

**BEFORE THE HEARINGS PANEL
FOR THE QUEENSTOWN LAKES DISTRICT COUNCIL**

UNDER the Resource Management Act 1991

IN THE MATTER of a submission on the Queenstown
Lakes Proposed District Plan

BY **WILLOWRIDGE DEVELOPMENTS
LIMITED**
Submitter

**STATEMENT OF EVIDENCE OF PAULA COSTELLO ON BEHALF OF THE
SUBMITTER**

Dated: 29 May 2020

MAY IT PLEASE THE PANEL:

Introduction

- [1] My name is Paula Costello. I am a planner and urban designer at Williams & Co. a consultancy based in Queenstown.
- [2] My qualifications are BRS(Hons) in planning from Lincoln University, and a Master of Urban Development and Design (UNSW). I have 16 years of experience in the resource management field in the Queenstown Lakes District.
- [3] My professional experience encompasses a variety of positions in planning and urban design, formerly within QLDC and more recently in a consultancy role with Williams & Co. providing planning and urban design services in the district. My experience includes resource consent processing, urban design assessment, review of District Plan chapters and delegated decision making for QLDC consents both in house and independently.
- [4] During my employment with QLDC I worked directly in the Wanaka locality at various times, including for approximately a year as Team Leader for resource consents based in the Wanaka office.
- [5] Whilst this is not an Environment Court hearing, I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2014. This evidence has been prepared in accordance with it and I agree to comply with it. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

Reference Documents

- [6] In preparing this evidence I have reviewed:
 - (a) The s32 report for Chapter 19A along with associated expert reports
 - (b) s42A reports, as follows:
 - i. Three Parks prepared by Mr Roberts

- ii. Strategic Overview prepared by Mr Barr
- iii. Chapter 18a General Industrial Zone prepared by Mr Place
- iv. 101 Ballantyne Road prepared by Mr Matthee
- v. Design Guidelines for the Business Mixed Use Zone and for Residential Zones prepared by Mr Devlin

(c) Evidence as follows:

- i. Evidence in Chief of Natalie Hampson for Queenstown Lakes District Council – NPS-UDC Capacity and Economic Matters relating to the General Industrial and Three Parks Zones.
- ii. Statement of Evidence of Fraser Colegrave on behalf of Willowridge Developments Limited
- iii. Statement of Evidence of Antoni Facey on behalf of Willowridge Developments Limited.

[7] The evidence has been prepared to address the submission of Willowridge Developments Limited (the Willowridge submission) number 3320.

Scope of Evidence

[8] My evidence addresses the matters set out in the Willowridge submission and is structured as follows:

- (a) Three Parks Business Zone
- (b) Business Mixed Use Zone (BMUZ) to the south
- (c) Three Parks Commercial Zone
- (d) Residential Zones
- (e) Structure Plan
- (f) Summary

[9] **THREE PARKS BUSINESS ZONE**

[10] The Willowridge submission seeks to introduce a new Three Parks Business Zone within the structure of Chapter 19 (proposed as Chapter 19B).

[11] The Business zoning is proposed to apply to land either side of the Proposed District Plan (PDP) Business Mixed Use Zone (BMUZ) on Sir Tim Wallis Drive, from Ballantyne Road up to the Primary School site on the north-west side, and up to the Three Parks Commercial zoning on the south-eastern side.

[12] The spatial extent of the zoning would include the existing Operative District Plan (ODP) Business sub zone (excluding a small area south of Umbers Street¹) and in addition the extension would replace ODP Residential zoning either side of the alignment of Sir Tim Wallis Drive (see Figure 1).



Figure 1: Location of Three Parks Business Zone as sought in relation to Three Parks ODP zoning

¹ This discrete area is sought to be zoned BMUZ and is discussed in detail commencing at [46] below

- [13] The PDP notified zoning replaces the ODP Business sub zone with the General Industrial Zone (GIZ) as shown (purple) in Figure 2:

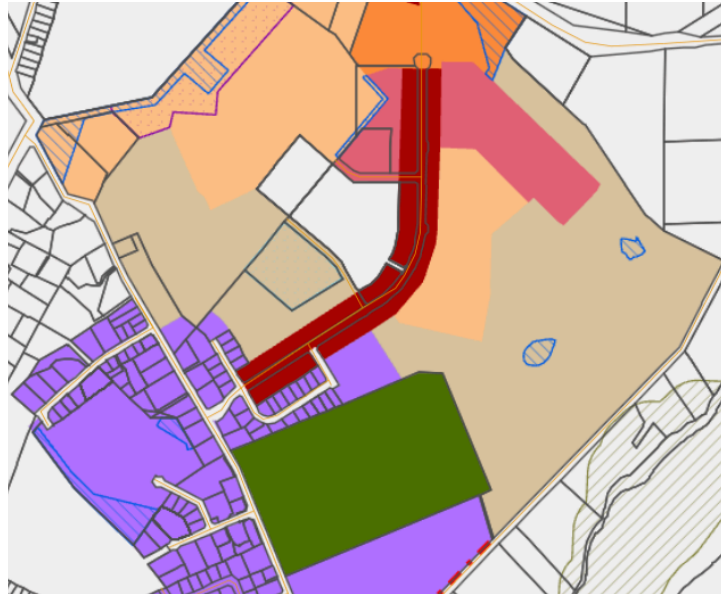


Figure 2: PDP zoning as notified

- [14] The Willowridge submission is that this area, along with a further extension, is more appropriately zoned Three Parks Business. This is illustrated in Figure 3 below with the proposed Business zone (17.95 ha) shown purple:

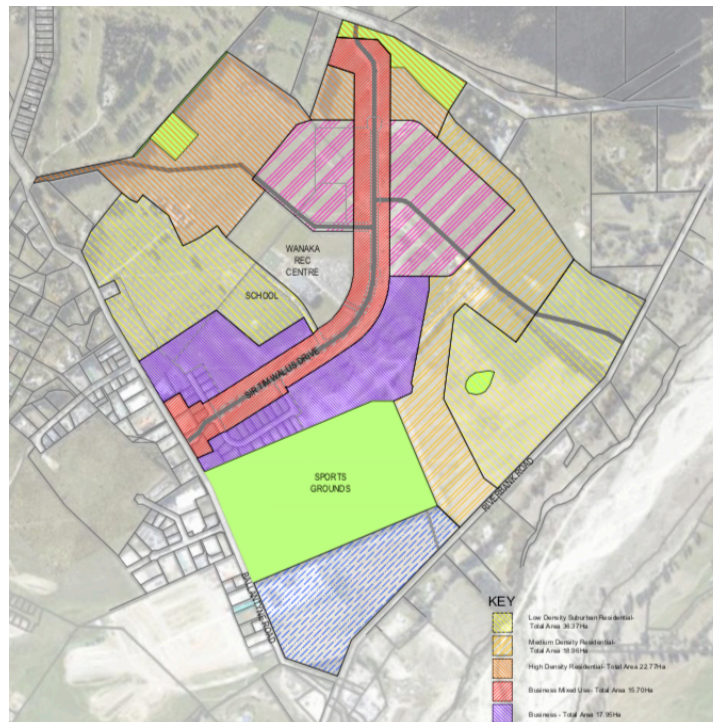


Figure 3 – Three Parks Business Zoning as proposed by Submission

[15] This matter is addressed in the s42A reporting at paragraphs 12.7 – 12.11.

ODP Business Sub Zone Land

[16] The ODP Business sub zone land at Three Parks, from Ballantyne Road up to Umbers & McCormick Streets, has been or is in the process of being developed in accordance with this zoning. As an alternative to this area being rezoned as GIZ, Willowridge have sought the application of a new Three Parks Business Zone to apply to this land.

[17] The rationale for a new Business zone is that it provides an outcome that is unable to be met by the GIZ, or any other alternative zone in the PDP. It is relevant to note that much of the current ODP Business sub zone land is already developed. As described by Mr Cosgrove², the proposed rezoning better aligns with current and consented business activities in this area.

[18] The notified GIZ zoning of the PDP is designed to provide a more restrictive planning framework³ and move towards providing only for 'pure' industrial and service activities as outlined in Objective 18A.2.2 and Strategic Policy 3.3.8 of the PDP.

[19] However this zoning approach does not align with either what is existing within the Three Parks Business area or its anticipated future growth. As identified by Ms Hampson, the proportion of existing activities in this area that would be categorised as Prohibited or Non-Complying activities under GIZ is 79%⁴.

[20] Analysis of the rule framework identifies that the proposed Business zone, (while more restrictive in other ways, namely excluding outdoor storage, food beverage and licenced premises) allows for a larger range of Business activity, in particular Trade Suppliers, and for Offices, either ancillary to the principal use of the site or on any site adjoining the

² Evidence of Fraser Colegrave, paragraph 20

³ L Place s42A General Industrial Zone, paragraph 8.10, paragraph 5.44

⁴ Evidence of Natalie Hampson, paragraph 8.3

residential zone, and Retail, ancillary to the principal use and up to 100m² in area.

- [21] This differs from the GIZ framework where offices and retail activity must be ancillary to an Industrial or Service use and permitted only to 50m² in area. The proposed Business zone provides unequivocally for Trade Suppliers⁵, and accordingly allows ancillary office and retail space associated with this kind of business (and larger spaces for retail and office associated with Industrial or Service activities) and allows for some general Office activity based on location (as a buffer type activity adjacent residential zones). Services stations are also provided for.
- [22] On this basis I consider it accurate to describe this zone as a 'transition' or middle ground between the stated restrictive⁶ zoning of the GIZ and any other commercial zoning (BMUZ, Town Centre or Three Parks Commercial). Without this proposed zoning I consider that there is a particular issue in respect to a lack of locations in which it is appropriate for activities such as those already existing within the ODP Business sub zone to establish. There is a subset of business activity that does not fall neatly within any of the proposed PDP zones, this is evident in terms of the misalignment of the existing Three Parks Business activity with the GIZ zoning⁷, and consideration of the purpose and objectives of the Town Centre, Three Parks Commercial Core or BMU zones.
- [23] In discussion on the issue of how the PDP intends to provide for Trade Suppliers in particular, Mr Place in the s42A for the GIZ identifies that the Coneburn Industrial Zone provides for these uses, but otherwise that *some of* the range of Trade Suppliers may be appropriate in BMUZ locations. I note that the future Coneburn zone is located in Wakatipu so it does not provide any assistance in the Wanaka context.
- [24] The BMUZ has been applied in different arrangements throughout the plan, but in terms of its original inception (Gorge Road, Queenstown) and how it is applied spatially in Three Parks, it can be seen as a 'main street' type zoning, located along Sir Tim Wallis Drive. In terms of the

⁵ As defined within PDP Chapter 2 *Definitions*

⁶ L Place s42A General Industrial Zone, paragraph 5.5

⁷ Evidence of Natalie Hampson, paragraph 8.3

BMUZ provisions these are focused on encouraging development that has high quality building and urban design outcomes, a positive contribution to the visual quality, vitality, safety and interest of the street, with articulated building frontages and avoidance of blank walls⁸. Development in the BMUZ will also be assessed under a set of design guidelines⁹. There is a focus on compatible business and avoiding those with undesirable qualities from locating in this zone in the aim of developing a high quality urban environment.

- [25] Some Trade Supplier activities may be able to establish in this zone but in Three Parks in particular where the BMUZ is a sleeve of Sir Tim Wallis Drive I consider that some of the features of Trade Supplier activities including building bulk and car parking will make it difficult for both the functional features of many of these activities and the Objectives of the BMUZ to be achieved.
- [26] I note that the matters of discretion for Trade Suppliers in BMUZ include *the impact of buildings on the streetscape and neighbouring properties in terms of dominance impacts from large utilitarian buildings along with landscaping and the provision and location of parking*¹⁰ indicating that building size and appearance, the ability to landscape and the location of parking would be under assessment in a decision as to whether a Trade Supplier activity was allowable in this zone.
- [27] As such I do not consider that the BMUZ in Three Parks easily provides for or delivers any certainty for these kind of Trade Supplier activities. The BMUZ in Anderson Road Wanaka as an alternative is identified as having limited capacity¹¹. I therefore consider that there is logic in the promotion of a new Business zone which bridges the GIZ with other more commercial and high amenity focused PDP zones.
- [28] I note that the amendments to the GIZ regarding Trade Suppliers outlined within the GIZ s42A report do not change my conclusions in this respect. While a new activity status of Discretionary has been recommended for Trade Suppliers within the GIZ, the fundamental

⁸ PDP Chapter 16, Objective 16.2.2 and Policy 16.2.2.1

⁹ QLDC Variation to Chapters 16 and 31: Business Mixed Use Design Guidelines

¹⁰ PDP Chapter 16, Rule 16.4.7 (a), (b) and (c)

¹¹ Evidence of Natalie Hampson, paragraph 10.26

approach of the GIZ zone as one focused on pure industrial and services activities and shifting away from the presence of other business in this zone is upheld by the associated policies recommended to apply to the assessment of Trade Suppliers. These provisions seek to differentiate a subset of Trade Suppliers that may be appropriate in the GIZ (being wholesale based), and discourage others. I consider that the Discretionary status along with the uncertainty around compliance with the subjective policies will mean the GIZ is not considered a location in which to confidently invest in development for this kind of business activity.

- [29] In terms of benefits, a new Business zone over the ODP Business sub zone instead of the notified GIZ will have economic benefits as described by Mr Colegrave¹² and will align with the existing and consented land use activities. Ms Hampson also supports the submission that the GIZ is not the most appropriate zone for this area¹³ and when considering a mixed-use alternative option that would give economic benefits, that the proposed Business zone would be more effective than a BMUZ alternative¹⁴.
- [30] I also consider it a logical pattern of zoning to have this area as a Business zone in relation to the structure of Three Parks as it generally provides a transition between core commercial areas and other zones.
- [31] The s42A reporting rejects the proposed Business zone on the basis that it adds a new PDP zone, and this does not align with the direction of National Planning Standards for the number of zones used in plans to be reduced. While acknowledging this aim I consider that there is a 'gap' in the available PDP zones (in general terms a zone between Industrial and Commercial) that has meant that a new zone is most effective and efficient in this case. I also suggest that this zone may not necessarily be 'bespoke' in terms of its use in just Three Parks. As Council continues to review upcoming sections of the District Plan, it may be the case that a Business zone is found to be useful, for example in the Frankton Flats.

¹² Evidence of Fraser Colegrave, paragraphs 23-28

¹³ Evidence of Natalie Hampson, paragraph 18.6(b)

¹⁴ Evidence of Natalie Hampson, paragraph 18.6(c)

[32] I also consider that there is a difference in the notified GIZ part of Three Parks that warrants a different approach to other industrial areas, given its existing (recently developed) and consented land uses. This is recognised by Ms Hampson who identifies this as a unique situation¹⁵ commenting that¹⁶:

The submission states that the uptake of the Business precinct has been rapid, and it is nearly fully developed. This is consistent with my observations and is reflected in the Interim BDCA Update. I also support the view that Three Parks is well suited to trade suppliers. The Business precinct has also been effective in catering for larger show-rooms that may incorporate a service activity.

[33] This also means that there is little concern in terms of loss of GIZ land, as identified by Mr Colegrave¹⁷ and Ms Hampson¹⁸ given the minimal vacant land in this area in question.

Extension of Business Zone

[34] The second part of the Willowridge submission in relation to the Business zone is the extension of this zone. This is sought based upon the existing ODP Business zone having been subject to quick uptake and being almost fully complete¹⁹.

[35] The evidence of both Mr Colegrave and Ms Hampson addresses the economic impacts in terms of this proposed extension including benefits of increased business zoning and the limited effect in terms of loss of residential land. Both experts support the proposed extension of zoning, with Ms Hampson identifying that²⁰

extending the area formally zoned Three Parks Business precinct in the ODP as submitted is a strategic opportunity that should be captured at this time and will contribute to the economic wellbeing of the current and

¹⁵ Evidence of Natalie Hampson, paragraph 18.4

¹⁶ Evidence of Natalie Hampson, paragraph 18.6(a)

¹⁷ Evidence of Fraser Colegrave, paragraph 29

¹⁸ Evidence of Natalie Hampson, paragraph 9.11

¹⁹ Willowridge Submission (3220)

²⁰ Evidence of Natalie Hampson, paragraph 18.7

future community. Once the residential areas of Three Parks are developed, the opportunity to expand the business areas will be lost.

and Mr Colegrave identifying similar benefits including agglomeration effects²¹

[36] I consider the proposed extension areas to be logical in terms of urban design considerations and will retain the overall structure of Three Parks with a commercial core located centrally in the northern are of the zone, and business uses transitioning down the length of Sir Tim Wallis Drive to the Ballantyne Road area. I consider that it is beneficial that this area of additional zoning is an extension of and builds upon existing land use (ODP Business) rather than being a secondary or discrete new area of zoning. The proposed business extension will continue to sit 'behind' the BMUZ sleeve on Sir Tim Wallis Drive and this is appropriate in terms of its anticipated land uses being less public facing. The area of the zone extending north to meet the Commercial zone (and on the other side the school and recreation centre) is considered appropriate and results in a continuation of non-residential uses through to and including the Commercial zone in the centre of Three Parks.

