and urban designers who reside and practice in the Queenstown lakes district area.

We made a wide ranging submission on all areas of those parts of the Proposed district Plan currently advertised. This was a collective view formed over at least a dozen meetings.

I have read the section 42 reports on Sections 3,4 and 6 and we propose to present our proposed changes to these chapters at our hearing date 22 March.

The thrust of our submissions will be based on the promotion of the 5 points listed below, which we identify as the big issues requiring further clarity and/or inclusion in these sections and others in the PDP.

1 Promote Quality in all areas.

We note that the section 42 report on Landscape proposes a "quality landscape" over previous iterations such as open, natural or arcadian- we would like that description extended to the urban environment.

Promoting quality in landscape, urban design, building design, in streetscape, in buildings is positive for affordable housing, for tourism and community.

Assessing and judging quality and context is the difficult issue. We propose that urban design principles are included as assessment matters in all areas, and the use of the urban design panel is promoted. We ask how will quality landscape be assessed and suggest that urban design principles are useful assessment matters in landscape areas also where the focus should not merely be on the landscape but the context in which it resides.

2.Urban growth boundaries

We support the councils initiative in creating distinct and defensible boundaries.

We believe there is plenty of capacity in already zoned areas.

We agree with the approach to increasing density within these boundaries before considering other areas provided that increased density is well integrated and well designed according to urban design principles. We do not believe "affordable" should come with the price tag of unliveable.

We have an opinion on extending the Frankton growth boundary subject to master planning work being undertaken.

3. Frankton is the hub of Queenstown and the airport needs to be a good neighbour

As new major housing areas such as Henley Downs, Kelvin Heights and Remarkables Park gain traction they will all feed into wider Frankton.

To dismiss Frankton as a collection of competing commercial nodes (five Mile, airport and Remarkables Park) is short sighted when Frankton has the district hospital, a golf course, a camping ground, the future high school, a primary school, the events centre and employment and residential opportunities.

Wider Frankton has natural boundaries of the two rivers, the lake and State Highway six. (although we have an opinion on extending that across the river) and should be recognised as a twin centre to Queenstown. (Principle 1e Queenstown Growth Strategy 2007)

Master planning for the expansion of this community in terms of facilities and transport (to cope with the increased traffic from not only the airport but the increased feeder townships of Kelvin Heights and Jacks point/Henley downs) without destroying the communication between various parts of wider Frankton means extra care around pedestrian linkages between the lake and the distinct parts of this community must be recognised at a strategic level.

The airport cannot endlessly try and fight off competitors with clauses about reverse sensitivity, as the horse has bolted. We are not about to pick up Countdown, or rezone Kelvin Heights and put them somewhere else in the district because the airport has reverse sensitivity issues.

The plan must recognise that the airport coexists and needs to **cooperate in a positive way** with a community that will become larger and grow denser around it. (principle 1j Queenstown Growth Strategy 2007)

Denser building and higher grades of insulation are noise mitigation strategies. Trying to keep everything the way it is now is not a strategy.

The continued expansion and power of the airport and the effects of the airport need to be recognised, managed, and possibly even limited to ensure the social wellbeing of the surrounding community.

4. Transportation capacity.

Transport will become the major issue in the district and the strategy has failed to address this, or it may be about to address this at a later stage when the transport sections are released. It seems silent so far, except the urban development chapter 4 talks about designing for urban settlements to the capacity of existing networks (Chapter 4, policy 4.2.1.2)

We do not believe that the existing network has the ability to provide for projected growth of not only our residents but our visitors. We do not know if airport capacity or how the increase in people movement it creates for our districts has been factored in to the proposed district plan.

I have heard many "statistics" from our community - that the airport is only at 10% of its capacity; that our 1 million airport visitors per year is about to become 3 million in the next few years. How are we going to cope with not only our residents cars, but tourists cars/group transport once they leave the airport?

Creating new roads is only feeding an obesity problem; we need radical solutions, such as electric rail , promoting the use of driverless electric cars, free public transport from the airport to town centre...but the strategic direction is silent on how it proposes to address this major issue for our district, a perfect storm of visitors and residents colliding at the Frankton roundabout.

We are growing, what is the infrastructure strategy for smart growth.

5. Rural areas need to stay rural

We need to protect rural landscapes, (Principle 1g Queenstown Growth Strategy 2007)and provide a green belt buffer to the townships.

We support avoiding "urban style" development occurring in the basin. (principle 1a Queenstown growth Strategy 2007)

We do not want further erosion of our quality landscape through a "pick me" approach that allows the continuing infill of the rural area, the effect of which is not just about the landscapes "ability to absorb" but has wider implications in terms of transport ,infrastructure and community.

Assessing a "quality" landscape will break new ground, and we suggest that assessment matters should follow urban design principles.

Gillian Macleod
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