[37] In terms of urban design outcomes, specifically connectivity, I consider that a connection through the Business zone from Sir Tim Wallis Drive 101 Ballantyne Road is desirable. This recommendation is based on the proposed rezoning of 101 Ballantyne Road to Active Sport and Recreation Zone. I consider it would be important to secure a direct and safe link between the sports fields and the school and Wanaka Recreation Centre sites at Grace Wright Drive given this will be a future desire line with obvious synergies in terms of use.

[38] In this respect I recommend an addition to Policy 27.3.15.4 of Chapter 27 (Subdivision and Development) as follows:

Develop an interconnected network of streets, footpaths, walkways and open space linkages including between the Wanaka Recreation Centre

²¹ Evidence of Fraser Colegrave, paragraph 28

and 101 Ballantyne Road, that facilitates a safe, attractive and pleasant walking, cycling and driving environment.

- [39] In terms of the strategic objectives (SO) of the plan the proposed Business zone will align with the higher order provisions in Chapters 3 and 4 which generally seek consolidation and integration of urban land. As the zoning is proposed within Three Parks it will contribute to a compact urban form within a Urban Growth Boundary (UGB).
- [40] I consider the proposal will represent urban growth as sought under SO 3.2.2 being that which is managed in a strategic and integrated manner as it will build upon existing zoning and be compatible within the future Three Parks environment.
- [41] With respect to SO3.2.2.1 it will promote a compact well designed and integrated urban form and achieve a built environment that provides desirable, healthy and safe places to live work and play while still ensuring housing opportunities and a network of open spaces and community facilities. The location of the proposed zoning within Three Parks means that it will be integrated with existing infrastructure.
- [42] The Business zoned land as proposed will directly give effect to Strategic Policy (SP) 3.3.11 *to provide for a wide variety of activities and sufficient capacity within commercially zoned land to accommodate business growth and diversification.* The zoning will allow for a range of activity not directly provided for in other commercially zoned land and the extension will allow sufficient capacity to accommodate future business growth. In this respect the zoning will also assist with the outcomes sought by SP 3.3.8 by providing an location for non-industrial activities. SP 3.3.3 in relation to protection of town centres will be met given the nature of the zoning.
- [43] The relevant objective of Chapter 4 (Urban Development) is 4.2.2A which also refers to a compact and integrated urban form. The zoning proposed being located within the UGB and within a planned urban development node at Three Parks will meet this objective including the efficient provision of infrastructure and services to the zone.

[44] When considering the allocation of land into zones SP 4.2.2.2 directs regard to be had to matters including the function and role of other commercial and industrial areas, which have been traversed in this evidence in terms of available alternatives. Being located within Three Parks the zoning will retain connectivity and integration with existing urban development and link with future public transport. Economic evidence has also confirmed there will be little impact on the provision of housing within Three Parks.

[45] This is also a use of land within the UGB that ensures the on-going availability of a competitive land supply for urban purposes and a compact and efficient urban form (SP 4.2.1.4).

[46] Taking into account the above I support the introduction of a Business zone (Chapter 19B) as proposed and the extension of the spatial extent of this zone within Three Parks. Having evaluated zone this in terms of s32 I consider it the most effective and efficient method for implementing the objectives of the plan. A copy of this evaluation is contained in **Appendix 1**.

[47] **BMUZ TO THE SOUTH**

[48] The Willowridge submission seeks to continue the sleeve of BMUZ either side of Sir Tim Wallis Drive all the way to meet Ballantyne Road.

[49] This BMUZ sought is located in the general position of the ODP 'Business Main Street' zone and is an extension of BMUZ over 6 individual properties from the notified zoning (these properties being zoned GIZ as notified). This area can be shown in each case as follows:



Figure 4: ODP Zoning - Three Parks Business Main Street & Business

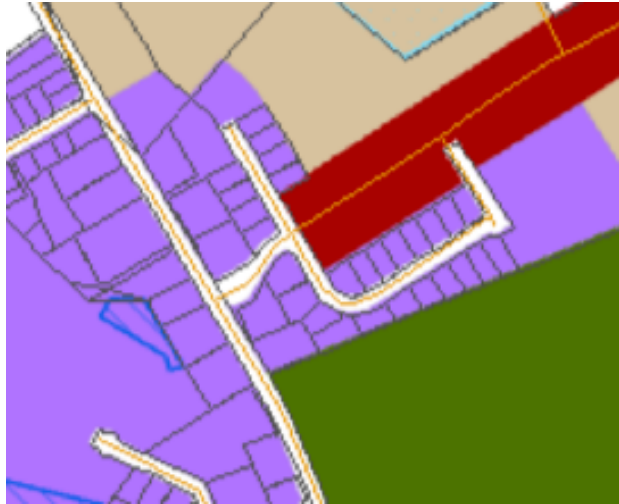


Figure 5: Notified PDP Zoning - General Industrial Zone

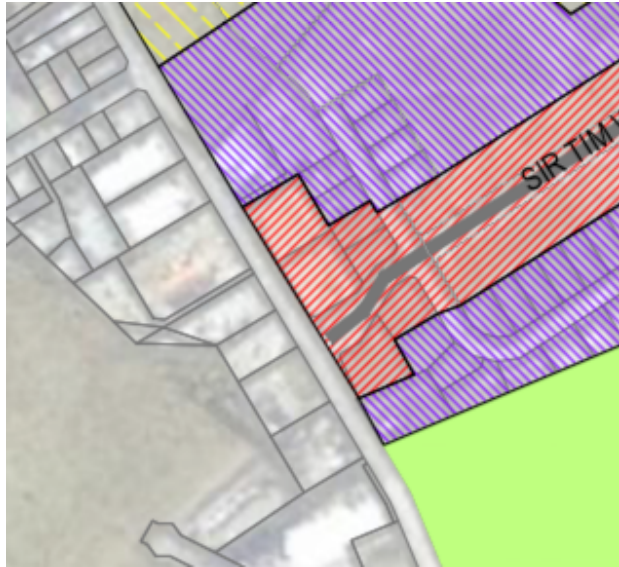


Figure 6: Zoning sought by Submission - PDP BMUZ

- [50] This matter is addressed in the s42A reporting at paragraphs 12.4-12.6.
- [51] I note that Mr Roberts is of the view that sleeving Sir Tim Wallis Drive with BMUZ zoning at the north of the zone (towards SH84) will *'create an efficient zoning pattern of a contiguous corridor of BMU along the main street that provides for consistent character and built form'*
- [52] I consider the same principle applies in terms of extending BMUZ to the south to meet Ballantyne Road, and I also note that this principle is illustrated in the ODP zoning, where the 'Business Main Street' subzone was created to continue a 'sleeve' of zoning along the full extent of Sir Tim Wallis Drive to Ballantyne Road (refer Figure 4).
- [53] On this basis in urban design terms I support extending the sleeve of business zoning to Ballantyne Road. Sir Tim Wallis Drive is currently the primary through-link within Three Parks and its connection to Ballantyne Road has been identified as a connection point since the inception of the zone. It is appropriate to signal and give some importance to this entry node which provides access to the rest of Sir Tim Wallis Drive and the Three Parks area by way of its land use character. This would not be achieved by the presence of industrial activities in this location.
- [54] The land sought to be rezoned BMUZ is made up of 6 parcels of land southwest of the junction of McCormick Street / Sir Tim Wallis Drive and adjacent to Ballantyne Road, as follows:



Figure 7: Area of Submission BMUZ – (note this aerial does not reflect full extent of current built development)

[55] While the s42A report identifies the BMUZ proposed is not appropriate because it will traverse an ‘established industrial area’ I note that this locality has been zoned ODP Business and ODP Business Main Street and the sites shown in Figure 7 have not been developed or established to date with industrial uses.

[56] An analysis of these sites shows that out of the six, five have been developed, and the remaining (3 Umbers Street) is currently subject to a resource consent application for two commercial buildings (inclusive of commercial, retail and office use)²².

[57] Existing buildings and established uses are:

Address	Use	Tenancies
1 Umbers Street	Commercial Building	5 - Offices
1 Sir Tim Wallis Drive (Lots 2 & 3 DP500684)	Commercial Building	5 - gym, laundromat, electrical supplier, homewares, baker, offices
2 McCormick Street	Commercial Building	3 - Sporting goods wholesaler, offices
2 Sir Tim Wallis Drive	Veterinary Clinic	-

²² Council reference RM200310

- [58] Zoning of this area to GIZ as proposed would mean that the majority of the above and existing uses would be prohibited or non-complying activities²³.
- [59] In contrast to the benefits of retaining a business zone over this area there would be costs associated with a potential GIZ of this area given the established uses. These include uncertainty around change of use in respect to commercial tenants or ability to expand tenancies given the current uses are prohibited or non-complying.
- [60] The s42A report identifies the BMUZ extension as inappropriate with respect to potential reverse sensitivity issues resulting from residential or visitor accommodation activity allowable in this zone, and that the environment within this BMUZ, as already built and comprised of non-residential activity, is not appropriate for such uses.
- [61] The built development that already exists on these sites is not industrial and aligns with that permitted in BMUZ. In my opinion, while the likelihood of retrofitting residential or visitor accommodation into these existing buildings is low, a concern that doing so would result in adverse effects is unwarranted given that zone provisions (BMUZ) have suitable controls in place in respect to residential and visitor accommodation, including acoustic insulation requirements and outdoor living space²⁴. Residential and visitor accommodation activity is (subject to standards) anticipated in this kind of mixed use environment.
- [62] In terms of reverse sensitivity in respect to surrounding land, I consider the above BMUZ provisions, in particular the standard requiring acoustic insulation for residential or visitor accommodation activity, sufficient to avoid potential effects for any of the considered zoning options in the surrounds.
- [63] It is noted that Council's notified zoning for Three Parks includes BMUZ immediately adjoining a series of other zones including GIZ along a length of Sir Tim Wallis Drive. The scenario of BMUZ (or residential zoning) adjacent to GIZ is clearly considered acceptable. In my opinion

²³ Office, Commercial and Retail having a *Prohibited* status, with Commercial Recreation *Non-complying*

²⁴ Chapter 16 Rule 16.5.5 and Rule 16.4.4(h)

BMUZ bounded by GIZ (or any other zone) is appropriate given the existing controls within each set of the zoning rules. The ability for existing controls to adequately safeguard against reverse sensitivity effects is addressed in Policy 16.2.1.6 of the BMUZ and identified in both the Three Parks s42A report with respect to GIZ adjoining LDRSZ²⁵ and the Council's s42A reporting for the GIZ generally²⁶.

[64] As the concern in respect to BMUZ in this location is limited to the ability for this zoning to allow residential or visitor accommodation activity and associated reverse sensitivity effects I have considered the appropriateness of restrictions to limit these uses in this particular area of the BMUZ.

[65] However, in my view there is little to distinguish this area of BMUZ from any other in Three Parks which extends up Sir Tim Wallis Drive, and given existing controls in terms of the establishment of residential or visitor accommodation activity, a 'carve out' for this piece of BMUZ is not efficient. The establishment of residential or visitor accommodation is anticipated in a BMUZ and would not be inappropriate in this location compared to any other, should it be retrofitted and meet standards in respect to acoustic insulation, outdoor living space and car parking (for example).

[66] I have also considered if the application of the Willowridge proposed Three Parks Business Zone is an appropriate alternative, however given this zoning excludes Office activity, which is present in a majority of the buildings in this area, I consider it more efficient to enable the BMUZ zoning over these 6 sites.

[67] Based upon the evidence of Ms Hampson & Mr Cosgrove, there is no concern in terms of the loss of GIZ in terms of industrial land supply. This is evident given that the area is almost entirely developed and as such does not contribute to any vacant developable industrial land.

²⁵ N Roberts s42A Report Three Parks, paragraph 12.7

²⁶ L Place s42A Report General Industrial Zone, paragraph 8.10, paragraph 8.13

[68] For these reasons I support the BMUZ as sought in the Willowridge submission.

[69] **THREE PARKS COMMERCIAL ZONE**

[70] The Willowridge submission supports the approach of the PDP to use a new Three Parks Commercial chapter to provide for the commercial core of Three Parks, however seeks an alternative spatial extent of this zone when compared to that notified.

[71] The existing zoning, PDP notified zoning and that sought are illustrated in Mr Colegrave's evidence²⁷ replicated here:

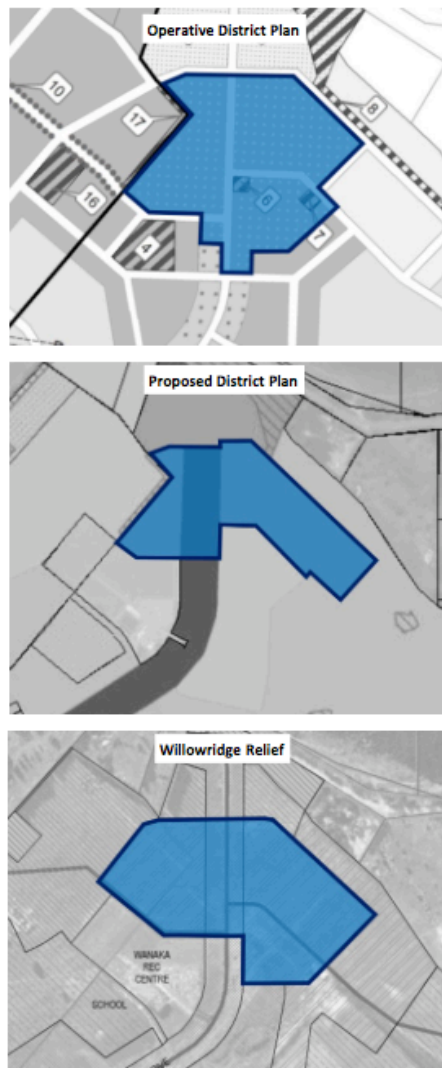


Figure 8 Commercial Zoning Scenarios

²⁷ Evidence of Fraser Colegrave, Figure 4 p10

- [72] I note that the ODP included both the Commercial Core subzone, and a Deferred Commercial Core. The PDP as notified included the Deferred Commercial land but excluded the south east corner of Commercial Core land.
- [73] The relief sought is the reinstatement of the south east corner (inclusive of a small area of Medium Density Residential (MDR)) and Deferred Commercial Core (but not all of it) in a rationalisation of the boundaries on this eastern side, and secondly the inclusion of a new area of Commercial zoning on the western edge, again rationalising the shape of the zoning.
- [74] The evidence of Mr Colegrave and Ms Hampson addresses these changes in terms of economic analysis, with both supporting the changes sought by the Willowridge submission and identifying no economic rationale for a reduced area of commercial zoning as proposed in the PDP²⁸²⁹.
- [75] Mr Colegrave identifies that the changes in terms of reconfiguration will result in a net increase of the Commercial Core area of approximately 2ha or 12% from the ODP area. Taking into account the Deferred area (partially) changing into MDR any loss of residential land will be minimal and again both Mr Colegrave and Ms Hampson agree that this is an appropriate outcome, in order to retain long term commercial capacity³⁰ and as the most efficient use of land³¹.
- [76] In urban design terms the spatial arrangement of the Commercial zone as sought by Willowridge is preferable. I consider this is the case due to the overall shape of the proposed Commercial zone, and its form in relation to boundaries and the road network.
- [77] One of the design principles which underpinned the establishment of the Commercial Core sub-zoning when the ODP Three Parks zone was developed was the 'off set' relationship of the two roads that meet Sir

²⁸ Evidence of Natalie Hampson, paragraph 18.12

²⁹ Evidence of Fraser Colegrave, paragraph 35

³⁰ Evidence of Fraser Colegrave, paragraph 41

³¹ Evidence of Natalie Hampson, paragraph 18.14

Tim Wallis Drive in the commercial area. This is illustrated in the below Figure 9 (the two roads being off-set as opposed to a four-way intersection):

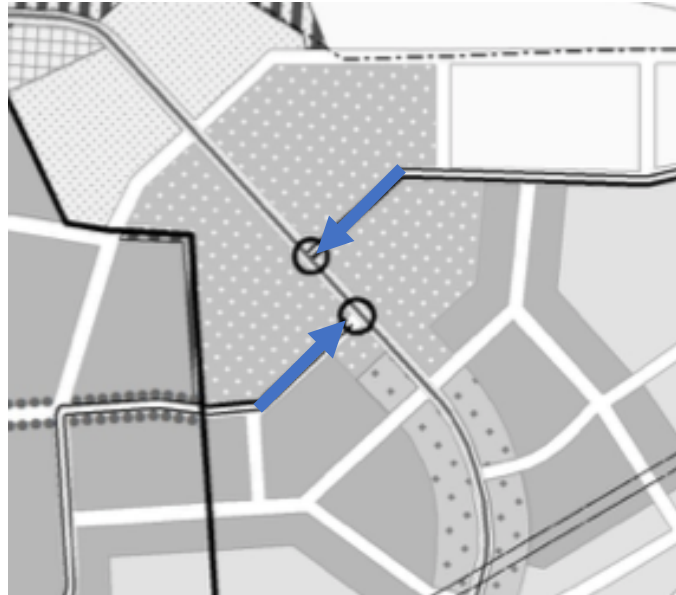


Figure 9: Commercial Core road offsets

- [78] The benefits of this relate to the creation of areas of interest and anchors along the main road, that the difference and interest created by the change in street environment would be advantageous in terms of placemaking and a structure around which commercial uses (and/or public open spaces) would develop. However the removal of commercial zoning in the south-eastern corner undermines this design approach and this principle in terms of structure. This omission may be an error on behalf of Council and I support the reinstatement of this area of commercial zoning (shown as area (1) on Figure 10 below) as one of the core areas of the centre.
- [79] An overall change in terms of the shape of the Commercial zone is also sought by removing Commercial zoning - shown as area (2) in Figure 10 below - from the Deferred Commercial land to the north-east (replacing with MDR) and rezoning MDR land in the north-western corner with Commercial zoning – shown as area (3) in Figure 10. The general effect of this is to 'swap' or consolidate the zoning to a more compact form centred on Sir Tim Wallis Drive, which has benefits in terms of integrated development, walkability and efficiency.

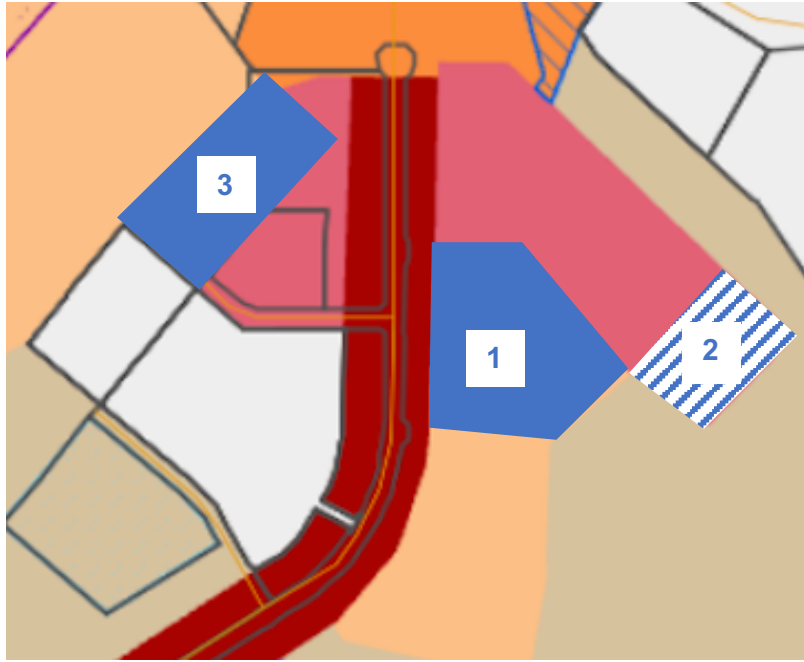


Figure 10: Commercial adjustment

- [80] I note that the area within the north-western corner (area 3 in Figure 10) is a logical extension of the zoning following planned and likely road alignments, and realigns the previous zone boundary to a more useable shape, opposed to the previous which was based upon cadastral boundaries and different land ownership at the time.
- [81] The relevant provisions of Chapter 3 (Strategic Direction) are SO 3.2.1.4 and SP 3.3.7 which both seek a framework that enables large format retail development in the commercial core of Three Parks. The changes will support this outcome given the rationalisation of boundaries to create zoned land of an improved shape and arrangement to provide for larger scale development.
- [82] In respect of Chapter 4 (Urban Development) the relevant provision is SO 4.2.2A *A compact and integrated urban form within the Urban Growth Boundaries that is coordinated with the efficient provision and operation of infrastructure and services.* The proposal will make the commercial core more compact and will continue to sit within a framework of integrated urban form with efficient provision of infrastructure.

[83] Therefore I support the relief in Willowridge submission in terms of the amended Three Parks Commercial zone boundaries as the most effective and efficient arrangement for this zone.

[84] **RESIDENTIAL ZONES**

[85] The Willowridge submission seeks changes to the layout and extent of zoning in respect to all of the residential zones (Lower Density Suburban Residential (LDSR), Medium Density Residential (MDR) and High Density Residential (HDR)) which have been applied within Three Parks.

[86] It is firstly noted that the approach in terms of zoning is to utilise the above existing PDP residential zones within Three Parks and this is supported in terms of continuity.

[87] A series of changes are sought in terms of the zoning of the land north of the Three Parks Commercial zone and south of State Highway 8. This area held a ODP zoning of Tourism & Community facilities subzone with an Open Space overlay providing a buffer adjacent the Highway. A spot zone of ODP Business zone was in place at the northern extent (see Figure 11).

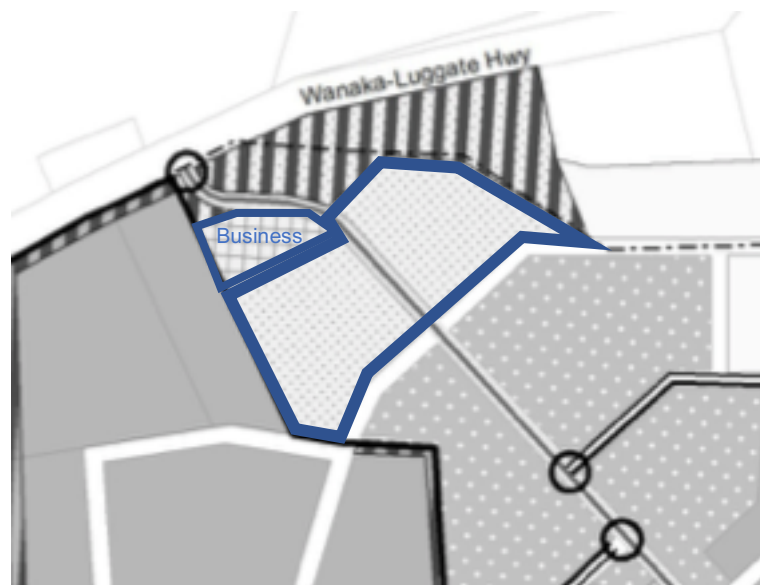


Figure 11: ODP Tourism & Community Facilities subzone / Business subzone

[88] Aligned with the approach to sleeve BMUZ along the majority of Sir Tim Wallis Drive in the PDP as notified, it is considered appropriate to extend the BMUZ to the north to meet and incorporate this ODP Business spot

zone, providing a continuity of approach along Sir Tim Wallis Drive at this entry to Three Parks. This is a recommendation of the s42A reporting and is supported.

- [89] The adjacent ODP Tourism & Community Facilities subzone land either side has been rezoned High Density Residential in the PDP. This outcome coupled with the BMUZ sleeve is illustrated in Figure 12. HDR is considered an appropriate zoning for this location given its proximity to the commercial centre and transport links and where separation is provided from the State Highway by a Building Restriction Area (BRA).



Figure 12: HDR to the North / BMUZ Sleeve

- [90] The notified zoning included a building coverage rule limiting built form to 25% coverage, generated with respect to the history of the site as an envisioned 'tourist park'. However this coverage rule is not considered necessary in terms of the new High Density zoning and would be an inefficient use of land resulting in poor urban design outcomes in a HDR context. The s42A report recommends removal of this coverage standard which is supported. The default building coverage (and landscape coverage) standards of the HDR zone would apply which is a consistent approach.
- [91] The next area of zoning sought within the Willowridge submission is in respect of the land adjacent and east of the Commercial zone, which is proposed as HDR (notified as MDR). This area adjoins the Wanaka Golf Course on its eastern boundary and contains both a BRA along the

eastern boundary and a reserve space around the Kame & Kettle mound geomorphological feature protected by a BRA.

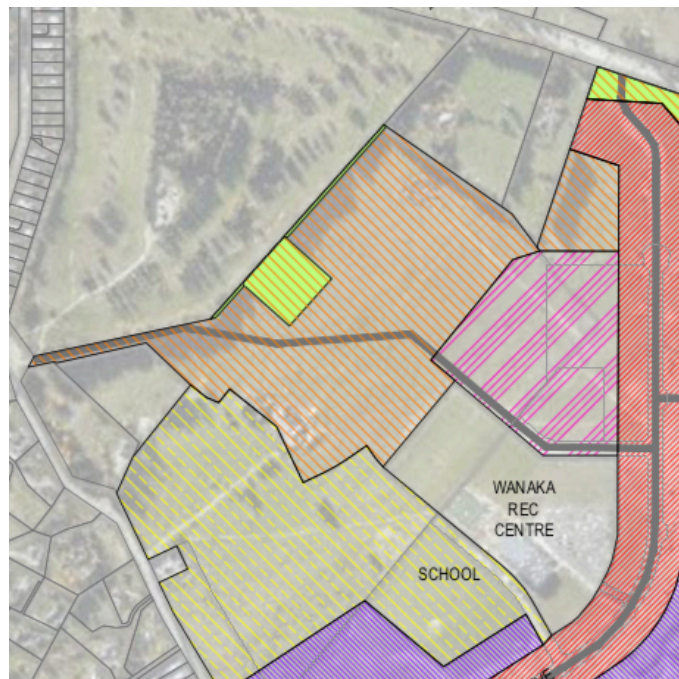


Figure 13 – HDR to the East

- [92] I consider this is a logical spatial location for HDR zoning given its position in proximity to commercial, recreational, education and open space land uses, and serviced by transport connections.
- [93] In terms of connectivity, Figure 13 illustrates the Willowridge relief so shows the alternative alignment of the collector road link into Three Parks. This is discussed further below however in any case a collector road link will traverse this HDR area. The boundary with the golf course land offers an opportunity to locate higher density in proximity to open space amenity, and existing policies including 27.3.15.1 and 27.3.15.3 will ensure integration of the BRA areas and high quality landscaping in development of this area.
- [94] I consider that this area is unique in the Wanaka context in terms of being flat greenfields land adjacent commercial zoning with high amenity attributes, and as such is in my view appropriate to be zoned HDR considering efficient use of land.
- [95] The notified zoning includes a Visitor Accommodation Subzone along the eastern extent of this area however with a HDR zoning this sub-zone

is unnecessary. The approach to move to a HDR zoning effectively promotes residential as the predominant use but allows the potential to establish visitor accommodation over any area of the zone in which it can be found appropriate (Restricted Discretionary status), rather than being concentrated along the eastern extent.

[96] The LDSR land in the east is retained largely as notified (with the exception of sought Business zoning adjacent the ODP Business zone) and LDSR land to the west of Three Parks is retained adjacent Riverbank Road but reduced in extent and replaced with MDR as a transition between the LDRS and Commercial and Business zones. I consider this is an adequate spatial zoning pattern which reflects the urban design principle of denser land use being located closer to the core.

[97] The relevant provisions of the PDP Chapter 3 are SO 3.2.2 and SO3.2.2.1. In this respect I consider that this residential zoning will allow for urban growth in a logical manner including a compact well designed and integrated urban form, and an built environment that provides desirable places to live including a network of open spaces and community facilities - in particular the primary school and recreation centre. Increasing density options via HDR zoning will contribute to ensuring a mix of housing opportunities and affordability. I also note that this residential zoning is positioned within the UGB (SO3.3.14).

[98] The relevant policy of the PDP Chapter 4 is 4.2.2.2 which looks to guide the allocation of land into zones reflective of appropriate land use having regard to a series of matters including topography, connectivity and integration, convenient linkages with public transport, the need to provide a mix of housing densities and forms within a compact and integrated urban environment, provision of open spaces and community facilities. All these matters have been discussed in the evidence above in concluding that a new HDR zoning in particular, and the inclusion and arrangement of the MDR and LDR zones as proposed will be positive in terms of these factors.

[99] The overall objectives of Chapter 4 are SO 4.2.1 and 4.2.2A & B. I consider that taking into account the position of Three Parks within the

Wanaka UGB and the desire for a compact and efficient urban form considering infrastructure and community facilities, the residential zoning pattern represents an outcome which gives effect to these objectives, including the provision of increased HDR zoning as is proposed.

[100] **STRUCTURE PLAN**

[101] The planning framework for the Three Parks area includes a structure plan, found within Chapter 27 (Subdivision & Development). The Willowridge submission seeks changes to the notified structure plan, specifically in relation to the number and spatial extent of BRAs shown on the structure plan, and in relation to the alignment of the western Fixed Road.

[102] The notified structure plan is illustrated in Figure 14 below:



Figure 14: PDP Notified Three Parks Structure Plan

[103] The structure plan sought by Willowridge is illustrated in Figure 15 below:



Figure 15: Three Parks Structure Plan Willowridge Submission

[104] In terms of the BRAs on the notified structure plan, two of these are recommended to be removed in the s42A reporting³² as shown in Figure 16. I support these changes and agree with the reasoning in the s42A report, given the rationale for the designation of these areas as BRA no longer exists.



Figure 16: s42A Recommended BRA deletions

³² N Roberts s42A Three Parks, paragraph 12.21

[105] The remaining relief sought by Willowridge in relation to BRAs is with respect to the shape of the BRA at the northern edge, and the effect of the BRA along the proposed western Fixed Road.

[106] The shape of the PDP notified BRA which sits adjacent SH84 is illustrated in Figure 17 as follows:

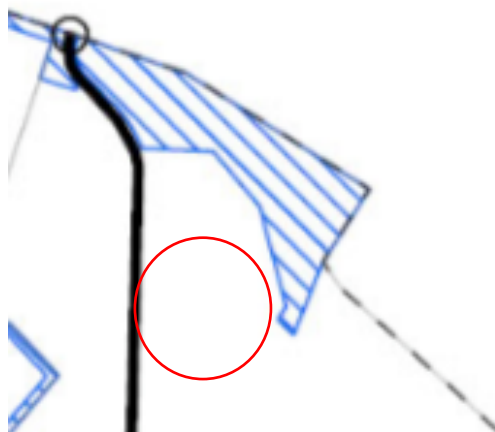


Figure 17: PDP Notified BRA at SH84

[107] It is proposed that an adjustments is made to the shape of this BRA to remove the area which extends down to the Commercial zone (circled red in Figure 17). The proposed outcome is illustrated in Figure 18 as follows:

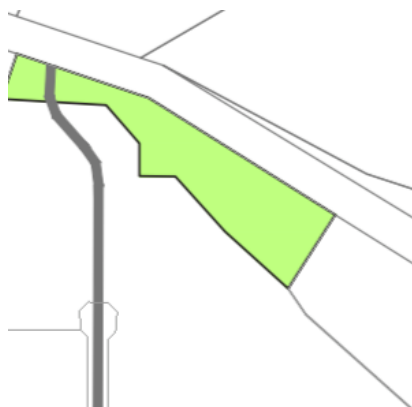


Figure 18: Willowridge Submission BRA at SH84

[108] This change is not considered to undermine the ability for the BRA to provide for its intended purpose being in general terms a buffer to SH84. The proposed alignment of the BRA incorporates the sloping land adjacent the highway (within which the pedestrian link underpass is located) and removes the portion of the BRA which extends over the flat land. The change will more accurately reflect the character of the land in this location and allow for the efficient use of flat land which does not have the same role as the sloping land closer to the highway. As such I consider the removal of this small area of the BRA as sought is appropriate and will contribute to the efficient use of land.

[109] The key change to the Structure Plan sought is the alignment of the western Fixed Road, which is proposed to be adjusted to enter into the Three Parks area at a different location on Ballantyne Road, closer towards the Wanaka town centre as opposed to the position shown on the Structure Plan as notified (and in the ODP). The difference in terms of road alignment is shown in Figure 19 below:



Figure 19: Structure Plan comparison (Fixed Roads)

[110] This adjustment will provide for a new entry to the Three Parks area and result in a logical pattern of the primary road links through Three Parks, with Sir Tim Wallis Drive traversing the site generally north-south, and the two fixed collector roads east-west. This alternative alignment will avoid the more indirect secondary entry point into the area off Ballantyne Road, and, in conjunction with existing land uses and proposed zoning, allow a high amenity entry experience characterised by travel through golf course, residential, recreation land to and from the Three Parks centre.

[111] I support this alignment as a more legible and direct connection which will have a character differing from the Sir Tim Wallis Drive experience which will have a commercial focus. I also note that this road position aligns with Council's future planning in terms of desired pedestrian, cycle and other transport movement in this area, as shown on the Strategic Network Maps of the QLDC Wanaka Network Operating Framework report³³, attached as **Appendix 2** and replicated below in Figure 20:

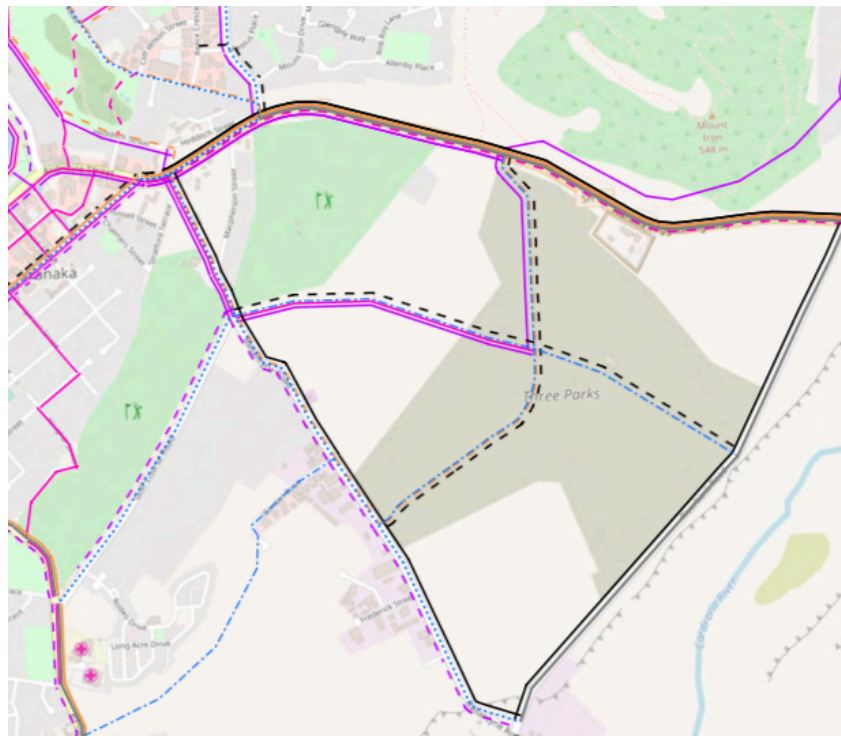


Figure 20: Wanaka Township Combined Network³⁴

³³ Queenstown Lakes District Council *Wanaka Network Operating Framework Report* dated August 2018, Appendix 1

³⁴ Queenstown Lakes District Council *Wanaka Network Operating Framework Report* dated August 2018, Appendix 1 **Figure 6**

[112] Mr Facey has provided evidence in regard to the connection point of the proposed road alignment with Ballantyne Road in terms of technical and safety aspect which concludes that a proposed intersection in this location can achieve required sight distances.

[113] A further matter I have considered in respect to this proposed road alignment is the BRA which is shown on the notified Structure Plan for Three Parks over part of the road alignment. This is illustrated as follows in Figure 21:

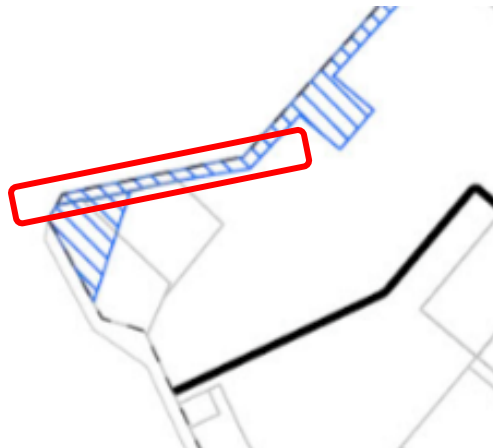


Figure 21: PDP Structure Plan as notified (BRA Highlighted)

[114] As above, the relief sought is that the western Fixed Road on the Structure Plan is realigned to traverse this 'leg in' area of the site. In review of the District Plan provisions, I consider that a BRA does not preclude this outcome, given that the construction of a road over this location is not a building that would require consent under Rule 9.5.12 (or the corresponding BRA rule in respect to any other zone).

[115] I note that the origin of this BRA is identified in the ODP (Three Parks Open Space Plan) as a reserve providing cycle and pedestrian access along the edge of the golf course. I consider that this role can be successfully achieved by the formation of a road in this location.

[116] I have recommended the structure plan is amended as per the Willowridge submission to illustrate the amended alignment of the western Fixed Road. After consideration of the above I consider that the BRA can also remain here as shown on the PDP notified structure plan

on the basis that the BRA should not raise any obstacles for the establishment of the road.

[117] **SUMMARY**

[118] On the basis of the above my recommendations are that:

a) The zoning that applies to the Three Parks area is as shown in **Appendix 3**;

b) The structure plan for Three Parks in PDP Chapter 27 is as shown in **Appendix 4**; and

c) Policy 27.3.15.4 of PDP Chapter 27 is amended to read as follows:

Develop an interconnected network of streets, footpaths, walkways and open space linkages including between the Wanaka Recreation Centre and 101 Ballantyne Road, that facilitates a safe, attractive and pleasant walking, cycling and driving environment.

[119] In accordance with s32(1)(b)(i) the above changes traversed are alternative reasonably practicable options that represent a more appropriate way to achieve the objectives of the PDP.

[120] The above evidence addresses 32(1)(b)(ii) & (iii) in terms of the efficiency and effectiveness of each change, and the reasons for recommending these provisions, in a level of detail that corresponds with their scale.

[121] This assessment confirms my view that the proposed changes are the most effective and efficient and therefore appropriate provisions to achieve the objectives. In terms of s32(2)(c) it is not considered that there is uncertain or insufficient information about the subject matter of the provisions.

Appendix 1

PROPOSED THREE PARKS BUSINESS ZONE (19B) s32 ASSESSMENT

a) Options

<i>Broad Options Considered</i>	
1. General Industrial as notified	<p>GIZ as notified does not align with either the existing land uses within the area or the anticipated further growth in this location for activities which can be identified as Trade Suppliers or have (moderate components of) office / retail uses. Has associated costs in terms of potential inefficient dispersion of activity.</p> <p>Costs associated for existing business associated with holding a non-complying or prohibited status based on GIZ zoning.</p> <p>Subject land is spatially separated from other land on Ballantyne Road proposed to be rezoned GIZ / within Three Parks area</p>
2. Business Mixed Use	<p>BMUZ used within Three Parks in order to create a 'main street' environment, with high amenity objectives increased building height and focus on design in relation to the street environment. This does not align with the nature of business activity either existing in the Business zone or the anticipated future growth for this kind of activity.</p> <p>BMUZ Design Guidelines establish a high standard of design performance that is not considered necessary in business land set back from main street. Uncertainty around compliance with design standards.</p> <p>A BMUZ zoning over a larger area would have an impact in allowing further high value land uses (residential & commercial)</p>
3. General Industrial as per s42A recommendations	<p>Potentially allows for an increased range of business activity (Trade Supplier subset) however still precludes some Trade Supplier activities and further, the zoning as recommended would not provide sufficient certainty for any Trade Suppliers given the Discretionary Activity status and the subjective policy frameworks associated with determining if a Trade Supplier will be considered appropriate in this zone.</p> <p>Continued use of existing PDP zones does not increase the number of PDP zones</p>

<p>4.</p> <p>ODP Three Parks Business subzone</p>	<p>Would continue to provide for the existing uses of this area under the existing zoning framework</p> <p>Does not integrate well with the PDP structure to continue to use a Subzone of a Special Zone</p>
<p>5.</p> <p>PDP Three Parks Business zone</p>	<p>While introduces a new PDP zone, provides an outcome unable to be met by any other existing PDP zone, aligning with the existing business activity in this area.</p> <p>The area is appropriate for Trade Supplier activity as and has distinguishing features from other 'industrial' areas :</p> <ul style="list-style-type: none"> - Located within Three Parks, a future high amenity urban zone - Contains existing development which is predominantly not aligned with an industrial zoning <p>Spatially acts as a transition between centrally located Three Parks activity and provides an option for a 'transitioning' land use, being offices adjacent to residential activity.</p> <p>Creation of a new Business zoning may have benefits in use in other areas of the District</p> <p>No concern in terms of loss of Industrial land capacity given existing development.</p>

b) Conclusion: Options

Option 5 is considered the most appropriate

c) Evaluation of Proposed Objective (section 32(1)(a)):

<i>Proposed Objective</i>	<i>Appropriateness</i>
Establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade related activities whilst protecting it from residential and inappropriate retail uses.	<p>Supports the purpose of the RMA through enabling people and communities to provide for their social and well-being</p> <p>The objective recognises the importance of the need for, in terms of the District's economy, functional and quality areas for the establishment of a range of business activity in particular trade related activity. The need to protect these activity in recognition of this role from higher value uses is addressed.</p> <p>Includes a focus on high quality which contributes to s5(2)(c)</p> <p>Supports SO 3.2.1 <i>The development of a prosperous, resilient and equitable economy in the District</i> and SO 3.3.11 <i>Provide for a wide variety of activities and sufficient capacity within commercially zoned land to accommodate business growth and diversification</i></p>

d) Evaluation of the Proposed Provisions (section 32(1)(b)):

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
Policy 1 <i>Accommodate a variety of activities while managing the adverse effects that may occur and potential reverse sensitivity.</i>	Does not provide specific guidance on activities anticipated	<p>Allows for a range of business uses and its enabling nature provides opportunity for economic growth and employment</p> <p>Addresses potential reverse sensitivity effects</p>	The policy is effective in achieving the Objective for the zone as it provides an enabling provision which aligns with the objective of a wide range of activities, and addresses the protection of these activities by way of reverse sensitivity pressure.

<p><i>Policy 2 Residential activities shall be avoided in order to avoid reverse sensitivity and future incompatibility issues between residential and business uses.</i></p>	<p>Limits a potential land use</p>	<p>Allows for the protection of business uses and as such provides opportunity for economic growth & employment</p>	<p>The policy is efficient in that it adopts an avoidance approach which removes uncertainty. The policy is effective in achieving the Objective for the zone as it addresses the protection of the activities anticipated in the zone.</p>
<p><i>Policies 3-7 in respect of building design & visual effects</i></p>	<p>Will result in increased design consideration and costs associated with standard of quality of developments</p> <p>Will not have an impact on economic growth or employment</p>	<p>Will result in a business area with a high standard of visual amenity for users and visitors</p>	<p>The policies are effective in providing guidance as to how to achieve the high quality business area sought by the objective, but also recognise the functional requirements of land uses</p>
<p>Rules 19B.4.1&2 Rule 19B.4.5</p> <p><i>Large Format Retail & Commercial Non-Complying</i></p>	<p>Limits a potential land use</p>	<p>Allows for the protection of business uses from other including (large) higher value uses and therefore maintains the business land uses</p> <p>Economic growth & employment in a particular area is protected</p>	<p>The rules are effective in achieving the Objective for the zone as it will discourage large format and other retail uses by way of NC status.</p>
<p>Rule 19B.4.3 <i>Trade Suppliers Permitted</i></p> <p><i>Rule 19B.4.9 Service Stations Permitted</i></p>	<p>May result in a move of Trade Suppliers or Service Stations from other existing locations</p>	<p>Directly provides for a particular subset of business activity that is important for the District and not easily provided for elsewhere with a level of certainty.</p> <p>Will provide opportunities for economic growth and employment.</p>	<p>Is effective in achieving the zone Objective given it looks to provide for business activity and specifically Trade Suppliers. Is efficient by way of permitted activity status providing certainty and avoiding need for consent.</p>

Rule 19B 4.4 <i>Buildings Restricted Discretionary</i>	Increased cost for most users of the zone in terms of the requirement of consent for any building	Allows for the standards in terms of high quality design to be achieved	Is effective in terms of the zone Objective including a focus on high quality and this provision will allow consideration and confirmation of quality in building design
Rules 19B.4.6&7 <i>Office & Retail Permitted or Non-complying</i>	Excludes a potential land uses Could unnecessarily exclude uses with functional requirements slightly higher than 100m ²	Allows for necessary levels of office and retail activity associated with the predominant business use which will enable their ongoing viability, and protects against larger retail or office uses that would undermine Will provide for economic growth and employment in terms of business activity as contributes to the business offering and allows viability.	Is effective in achieving the Objective as recognises that anticipated business activities have an associated level of retail or office use that contribute to their ongoing viability and as such allows the wide range of business sought by the objective while protecting appropriate uses from higher value land use.
Rules 19B.4.10 & 11 <i>Residential and visitor accommodation Non-Complying</i>	Excludes a potential land use including on-site custodial accommodation	Is beneficial in terms of limiting these uses from these areas and avoiding reverse sensitivity impacts Will ensure ongoing viability of business uses and as such economic growth and employment in these areas	Directly effective in terms of the objective which seeks to protect business uses from residential activity. Is efficient in term of status discouraging these uses.
Rules 19.4.8 & 17 <i>Industrial & Service activities Panel beating etc Permitted</i>	May result in a move of these activities from other existing locations Have the potential to have lesser amenity standards in terms of visual effect	Allows for these uses to establish and provides economic growth and employment in the area	Is effective in terms of the Objective as contributes to a wide range of activity and the functional aims of this area. Is efficient in terms of permitted status and certainty provided in term of this use.

Standard 19B.5.1 <i>Setbacks and sunlight access</i>	The standard is specific to sites which have a boundary with a residential zone which are limited Does not provide recession plane or setback for activities from other zones	Ensures appropriate amenity for neighbouring sites residential zones – coupled with the ability for offices to establish adjacent residential zones will result in an appropriate interface considering adjacent land uses	Does not directly relate to the Objective as results in outcomes in other zones.
Standard 19B.5.5 <i>Storage</i>	Adds cost to landowners with outdoor storage and cost to all in terms of waste & recycling screening	Increases the visual amenity values of the zone	Is effective as will generally result in the outcomes sought but allows consideration under RD status. Contributes to the high quality outcomes sought within the Objective.
Standard 19B.5.3 <i>Glare</i>	Adds cost to landowners	Increases the visual amenity values of the zone	Contributes to the high quality outcomes sought within the Objective.
Standard 19B.5.4 <i>Building Height</i>	Limits building height which may be required for some functional aspects of business or industrial uses (towers, craning etc).	Allows for sufficient building height and storeys to provide for economic growth and opportunities for employment. Increases visual amenity values of the zone	Contributes to the high quality outcomes sought within the zone. Is effective in providing clear guidance. Will be effective in achieving a functional business area as sought by the Objective.
Standard 19B.5.5 <i>Building Coverage</i>	Potential to allow coverage of buildings in place of landscaping or setbacks & associated loss of visual amenity	Allows for sufficient building coverage to be achieved which may be necessary for functional uses and as such contributes to economic growth and employment	Is effective in achieving the Objective as directly provides for the functional needs of activities resulting in a business area which is functional for a wide range of activities.

e) Conclusion: Provisions (s32(1)(b)(iii))

Given the above provisions have been shown to be effective and efficient in achieving the Objective for the zone, and have significant benefits over costs, including opportunities for economic growth and increased employment, they have been adopted in proposed Chapter 19B.

PROPOSED POLICY 27.3.15.4
s32 ASSESSMENT

a) Proposed Policy 27.3.15.4

Develop an interconnected network of streets, footpaths, walkways and open space linkages including between the Wanaka Recreation Centre and 101 Ballantyne Road, that facilitates a safe, attractive and pleasant walking, cycling and driving environment.

b) Relevant Objective

27.3.15 Objective –Subdivision of Three Parks Wānaka is consistent with the Three Parks Structure Plan and achieves integrated development.

c) Evaluation of the Proposed Provision (section 32(1)(b)):

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
Policy 27.3.15.4	Will require consideration and design response at subdivision stage.	Will provide for a link between the school and recreation areas of Three Parks and the future Active Recreation Zone at 101 Ballantyne Road.	Will be effective in achieving integrated development as sought by the Objective. Is efficient terms of requiring consideration of this connection at subdivision stage which allows design and positioning of road and other networks.



Queenstown Lakes District Council

Wanaka Network Operating Framework

August 2018

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Appendices

Appendix A – Strategic Objectives and Principles

Appendix B – Proposed District Plan Maps

Appendix C – Strategic Network Maps

1. Introduction

Queenstown Lakes District Council has commissioned GHD to develop a Network Operating Framework for Wanaka and the surrounding area. The development of a Network Operating Framework is in response to current and predicted future growth in Wanaka and surrounds, to support the development of a Master Plan for the town centre of Wanaka and to inform the integrated transport Programme Business Case.

1.1 Network Operating Framework Purpose and Objectives

A Network Operating Framework is an approach to network planning which road-controlling authorities can utilise to consider all road users and the inter-relationship with land use, transport networks, and transport infrastructure and services. The framework provides a collaborative and integrated approach to managing the transport system through a 'one network' approach.

Development of a Network Operating Framework aims to recognise the diverse needs of road users. With a strategic and collaborative approach, stakeholders and road user groups have input into the development of a framework to understand the needs of users in the existing network and focus invest in future schemes that suit needs and demands of its users.

A Network Operating Framework aims to provide a 'backbone' to support the development of Network Operating Plans, transport investments (through business cases and master planning to supplement and support investment decisions. The Network Operating Framework provides road agencies strategy guidance on how to respond to land use and transport network interactions in the road network. The Network Operating Framework will:

- Support decisions as part of a wider decision making framework.
- Provide a collaborative approach to planning outcomes.
- Take a wider view of the network.
- Provide transparency in decision-making.
- Compliment Business Case development and Master Planning.
- Assist with informing understanding of network interventions.
- Form an iterative process to encourage an integrated transport network.

The Network Operations Framework takes the approach of considering the network needs of general traffic, freight, public transport users, pedestrians, and cyclists while considering the inter-relationship of those modes with land use. It will give guidance on network operations planning and where to consider trade-offs in terms of relative encouragement between modes.

This Network Operating Framework is considered 'live' and will evolve as there are changes in the strategic environment, new projects come on-line, further data and analysis becomes available, and new technologies.

1.2 Stakeholder Involvement

Representatives from the following stakeholder groups were involved in the development of this Wanaka Network Operating Framework during a workshop held 10th May 2018 in Wanaka:

- Queenstown Lakes District Council
- NZ Transport Agency
- Otago Regional Council
- Wanaka Community Board
- Lake Wanaka Tourism
- Wanaka Chamber of Commerce
- Active Transport Wanaka

1.3 Purpose of this report

This report has been prepared by GHD for Queenstown Lakes District Council. The purpose of this report is to outline the Network Operating Framework developed, the process undertaken, and document the discussions.

2. Network Operating Framework development process

The Austroads Network Operations Planning Framework and Part 4: Network Management guidelines informed the development of this Network Operating Framework. The development of this Network Operating Framework incorporated one workshop in two sessions to develop the strategic objectives and network principles, and the networks and places roles of each transport corridor. Each of the modes have mode priorities developed. This was a collaborative exercise with stakeholders on maps to determine the mode priorities for each of the different modes.

2.1 Process Overview

The Network Operating Framework process has two phases dependant on requirements. The first being development of the strategic setting whereby mode based objectives are developed and network mode prioritisation maps are prepared. This provides the foundation for planning and assessing the transport network, informing Strategic and Programme Business Cases and Master Planning such as the Network Operating Framework.

The second phase allows both quantitative and qualitative assessment of the network to understand network prioritisation and performance in a greater level of detail. Typically, this could be undertaken to assess network interventions and to understand current network performance, and generally required multi-modal performance and volume data.

Phase 2 of the Network Operating Framework was not progressed, as the purpose of phase 1 is to inform development of the master planning.

Figure 1 below outlines the steps in the Network Operating Framework process with the strategic setting and assessment phases represented either side of the dotted line.

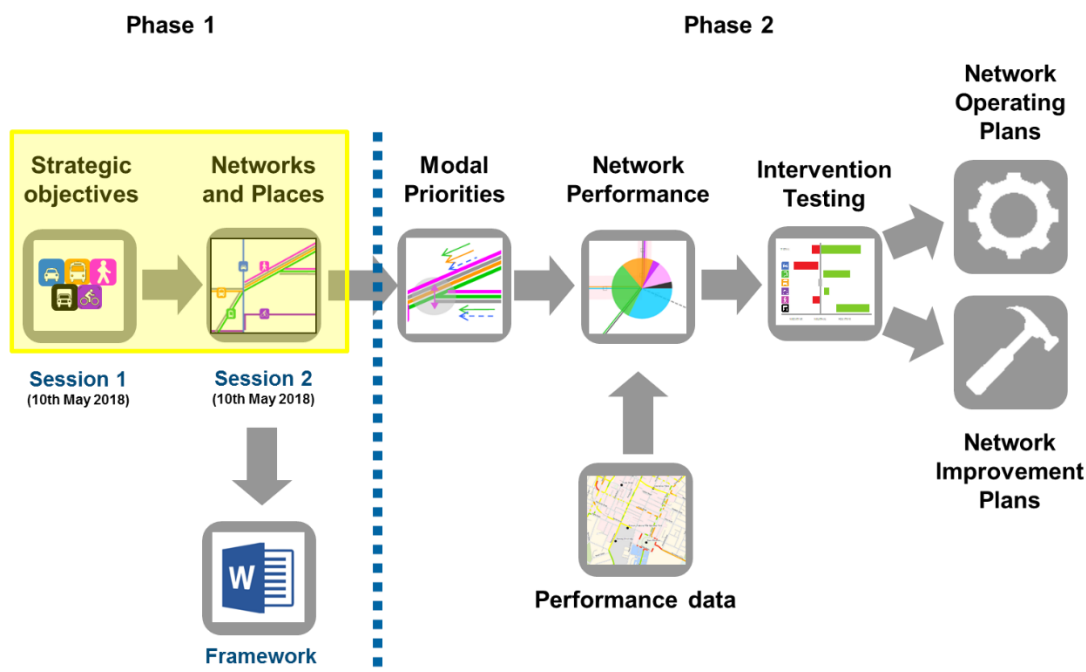


Figure 1 Network Operating Framework Process

The following section the steps undertaken for developing the strategic setting (phase 1).

2.2 Phase 1 Development

Strategic Objectives and Principles

Strategic Objectives and Principles set the strategic context and mode based aspirations for the network to inform the development of the NOF. These underpin and guide the development of the Strategic network. The development of Strategic Objectives outline the aspirations and approach for operations for each mode in the network. Strategic Objectives are developed for the following five modes:

- Pedestrians – Walking, motorised scooters, mobility impaired users
- Cyclists – Commuter and recreational
- Public transport – Publicly available transport including tourist coaches and school buses
- General traffic – Private vehicles, taxis and small commercial vehicles i.e. couriers
- Freight traffic – Heavy commercial vehicles

Once the initial Strategic Objectives are developed, Principles corresponding to each road user mode are developed. The Principles provide guidance for how to apply the Strategic Objectives at a network level by attributing modal priority routes throughout the network. For each mode, there are two Principles, Primary and Secondary, to identify mode based route priorities.

For general traffic, four levels of principles are developed to allow a greater level of prioritisation (from local access through to preferred access routes) to recognise the extent general traffic operates on the network.

The following is an example of a Strategic Objective and Principles for Cycling:

Strategic Objective: Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.

Primary routes: Direct convenient connections to town centre, schools and commercial centres

Secondary routes: Connect residential catchments, recreational facilities and other key nodes.

Development of Strategic Objectives and guiding Principles draw on National, Regional, and local planning and policy literature with key stakeholders, Queenstown Lakes District Council, NZ Transport Agency and Otago Regional Council. These are refined through a collaborative session and tested through the development of the Network Operating Framework.

Network Links and Places

It is fundamental to the NOF process to identify the key origins and destinations as transport infrastructure and services provided support movements between these places. Transport infrastructure is a response to the movements and reflect the land uses of cities and towns.

During this workshop the land uses (key destinations and activity areas) are reviewed making additions and modifications where agreed.

The Principles, for each mode (road user), are used to define priority connections throughout the network in a workshop with stakeholders on maps.

Modal Priorities

The strategic road network and assigned activity areas is developed in GIS. These modal priority maps provide a framework for making decisions and trade-off between modes around the network. At a high-level, these identify the level of priority for each mode relative to other modes based on the assigned route priority. The modal priority networks were informed through discussions and an interactive session held in a stakeholder workshop on 10th May 2018.

3. Network context

Wanaka is a tourist town located on the southern banks of Lake Wanaka in the Otago Region. In the 2013, Wanaka was home to 6,471 people, and there were 2,781 occupied dwellings and 1,752 unoccupied dwellings in the town (Statistics NZ, Census, 2013). Data is currently limited; however, the unoccupied dwellings are likely holiday homes. These numbers have increased significantly and the latest population count is 12,491 (Ten Year Plan 2018 – 2028 Consultation Document, QLDC, 2018 – includes Hawea and Luggate). The recent 2018 Census will confirm population increase.

Wanaka is the gateway to Mt Aspiring National Park and a key tourist destination due to the natural beauty of the surrounding landscape as displayed in Figure 2 below.



Figure 2 Wanaka Town¹

Wanaka town is a resort town and tourist town popular throughout the year. During peak periods such as major events, the ski season, the peak of summer and tourist times of the year, population numbers in the town can increase significantly. For example as shown in Table 1 below, in 2018 the resident and visitor population of the Wanaka Ward on an average day estimated to be 20,436. However, during the 2018 summer season (peak days) the estimated average population is 46,939. Further to this, the town is growing in both resident numbers, and visitor numbers. By 2028, the average day population is estimated to increase to 26,779, and the summer season peak day average is estimated to increase to 59,638 (Ten Year Plan 2018-2028 Consultation Document, Queenstown Lakes District Council, 2018).

Table 1 Wanaka Ward growth estimates²

	2018	2028 (estimated)	2038 (indicative)
Dwellings (Wanaka ward)	7,600	9,400	10,000 – 12,000
Permanent residents	12,491	16,650	20,000 – 22,000
Visitor nights*	2,250		
Visitors**	7,945	10,129	12,000 – 13,000
Average day population	20,436	26,779	30,000 – 35,000
Peak day numbers	46,939	59,638	70,000 – 75,000

* Visitor nights is based on Wanaka town centre i.e. not Wanaka Ward.

** Some visitors present in Wanaka for the day stay in surrounding towns.

¹ Image source: <https://www.newzealand.com/in/wanaka/>

² Data sources: Ten Year Plan 2018-2028 Consultation Document, Queenstown Lakes District Council (2018) supplemented with data from draft Wanaka Strategic Case Evidence, Stantec (2018).

It is noted that the above estimates and projections have been sourced from Council adopted Population Growth projections in 2017. These numbers are considered to be conservative and not reflective of the significant growth experienced in the past 12 to 18 months. Projections will be updated when the 2018 Census data is available to be incorporated, with further projections in June 2019.

Local events such as 'Warbirds Over Wanaka' also increase visitor numbers during the peaks. Some events, such as Challenge Wanaka require roads be closed for the event as well as attracting visitors. As would be expected, these peak visitor days are putting stress on the town's transport network and infrastructure, particularly in terms of traffic flows and parking.

In addition to the above Wanaka Ward growth estimates, Commercial Accommodation Monitor (CAM) data has been provided by Lake Wanaka Tourism. CAM data showed Wanaka region guest nights in commercial accommodation for the year ending April 2018 totalled 937,286 (refer Figure 3 below). This is approximately 2,568 average daily guest nights, nearly 15% higher than estimated in Table 1.

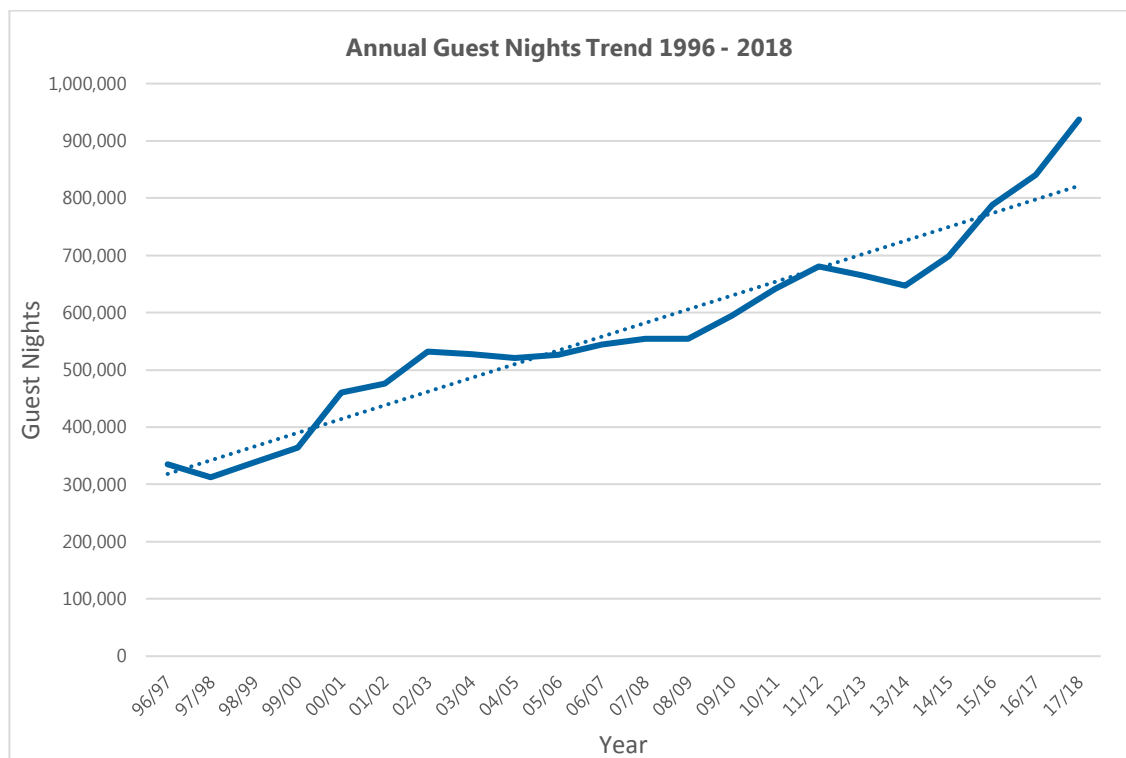


Figure 3 Annual Guest Nights Trend (1996 – 2018)³

³ Data source: Lake Wanaka Tourism (Commercial Accommodation Monitor Data)

3.1 Geographic area

The development of this Wanaka Network Operating Framework generally encompasses the Wanaka Town area, including Albert Town. The study area spans from around the lakefront, the Clutha River, Cardrona River and Roys Peak as shown on Figure 4 below. The key links into Wanaka include Albert Town – Lake Hawea Road (SH6), Wanaka-Luggate Highway (SH6), Cardrona Valley Road and Wanaka Mount Aspiring Road.

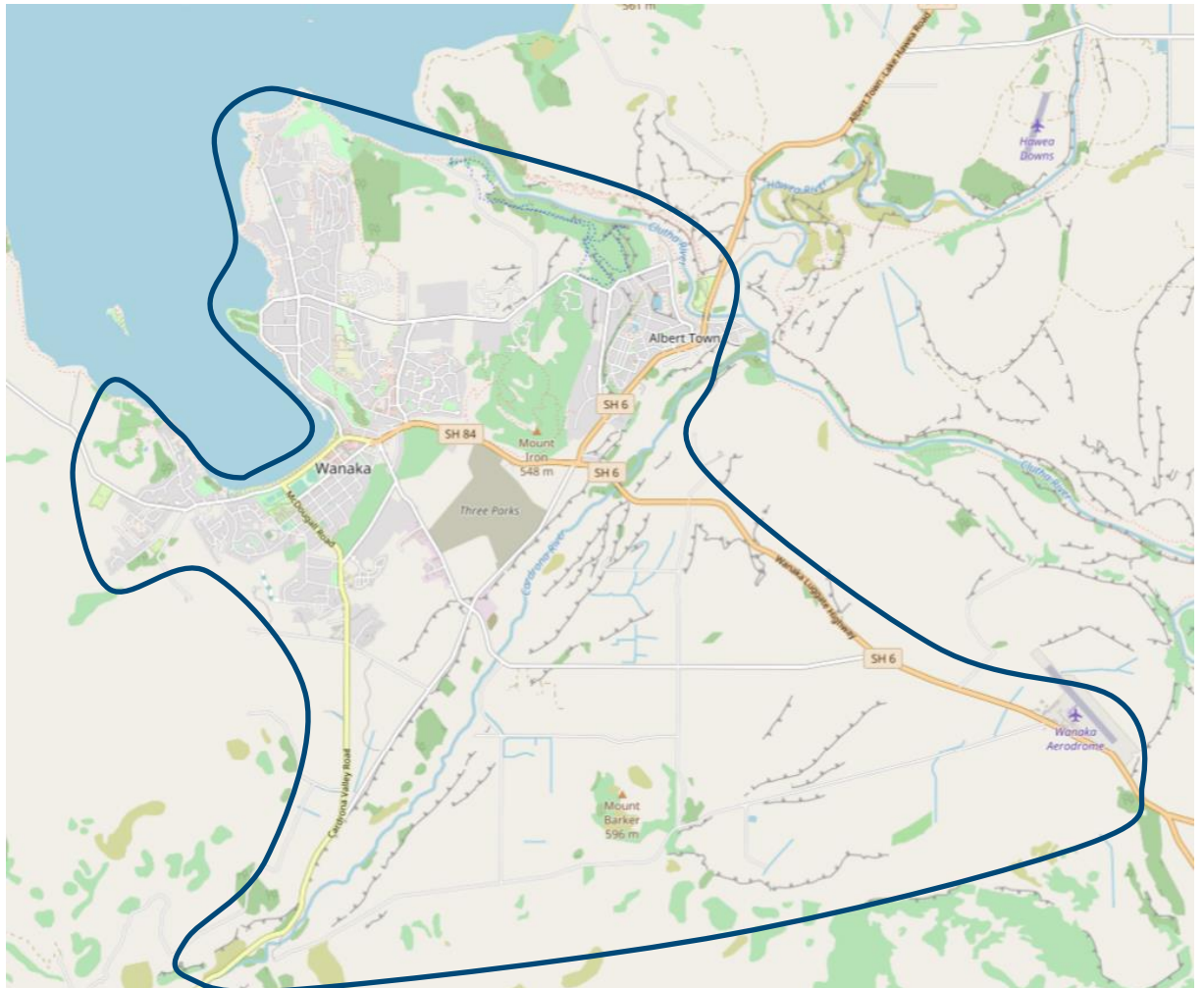


Figure 4 Wanaka NOF geographic study area⁴

⁴ Map source: <https://www.openstreetmap.org/>

4. Strategic policy and planning

The following outlines plans developed in the past ten years that consider growth and development, and the transport network, in the Wanaka area. Further information summarising planning and policy at a national, regional and local level are in Appendix A, Table 3.

4.1 Queenstown Lakes District Council Ten-Year Plan 2018-28

The Queenstown Lakes District Council Ten-Year Plan 2018-28 Consultation Document outlines the strategic direction of the district for the next decade, and the big issues it expects to face in this time. In particular, the document states that *maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka* (Ten Year Plan 2018-2028 Consultation Document, QLDC, 2018).

The Ten Year Plan describes the need, and plan for Wanaka to have a strategic town centre masterplan developed to address the predicted population growth (residential and visitor), and seasonal growth numbers the town is expecting over this ten year period. The transport network will play a significant role in this Wanaka Masterplan. The Ten Year Plan calls for a balanced transport approach to the master planning. This must include parking solutions, public transport, shared vehicle and pedestrian access areas, alternative transport methods, and civic facilities and routes such as dedicated cycle pathways.

4.2 Otago Southland Regional Land Transport Plan 2015

The Otago Southland Regional Land Transport Plan (RLTP) developed in 2015 and updated in 2018 is a requirement of the Land Transport Act. The RLTP is required to be eligible for funding from the NLTP. The RLTP notes that the transport network of Wanaka is not fit-for-purpose. *“For traffic into, out of, and through Wanaka, the route choices from new development areas to the centre are limited, leading to delays and risk taking on the road.”* The RLTP also notes that the transport network does not support modal choice very well, even though walking and cycling is as popular as it is for tourist and recreational purposes.

The risk of the transport network ending up like Queenstown noted severe congestion, highly variable travel times and disgruntled residents. The Otago Regional Council has limited mechanisms to address the predicted future options, before they become real problems.

The only project relating to Wanaka in the programme is seal extension of Ballantyne Road.

4.3 Wanaka Structure Plan Review (2007)

The Wanaka Structure Plan provides the preferred growth patterns set out by the council for development in Wanaka. The plan provides for some new urban zones while promoting intensification in existing rural residential zones. The transport improvements identified to support this growth and change in land use patterns included:

- New East/West distributor, i.e. road parallel to River Bank Road and Golf Course Road
- Bus route/services linking key destinations
- Walking facilities
- Slower traffic on Ardmore Street and the town centre
- Ardmore Street redesign to prioritise amenity and pedestrian safety
- Traffic volume reduction on Lakeside Drive
- Identify opportunities for increased number of on street parks.

4.4 Wanaka Transport and Parking Strategy (2008)

The Wanaka Transport and Parking Strategy recommendations included:

- Improving the urban environment of the town centre and around the lakefront.
- Developing a sustainable transport network that supports active transport modes.
- A network that supports future growth.
- A staged approach to forming an arterial network to improve the east-west connections and reduce traffic on Ardmore Street along the waterfront.
- Provisions for suitable parking around the town centre.

4.5 Wanaka Transport Programme Business Case (Draft 2016)

The Wanaka Transport Programme Business Case considered all the problems, both existing and future, and developed a programme of future implementations. The key problems identified in the Programme Business Case were:

Increasing Demand

An increasing gap between the demand of the network and the network capacity of the current network forecast in the face of growing transport demand. The poor connectivity of the network exacerbates this issue.

Road user expectations

The existing transport network is unable to cope with the diverse demands. In the face of growth, the network does not prioritise the needs of visitors over residents. The network resource is finite and the resources to expand the network are limited, there is a need to identify the user groups prioritised.

The unregulated nature of the network is suitable for when traffic volumes are low. The increase in growth results in the increasing conflict between visitors and residential transport demand. This is evident based on:

- Low numbers of off-street car parking due to all day parking.
- No provision for campervans.
- Substandard connections to destinations i.e. Mt Aspiring Road is unsealed and narrow.

Projects outlined in the Programme Business Case included:

- Ballantyne Road safety corridor
- Town Centre shared space
- Cross town – State Highway connection (Ballantyne Road – Hedditch Street)
- Road network review
- Cycling and Waling Catchment Audits/MIPs
- Active mode routes for schoolchildren and businesses
- Intersection improvements
- Anderson Road Corridor Improvements
- Crown Range Road route safety study
- Grey spot study

4.6 Wanaka Strategic Case (Draft 2018)

The Wanaka Strategic Business Case outlines that there is significant growth in land use, recreational and tourist visitors in and around Wanaka. The transport network has limited route choices to access the town centre from the new developments. Between 2012 and 2016 there has been a 10 percent annual increase in traffic volumes and heavy vehicle volumes increased 30 percent between 2015 and 2016. Circulating traffic looking for car parks increases general traffic congestion. Wanaka has limited infrastructure for other modes of transport and therefore residents are reliant on their motor vehicles.

The Strategic Business Case identifies a range of problems and benefits including the following:

- Lack of cycleway infrastructure
- Gaps in pedestrian facilities
- Lack of connectivity between the town centre and the lakefront

Strategic Case update

The draft Wanaka Strategic Case is currently being updated (as of July 2018) following an Investment Logic Mapping (ILM) workshop on July 2nd 2018. The updated Strategic Case will incorporate the draft ILM that identified two problem and benefit statements (in draft)⁵:

Problem Statement 1 – Rapid growth is making it difficult to plan for the future, leading to disjointed infrastructure, poor access to key destinations, and restricted mode choice for residents and visitors.

Problem Statement 2 – Growth in travel demand and limited network connectivity for all modes results in overreliance on certain routes, eroding levels of services on those routes, and creating severance and conflict.

Benefit Statement 1 – Improved travel choice.

Benefit Statement 2 – Improved access between communities and activities, for all modes.

The problem statements align with discussions held during the Network Operating Framework workshop.

⁵ ILM meeting notes, Stantec (July 2018)

5. Land use and growth

The Network Operating Framework is a process to integrate land use with the transport network. Land use planning and growth discussions formed an important part of the workshop sessions. The discussions conveyed a wider understanding of development and growth in the wider Wanaka area that informed development of the strategic maps.

Existing and future land uses and key activity areas was discussed in the workshop to encourage emphasis on connecting key existing and future land uses during the strategic network mapping process. Key land use types identified include:

- Schools and community facilities
- Retail, tourism and commercial areas
- Residential
- Industrial

5.1 Land use planning in Wanaka

Queenstown Lakes District Council are currently in the process of updating the District Plan. The Operative District Plan, primarily based on the 2002 zoning, is the current document for land use and zoning until the Proposed District Plan becomes Operative. A 2007 Structure Plan provided direction for future new zones in the Operative District Plan.

5.1.1 Operative District Plan

Until the Proposed District Plan is ratified, the Operative District Plan is the current District Plan for zoning and land use. The District Plan outlines several key areas of focus and supporting objectives in the Queenstown Lakes District Council District Plan as outlined below:

Consolidation and maintenance of existing town centres and activities therein

Viable town centres which respond to new challenges and initiatives but which are compatible with the natural and physical environment.

Built form

Maintenance and enhancement of a built form and style within each town centre that respects and enhances the existing character, quality and amenity values of each town centre and the needs of present and future activities.

Town centre and building appearance

Visually exciting and aesthetically pleasing town centres, reflect physical and historical setting.

Amenity

Enhancement of the amenity, character, heritage, environmental quality and appearance of the town centres.

Pedestrian and amenity linkages

Attractive, convenient and comprehensive network of pedestrian linkages within town centres.

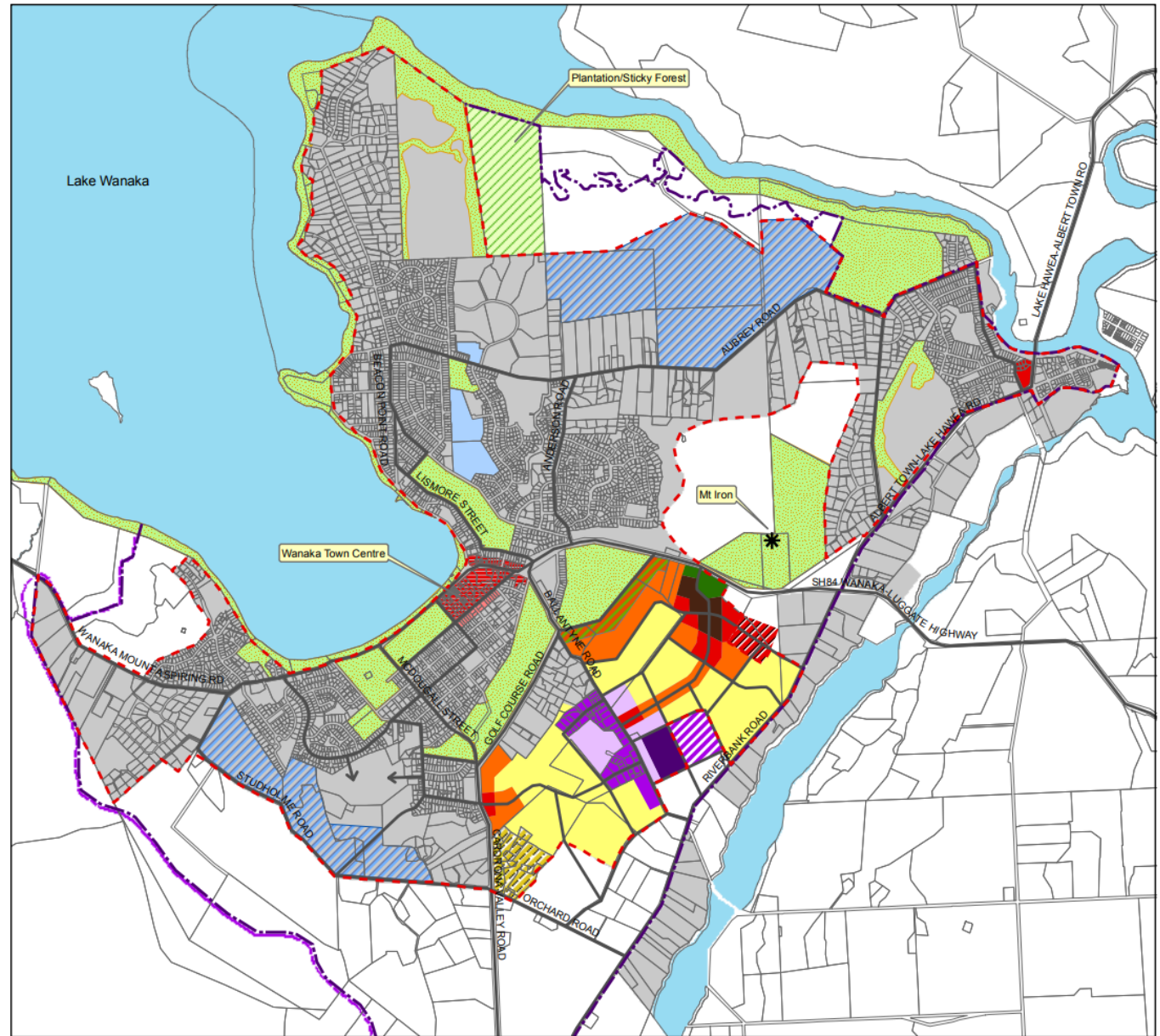
5.1.2 Wanaka Structure Plan

Queenstown Lakes District Council have previously undertaken structure planning for the land surrounding Wanaka Township. The Structure Plan provided direction for future new zones in the Operative District Plan (currently under review). The intent was to allow Wanaka to develop in a managed way meeting the needs of the rapidly growing community.

An overview map of the proposed zoning and land use for the Wanaka town area from the Wanaka Structure Plan (2007) is in Figure 5. The structure plan is 10 years old; however, a number of the developments are now in progress.

Zoning Proposed

- - - Structure Plan Inner Growth Boundary
- - - Structure Plan Outer Growth Boundary
- - - Outstanding Natural Landscape (ONL) Line
- - - ONL Line Not Confirmed
- Road Network (Indicative)
- Retail Core
- New Open Spaces/Reserves
- Wanaka Town Centre
- Education
- Area Subject to Further Study
- Visitor Accommodation Overlay
- Urban/Landscape Protection
- Existing Open Spaces/Reserves/Golf Club
- Deferred Mixed Business/Office/Technology
- Deferred Future Commercial/Retail
- Commercial/Retail
- Mixed Business
- Existing Business/Industrial
- Industrial Yard based
- Medium/High Density Residential
- Low Density Residential
- Landscape Protection Area
- Mixed Use Zone
- Existing Zoned/Developed Areas
- Water



Indicative zone boundaries only, subject to review at implementation stage

Figure 5 Proposed Zoning for Wanaka (Wanaka Structure Plan, 2007)

5.1.3 Proposed District Plan

Queenstown Lakes District Council are currently reviewing the Operative District Plan in stages and notified the Proposed District Plan in 2015, which comprised 33 chapters and most of the land in the District.

The Proposed District Plan has a Strategic Directions (Chapter 3) which sets out the overarching strategic directions for the District. The objectives and policies of the Strategic Directions Chapter are further elaborated on in the remaining chapters (Chapter 4 Urban Development, Chapter 5 Tangata Whenua, and Chapter 6 Landscapes) required to implement Chapter 3.

For Wanaka, a distinction between the Proposed District Plan and the Operative District Plan is the introduced urban growth boundaries and a policy framework. This supports consolidation of urban development within the Wanaka urban growth boundary. Urban development on Rural Zoned land outside the urban growth boundary is to be avoided, unless through a plan change. One reason for this policy approach is to provide certainty for development, economic resilience and to assist with the Council undertaking investment to the water, wastewater, roading and transport network infrastructure. Expansion of future urban land will be encouraged through plan changes rather than ad-hoc development via resource consents on Rural Zoned land.

The urban growth boundary as shown in Figure 6 (Proposed District Plan) below is considered to have sufficient residential, industrial and business zoned land to allow growth to 2048. The growth boundary is important as it provides direction regarding where to invest network infrastructure.

The Proposed District Plan maps have been included in Appendix B

The key objectives outlined in the Proposed District Plan⁶ are as follows:

- Wanaka Town Centre remains the principal focus for commercial, administrative, cultural, entertainment and visitor activities in the Upper Clutha area.
- Wanaka is a compact, convenient and attractive Town Centre that has opportunities for controlled expansion and intensification.
- Wanaka Town Centre retains a low scale built form that maintains a human scale.
- New development achieves high quality urban design outcomes that respond to the town's built character and sense of place.
- Appropriate limits are placed on town centre activities to minimise adverse environmental effects received both within and beyond the Town Centre.
- Pedestrian, cycle and vehicle linkages are safe and convenient, enabling people to easily negotiate their way through and around the Town Centre.

The key changes between the existing operative district plan and the proposed district plan are as follows.

- Introduction of the urban growth boundary to consolidate urban development.
- A policy framework that supports consolidation of urban development within the Wanaka urban growth boundary.

⁶ <https://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/PDP-Stage-1-Decisions/Chapters/Chapter-13-Wanaka-Town-Centre.pdf>

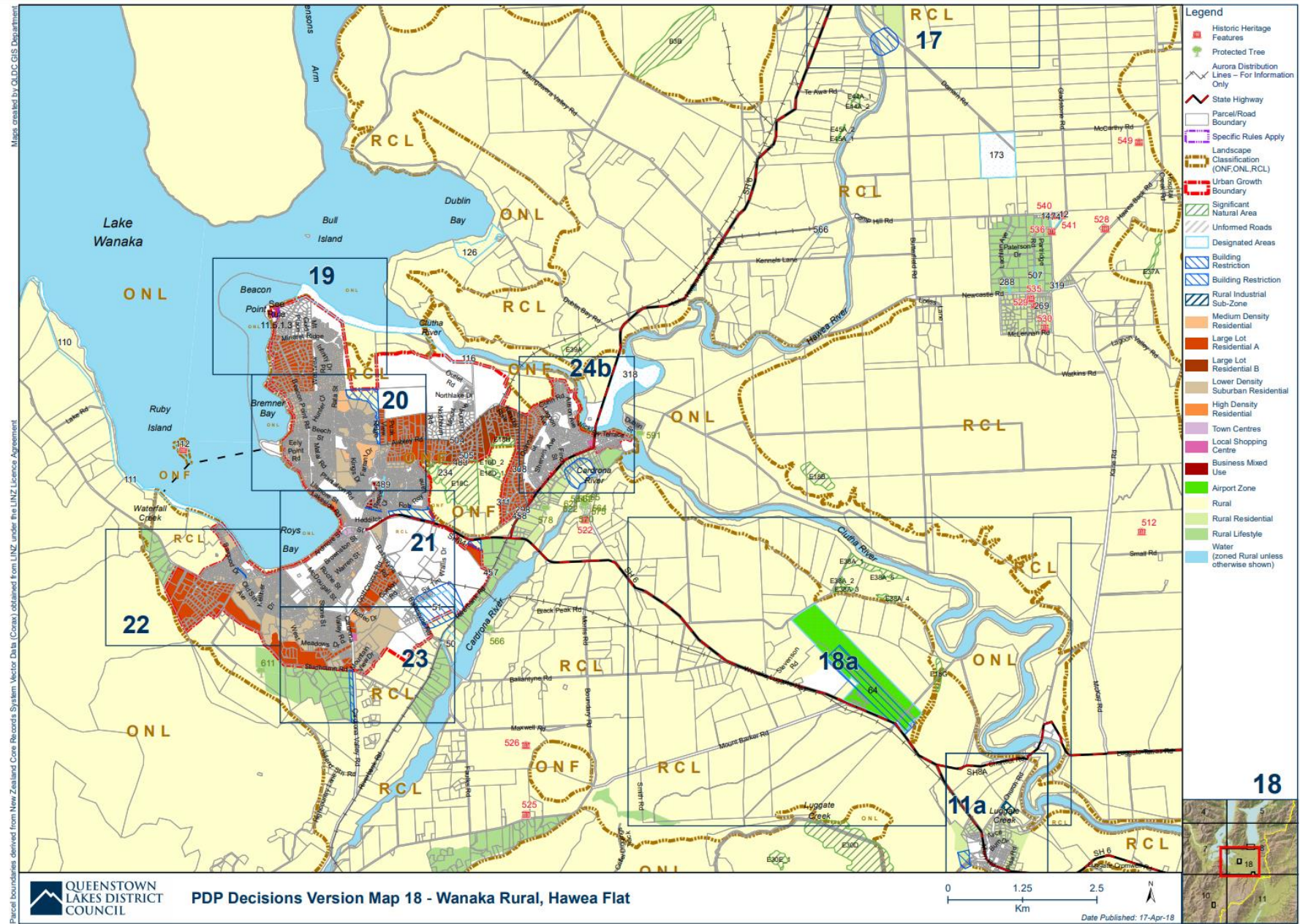


Figure 6 Proposed District Plan (Queenstown Lakes District Council, 2017)

5.2 Land use development

The following is a summary of each of the areas around Wanaka and the potential for growth in the future.

5.2.1 Wanaka Town Centre and surrounding area

The Wanaka Town Centre and the surrounding area is predominantly existing developed residential and commercial areas. The area between the town centre and the golf course is zoned as high density housing, with the majority being low density housing or open spaces. There is scope for some growth in this area under the current planning regulations.

5.2.2 North Wanaka – Beacon Point and Peninsula Bay

North Wanaka is predominantly low density residential with some areas zoned as business zones. East of Beacon Point residential area, there is a significant area of general rural zoned land between Northlake and North Wanaka which would need to change for growth to occur.

5.2.3 South Wanaka – Meadowstone and Rippon

The area south and west of Wanaka is zoned as low density, rural residential and rural most of which is developed. Unless there are zone changes, growth will not be occurring in this direction. There would be some opportunity for existing sections to be sub-divided to drive the future population increase.

5.2.4 Three Parks Zone

The Three Parks zone is a mixed use area that comprises of low and medium residential sub zones. There are approximately 500 residential sections as part of this development. Three Parks also includes tourist and communities facilities subzone, business subzone and a commercial core subzone. The development includes two planned supermarkets, with the first intended to open 2019. The overall development may take 15 years to be fully developed.

5.2.5 Albert Town

Albert town is zoned a township zone that allows for commercial activities, visitor accommodation to be integrated in with low density residential. The Riverside Park subdivision sold out in 2015. There is still capacity with empty sections for housing development that will contribute to an increased population of Albert Town.

5.2.6 Northlake Village

The Environmental Court approved the zone between the Clutha River and Aubrey Road to become a 1,500 home development in 2016. The area is zoned primarily for low density housing. It is anticipated that there will be some commercial development in the subdivision including office spaces and restaurants.

5.2.7 Wanaka Airport

There are currently no scheduled air passenger services flying in and out of Wanaka Airport. In Queenstown, the annual passenger numbers are approximately 2 million into Queenstown Airport with a forecast demand near 7 million. Constraints at Queenstown Airport, regarding flight times, runway lengths, sound restrictions and development space mean capacity constraints for flights could induce demand at Wanaka. The forecast growth in passenger numbers will drive growth in tourism, industrial, and commercial activities.

Recently the airport engaged the community through a series of workshops regarding the expansion of airport (May 2018). There was some support as well as opposition. The expansion would allow the growth of passenger numbers beyond the constraints of Queenstown Airport. The expansion would require the extension of the airport runway as well as the necessary landside infrastructure. The increased passenger numbers will have a significant impact on the transport network for all travel modes. A poll taken at one of the consultation workshops indicated that a majority of the stakeholders present would prefer the airport to allow jet planes.

Commercial airlines have expressed interest in Wanaka Airport significant opportunity for Wanaka to grow its tourism offering if this occurs. This would require significant lengthening of the runway.

5.2.8 Satellite towns

Through workshop discussion, the impact of the satellite towns have on the Wanaka Town Centre needed to be considered. Council planners noted that there is significant growth forecast in the near future outside of the central Wanaka area.

Lake Hawea

Lake Hawea is approximately 15 km from the town centre of Wanaka. There is a proposed new residential sub-division (Special Housing Area) of approximately 400 new residential properties that was approved by Council in June 2018. The development would be situated south of Cemetery Road. Other developments include Sentinel Park, with approximately 300 sections. Many of the future residents will be employed in Wanaka. This will generate a significant number of new road users.

Luggate

Luggate is approximately 15 km south of Wanaka Town Centre and just south of the Airport. There is a mixture of low-density housing zones and some rural residential zoned land. Luggate Heights and Luggate Park are recent low-density developments sold and will have residential development in the future.

Cardrona

Cardrona is currently a small town approximately 25 km south of Wanaka at the base of the ski field. There is a proposed development of 480 mixed-density residential lots, 80-bed four and a half star hotel, and a golf course. The land zoning has changed to a special housing area.

5.2.9 Future Development Summary

There is a significant amount of future residential development to occur in areas that are under construction or residential lots that are sold and yet to be built on. There are satellite towns surrounding Wanaka that will have regular commuters into Wanaka town centre. The population of permanent residents and number of visitors is increasing significantly, which the 2018 Census will confirm. The future development at the airport will also be a key driver for growth and road users of all modes. This in the future have an impact on all modes of travel.

6. Network Operating Framework development

When considering a balanced transport network approach using numerous transport solutions, it is important that there is a consideration of how the different road user groups use the network. As a tourist town, Wanaka Town Centre can see large numbers of pedestrians as well as camper vans and tourist vehicles on top of the 'usual' resident travel patterns.

This Network Operating Framework takes an integrated approach to support master planning, land use and mode prioritisation in Wanaka. Within the study area, it is also important to consider the key factor of variable user numbers, which will affect the way the transport network operates, and its efficiencies.

6.1 Operating Framework Horizon

The Network Operating Framework horizon considers a future point in time based on population and land use growth assumptions to allow consideration of a future aspirational network function. This allows consideration of future changes in land use and growth to encourage forward thinking for network planning avoiding a focus on current challenges only. Development of the strategic road network has this horizon in mind to determine how stakeholders 'aspire' to operate the network. The time horizon reflects a 'step' towards the networks long-term aspiration cognisant of the long-term aspirations.

During the workshop the Otago Regional Council, Queenstown Lakes District Council, New Zealand Transport Agency and other stakeholders agreed that a **5-year aspiration** for the transport network and a **20-year consideration** for land use. The workshop group considered the timeframes appropriate given the rapid current development and pressures on the network. The 5-year timeframe allows focus on significant current changes occurring with the network such as developments outlined in Section 5.2 assumed including:

- Three Parks
- Northlake Village
- Albert Town
- Hawea
- Wanaka Airport
- Growth in events and visitors

The group also acknowledged that the Network Operating Framework was to take into consideration the longer-term (20-year) growth possibilities and land uses to support this growth. This is to reflect how a number of factors can affect the rate of development, in residential and commercial. Transport planning needs to take into consideration any planned future development.

7. Strategic Objectives and Principles

Strategic objectives provide a guideline for the development of a strategic road network. These were established (in draft form) drawing on existing policy and planning goals and visions, and stakeholder knowledge, to develop a common set of Strategic Objectives and Principles for the network. The Strategic Objectives and Principles also considered wider regional objectives.

During the workshop, attendees were involved in an interactive session for each mode to describe what was important to their organisation and the community. The notes and corresponding workshop discussion formed an understanding of the overarching Strategic Objective for each mode and the corresponding Principles. The strategic discussion further refined the Strategic Objectives and Principles for pedestrians, cyclists, public transport, freight, and general traffic. The key output from the discussion included the following points:

- Development of a network to satisfy active transport needs creating an urban network.
- Safety improvements will always be important and considered.
- Develop funding strategy to support needs and access provincial growth fund if possible.
- Strengthening existing network improving connections between key nodes, to and within the Wanaka town centre considered on a mode-by-mode basis.

The key objectives that the stakeholders were targeting as outcomes from the Network Operating Framework discussions were the following:

- Make Wanaka a less car centric place by improving the active mode transport facilities.
- Provide connectivity between the schools and the pool at Three Parks.
- Provide access routes for connections between residential catchments, community facilities/schools and commercial areas.
- Improve connectivity between (and within) Wanaka, Queenstown and Airports.

The Strategic Objectives and Principles frame the aspirations of Queenstown Lakes District Council, Otago Regional Council, and New Zealand Transport Agency and key stakeholders in regards to the operation of the network as it relates to each mode.

The following provides an outline of the key themes, discussions and basis for the formation of each modes Strategic Objectives and corresponding Network Principles. A summary of the Strategic Objectives and Principles is included at the end of the section in Table 2.

7.1 Pedestrians

Wanaka has a walking and cycling plan developed in 2007 that highlighted the missing links that existed at that time. The state highway is a severance between the schools and the new pool/recreation complex. The key themes of the discussion were similar to the cyclist modes. There is a need to connect the town centre, the lakefront, schools and recreation areas. Further, the group considered:

- The importance within town centre areas for pedestrian prioritisation.
- Pedestrian movement be encouraged between key activity areas and destinations, and between town centres, schools, community facilities and residential catchments.

Strategic Objective

A network for pedestrians that provides safe and enjoyable connections within the town centre and direct connections to the lakefront and residential areas.

Principles

Primary pedestrian routes

Provide linkages that enables movements in areas of high amenity and direct connections between schools, town centre and lakefront.

Secondary pedestrian routes

Provide linkages to primary routes from residential and community areas and community recreational facilities.

7.2 Cyclists

The cycling network for the Wanaka is predominantly recreational (including tourist) cycle routes that are separated and unsealed. Some end of trip infrastructure already exists in the form of bike parking. The current car dominance is not the preferred future for Wanaka.

The key theme in discussions revolved around developing a network that was suitable for residents to use for commuting as well as supporting tourist movement between tourist nodes. Stakeholders noted the need to develop a network of cycle infrastructure to connect the wider area (satellite towns of Hawea, Luggate and Cardrona) and tourist routes to the town centre. The need for safe crossing infrastructure for cyclists was emphasised. Discussions re-iterated:

- Community desire for a step-change in active transport and demand for commuter and day-to-day cycling connections.
- Catering for tourism and recreation with links to destinations and attractions.

Strategic Objective

Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.

Principles

Primary cycling routes

Provide direct and convenient connections to the town centre, schools, recreational facilities and commercial centres.

Secondary cycling routes

Connect residential catchment routes and other key nodes to primary cycling routes.

7.3 Public Transport

At present, there is no frequent/scheduled public transport in the traditional public transport sense operating in Wanaka. However, currently public transport operates in the form of school buses, tourist buses and shuttle services. The tourist buses provide connections from other regions to Wanaka and to tourist activities, especially between ski fields and the town centre.

Key themes in the discussion included connections with the airport, town centre and the satellite towns. A future system needs to incorporate each of the elements as well as additional public transport supporting tourist activities. School buses were included as public transport. In general, the discussion on public transport considered the need to cater for and consider:

- Coaches and tourism for pick-up/drop-off.
- School buses and routes.
- Longer-term 'traditional' public transport provision.
- Potential public transport hub / connection point for accommodation providers.

Strategic Objective

Provide a connected network for movement of people to and between the town centre, and commercial, residential and tourism areas.

Principles

Primary Public Transport routes

Routes that provide major connections between the airport, suburbs, satellite towns and Wanaka town centre.

Secondary Public Transport routes

Local routes that enable movement of people from commercial centres and the town centre to primary public transport routes (i.e. pick up and drop off points). Including school buses and tourist buses with access to accommodation and ski fields.

7.4 General Traffic

General traffic movements occur on all links throughout the transport network. The workshop discussions recognised that general traffic networks should also allow for other modal networks, create mode choice, and provide safe journeys.

The key theme of the discussion around general traffic in Wanaka is that stakeholders do not want a car dominated town centre. Stakeholders considered that a multi-modal approach was required for the best outcomes. The group noted there is a high proportion of inter-regional movements each day, especially on peak days, that enter and then leave the township as opposed to movements within Wanaka.

Four principles, adopted for general traffic, are in line with application of the Network Operating Framework process. The use of four principles for general traffic (as appose to two for other modes), reflects the level of granularity required to represent and prioritise the different types of general traffic movements through a network.

Strategic Objective

Promote a General Traffic network that compliments other modal networks and promotes inter-modal connectivity. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity.

Principles

Preferred Traffic routes

Provides for longer distance traffic avoiding areas of high land use conflict.

Traffic routes

Provides for connections between residential catchments and commercial areas, and longer distance general traffic and connectivity to preferred traffic routes.

Local Primary Access routes

Provide access and cross town corridors that connect the town centre, community facilities, schools and localised tourism areas to traffic routes.

Local Secondary Access routes

Local connections that connect parking to enable walking into the centre. Collect and distribute between primary local access routes.

7.5 Freight

The key themes included the discussions revolved around the efficient movement of freight to and from the required destinations along corridors that minimise disruption on active modes and avoid areas that have a potential for land use conflict.

The key industrial areas in Wanaka is off Anderson Road and south of the golf course (including future development at Three Parks). Freight network provision and aspirations are to consider:

- Current, and future, freight distribution hubs (local/regional).
- Town centre serviced by smaller commercial vehicles.
- Freight time-based access restrictions.

Strategic Objective

Promote freight movement on corridors that provide reliable interregional connectivity and access to industrial and commercial areas.

Principles






Primary freight routes

Provide interregional movements avoiding key land use areas of high amenity or community value conflicts with restricted access.

Secondary freight routes

Provide connections linking primary routes to commercial and industrial centres.

Table 2 Wanaka Strategic Objectives and Network Principles Summary

Mode	Strategic Objectives	Network Principles
	<p>A network for pedestrians that provides safe and enjoyable connections within the town centre and direct connections to the lakefront and residential areas.</p>	<p><u>Primary pedestrian routes</u> Provide linkages that enables movements in areas of high amenity and direct connections between schools, town centre and lakefront.</p> <p><u>Secondary pedestrian routes</u> Provide linkages to primary routes from residential and community areas and community recreational facilities.</p>
	<p>Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.</p>	<p><u>Primary cycling routes</u> Provide direct and convenient connections to the town centre, schools, recreational facilities and commercial centres.</p> <p><u>Secondary cycling routes</u> Connect residential catchment routes and other key nodes to primary cycling routes.</p>
	<p>Provide a connected network for movement of people to and between the town centre, and commercial, residential and tourism areas.</p>	<p><u>Primary Public Transport routes</u> Routes that provide major connections between the airport, suburbs, satellite towns and Wanaka town centre.</p> <p><u>Secondary Public Transport routes</u> Local routes that enable movement of people from commercial centres and the town centre to primary public transport routes (i.e. pick up and drop off points). Including school buses and tourist buses with access to accommodation and ski fields.</p>
	<p>Promote freight movement on corridors that provide reliable interregional connectivity and access to industrial and commercial areas.</p>	<p><u>Primary freight routes</u> Provide interregional movements avoiding key land use areas of high amenity or community value conflicts with restricted access.</p> <p><u>Secondary freight routes</u> Provide connections linking primary routes to commercial and industrial centres.</p>
	<p>Promote a General Traffic network that compliments other modal networks and promotes inter-modal connectivity. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity.</p>	<p><u>Preferred Traffic routes</u> Provides for longer distance traffic avoiding areas of high land use conflict.</p> <p><u>Traffic routes</u> Provides for connections between residential catchments and commercial areas, and longer distance general traffic and connectivity to preferred traffic routes.</p> <p><u>Local Primary Access routes</u> Provide access and cross town corridors that connect the town centre, community facilities, schools and localised tourism areas to traffic routes.</p> <p><u>Local Secondary Access routes</u> Local connections that connect parking to enable walking into the centre. Collect and distribute between primary local access routes.</p>

8. Multi-modal network prioritisation

To provide an effective, multi-modal network, a balanced approach takes into account the needs of all transport and road users. A Network Operating Framework takes this approach through development of a strategic road network that defines a roads priority by mode. This moves away from a traditional road hierarchy classification and focuses more on the need to recognise the variety of transport modes, their inter-relationships and the strategic intent for the network. The strategic transport network defines user priority by mode, place and time of day.

Once the strategic road network is established, the network can be input into the SmartRoads Network Operating Framework software tool at a future stage, to provide aspirational performance targets and granular detail on modal priorities. Aspirational performance targets determine the difference between existing and aspirational network performance.

The following section outlines the strategic road networks. Individual maps are in Appendix C.

8.1 Road User Groups

The following road user groups were included mapping the strategic road network:

- Pedestrians and Cyclists
- Public Transport
- General vehicle traffic and freight traffic

During workshops, stakeholders established an aspirational strategic road network for each road user group. The routes established followed the Principles identified earlier in the process.

8.2 Pedestrians

The pedestrian network in line with the defined strategic networks, aims to promote walking as a safe, efficient, enjoyable as an alternative mode to vehicles. It was identified that there needs to be suitable connections between schools, recreational facilities and the residential areas as well as connecting the town centre to the lakefront.

The primary pedestrian routes identified were around the lakefront from Eely Point to Sunrise Bay. All the streets in the town centre are primary routes. The connection to the schools, medical centre from the town centre is also considered primary.

A RV parking facility suggested at the workshop be located near the intersection of Ballantyne Road and Golf Course Road. The pedestrian route from this RV parking location to the town centre is considered to a primary route. The primary route is continued on to the recreational centre at Three Parks.

The secondary routes identified are about connecting tourist destinations. The stakeholders consider the existing shared path from the town centre to Puzzling World and Mount Iron to be a secondary route.

8.3 Cyclists

The cycling strategic network, in line with the Strategic Objective and Principles, aims to promote cycling as an everyday mode choice for transport, recreation, and tourism.

Primary routes in the study area include:

- The lakefront from Beacon Point to Sunrise Bay
- Aubrey Road from Gunn Road to Wanaka Primary School
- Anderson Road
- Wanaka Town Centre to Schools (via Hedditch Street, Lismore Street, through Lismore Park and Totara Terrace)
- Albert town to Wanaka (via Frye Crescent, Sherwin Avenue and separated tracks around Mt Iron and a shared path along SH84)
- Connection from Puzzling World to Wanaka Town Centre via Three Parks, Ballantyne Road and Ardmore Street
- Schools to Three Parks connection (to recreation centre)

Secondary routes in the area include the following:

- Lakeside Drive, from Ardmore Street, and Beacon Point Road to Aubrey Road
- Aubrey Road, from Lakeside Road to Schools
- Connection from Albert Town to Lake Hawea
- Brownston Street
- McDougall Street and Cardrona Valley Road
- Golf Course Road
- Ballantyne Road (from Three Parks to Golf Course Road)

8.4 Public Transport

The existing public transport strategic network aims to promote connectivity and reliability between the town centre and other regions as well as other tourist destinations. The existing network connects residential areas to the schools. The future network is to promote connectivity between residential and commercial catchments. The future selection of routes will support the Primary and Secondary bus routes.

Primary public transport routes are core bus routes that are primarily for inter-regional movements in the Wanaka area. The routes are the following:

- SH84 and SH6 (both Albert Town – Lake Hawea Road and Wanaka – Luggate Highway)
- Brownston Road (Ardmore Street to McDougall Street)
- McDougall Street (from Brownston Street) and Cardrona Valley Road

Secondary routes are for connecting the town centre with tourist activities and connecting the residential catchments with the schools. These routes include the following:

- Wanaka Mount Aspiring Road
- Alison Avenue, Gunn Road and Aubrey Road
- Plantation Road and Kings Drive
- Ballantyne Road to Three Parks

8.5 General Traffic

The general traffic strategic road network developed from the strategic objectives and principles aims to provide a network that complements other modal networks and provides inter-modal, inter-regional and commuter connectivity.

Preferred traffic routes provide for longer distance travel, which avoid land use conflict. In Wanaka, there are two preferred traffic routes:

- Albert Town – Lake Hawea Road (SH6)
- Wanaka – Luggate Highway (SH6)
- It was noted Mount Barker Road is potentially a future high priority traffic corridor based on development around the airport.

Traffic Routes are for longer distance general traffic and connectivity to preferred traffic routes. The routes in the Wanaka area are:

- Wanaka – Luggate Highway (SH84 from Andersons Road to SH6)
- Riverbank Road
- Ballantyne Road
- McDougall Road/Cardrona Valley Road
- Wanaka Mount Aspiring Road

Local Primary Access Routes provide access to/from local destinations within the local area. They may also provide circulation routes/gateways into the activity centre. These routes are:

- Aubrey Road (from Albert Town-Lake Hawea Road to Wanaka Primary School)
- Anderson Road
- Golf Course Road
- Plantation Road (from Anderson Road to Mount Aspiring College)
- Wanaka – Luggate Highway (from Anderson Road to Ardmore Street)
- Brownston Street (Ardmore Street to McDougall Street)

Local Secondary Access Routes collect and distribute between primary local access routes. The routes identified are:

- Plantation Road (from Mt Aspiring College to Beacon Point Road)
- Beacon Point Road (from Plantation Road to Penrith Park Drive)
- Aubrey Road (From Wanaka Primary School to Beacon Point Road)
- New route running in a north-south direction through Three Parks (Sir Tim Wallace Drive)
- New route running in an east-west direction through Three Parks
- New route from Cardrona Valley Road to Three Parks south of Wanaka Medical Centre

8.6 Freight

The freight strategic road network aims to provide connectivity to inter-regional freight routes and industrial and commercial distribution hubs.

Primary Freight Routes facilitate inter-regional trips to Wanaka, these are:

- Albert Town – Lake Hawea Road (SH6 to the West Coast)
- Wanaka Luggate Highway (SH6 to Cromwell)
- SH84 (SH6 to Ardmore Street)
- Ballantyne Road and Riverbank Road (to complete a loop around Three Parks)

Secondary Routes promote inter-regional connectivity between industrial and commercial distribution hubs and to regional links. Secondary routes include Anderson Road to the industrial hub, new routes through Three Parks, Brownston Street and Wanaka Mount Aspiring Road, and Riverbank Road to Cardrona Valley Road.

9. Modal priority conflicts

The following locations are where future conflicts may occur where roads or corridors have several modes competing for priority. This Network Operating Framework does not specifically provide 'solutions' to priority conflict areas, however, the following section discusses how the different modes could be considered when addressing competing demands.

This section is to be read in conjunction with the maps attached in Appendix C.

During the workshop, stakeholders were able to identify where they considered modal conflicts would occur in the future in the Wanaka area based on the emphasis they put on each mode for each transport corridor. The conflicts occur on the roads or corridors that have several modes at a single location. The key conflicts points stakeholders identified are shown in Figure 7 below.

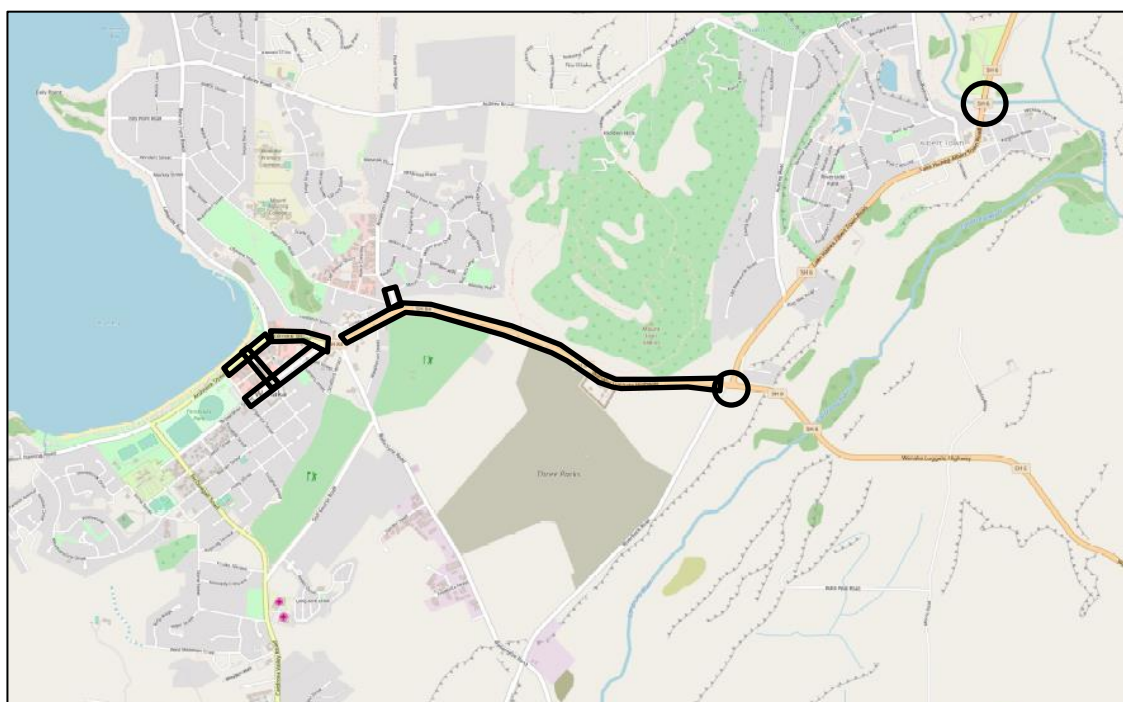


Figure 7: Modal conflict areas

9.1 Town Centre and Lakefront Connection

The stakeholders identified a desire to connect the lakefront to the town centre for pedestrian movements. Ardmore Street has approximately 6,000 vehicles per day that conflicts with pedestrian movement between the town centre and the lakefront. There is a need to continue movements associated with servicing the town and the public transport hub at the I-site location. The parking facility between Ardmore Street and the lakefront also severs the connection. The stakeholders considered the road have a place function, rather than a movement or throughput function. As a result, vehicle movement is not encouraged and instead is for access only.

Stakeholders considered that making Ardmore Street one-way alongside Pembroke Park and altering the road environment between the town centre and the lakefront a shared space or closing the road.

9.2 Ardmore Street – Lakeside Road to SH84

Ardmore Street between Lakeview Drive and State Highway 84 has a conflict between place and throughput. Currently this section of road is the main link into the town for vehicles, while being a primary walking route, with multiple crossing facilities. A significant number of on-street carparks and street facing businesses attract vehicles. These will continue to increase the vehicle count on this road without mechanisms to encourage traffic on alternative routes.

There needs to be higher levels of consideration for active modes on this section of Ardmore Street. The result is that the performance could be affected reduced for general traffic, public transport and freight, however, this is in an area where walking and cycling are considered priority. Some modal conflict may arise in the future affecting how the marina and boat ramps accessed in the future.

9.3 Helwick Street

Stakeholders considered that in the town centre, more emphasis placed to pedestrians and less each of the other modes, especially general traffic. Helwick Street currently has a significant number of vehicles each day, Annual Average Daily Traffic (AADT) of approximately 5,000 and provides a significant number of on-street parks, which would attract a significant number of vehicles. The stakeholders considered that Wanaka be less car-centric and by prioritising pedestrians over vehicles, this achieves that aspiration.

9.4 Brownston Street

Brownston Street is the east-west connection through Wanaka south of the town centre. It is the only existing route, other than Ardmore Street, to connect the west side and the east side of Wanaka. Brownston Street is the edge of the CBD, which means that there will be a conflict between vehicles entering and exiting the town centre and vehicles by passing the town centre.

The route is a primary walking route, primary access general traffic route, secondary freight route, primary public transport route and a secondary cycle route. The removal of vehicular traffic from Ardmore Street between the lakefront and the town centre will exacerbate this issue.

There will be some conflict between all modes on Brownston Street as it has a high number of vehicles per day, approximately 9,000. By reducing the emphasis placed on the general traffic on Ardmore Street, the number of vehicles moving East-West on Brownston Street will also increase.

The adjacent land use to Brownston Street is both residential and commercial. In addition to this is the on-street parking. These land uses are conducive to conflict between the adjacent land use and the roadway. The result is that the throughput may be compromised for all modes.

9.5 State Highway 84 and Three Parks Access

State Highway 84 is the main entrance into Wanaka and the highway prioritises movement, rather than access. The stakeholders identified a need to connect the school to the Three Parks area that includes a pool as well as other facilities. The highway severs the walking connection for pedestrians. There is no existing pedestrian infrastructure along the north side of the highway east of the roundabout at the intersection of Anderson Road. Pedestrian infrastructure should promote pedestrian access and safety while considering impacts on general traffic.

The new school in Three Parks is likely to have pupils that live on the northern side of SH84 and will need to cross SH84 to get to school. The increased development will also likely lead to an increase in traffic volumes on SH84, which in turn will contribute to the severance the highway

causes. The severance also affects the connection between the existing schools and recreation centre in Three Parks.

The preferred cycling route connecting Albert Town and Wanaka crosses from the north side of the highway to the southern side of the highway at a point west of Puzzling World. Conflict will arise between the competing movements with cyclists attempting to cross the road, which is a traffic route and primary freight route.

The shared path on the south side of SH84 from Puzzling World to the town centre is narrow and steep and has potential for conflict between cyclists (primary route) and pedestrians (secondary route). To facilitate and further encourage connections consider improved infrastructure for walking and cycling connections on SH84.

Each of the five modes intersects at the entrance of Three Parks along SH84. The location is a primary route for freight, cyclists and public transport, a secondary route for pedestrians and a traffic route for general traffic. The land use of the Three Parks area will attract all modes that will generate competing demands for access.

9.6 Anderson Road

A short section of Anderson Road, from SH84 to Plantation Road, has with conflicting mode prioritisation. The short section of Anderson Road assigned a Primary Cycle route, a Secondary Freight route and a Local Primary Access Route for General Traffic. The conflict regards the competing needs of each of the travel modes. Constraints on the corridor make the future aspirations to provide for each of the travel modes challenging. The corridor will need to provide freight access to the Anderson Heights Business Park whilst also providing cycling and general traffic facilities for the schools and residential areas.

9.7 SH6, SH84 and Riverbank Road intersection

Each of the non-active modes go through the staggered T-intersection. The route is a primary route for Public Transport and Freight, and a preferred route for General Traffic. This may lead to issues at the intersection in the future. The layout of the intersection may not be suitable for high traffic volumes as they increase in the future, particularly the side roads (SH6 to Hawea and Riverbank Road). The conflicts may result in delays, which could be significant, especially during the peak season and event days.

9.8 Albert Town Bridge

The Albert Town Bridge is a one-lane bridge that crosses the river adjacent to Albert Town. The Road is a primary freight route, a preferred traffic route, a primary Public Transport Route and a secondary cycle route. The growth in Lake Hawea and increasing traffic volume from the West Coast will only exacerbate the issue. Indicative modelling previously has suggested that the level of service will drop reduce during evening peaks. The multiple modes using a one lane bridge is an existing conflict point and will continue to be while each of the modes are emphasised on the bridge.

10. Application of Network Operating Framework

This Network Operating Framework focussed on the development of Strategic Objectives and Principles followed by assigning network priorities. The following outlines the future applications of the Network Operating Framework.

10.1 Town Centre Master Plan and Transport Programme Business Case

Queenstown Lakes District Council have indicated in their ten-year plan that the master planning process for Wanaka town centre is to commence in 2018. A Master Plan for the town centre of Wanaka is expected to be undertaken concurrently with an integrated transport Programme Business Case with a similar geographic scope to this Network Operating Framework. The programme business case and the master plan will need to develop in an iterative manner and incorporate and test elements of the NOF. The programme business case will look at multi-modal interventions as well as travel demand management for a 30-year period.

The Network Operating Framework is a tool that provides the required transport inputs for the masterplan by considering the conflict points on a future aspirational transport network. The outputs indicate which transport corridors are suitable for altering to provide for modes i.e. support a place function, and what roads are required to place an emphasis on throughput to cater for the transport requirements.

10.2 Network Operating Framework lifecycle


This Network Operation Framework is a live document based on the outcome of workshop sessions with stakeholders. This Network Operating Framework will inform strategic planning through Master Planning and Business Cases in the future. Conversely, changes in policy, land use and the network, as well as outcomes from Master Planning and Business Cases may alter thinking will more refined understanding. As such, the Network Operating Framework is live and an iterative approach is undertaken so that the framework compliments and supports outcomes. This may result in changes to primary or secondary routes for modes of transport; however, these would be justified and informed at future stages.

10.3 Network Operating Plans

The Network Operating Framework can assist with the development of Network Operating Plans. These will be relevant to event days occurring in Wanaka, such as Warbirds over Wanaka, Challenge Wanaka, Wanaka Rodeo etc. The Network Operating Plans will be predominantly for the development of traffic management plans on these days for each of the traffic modes, given the required closures for the different events. This could consider strategies such as diverting traffic away from the affected areas.

Appendix A – Strategic Objectives and Principles

Table 3 Wanaka Strategic Objectives and Network Principles

Policy and Planning documentation	Strategic Objectives and Network Principles
<p> Pedestrians</p> <p>Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities. Key Strategic Priorities:</p> <ul style="list-style-type: none"> • Safety • Access <p>Supporting Strategic Priorities:</p> <ul style="list-style-type: none"> • Value for Money • Environment <p>Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:</p> <ul style="list-style-type: none"> • a mode-neutral approach to transport planning and investment decisions • incorporating technology and innovation into the design and delivery of land transport investment • integrating land use and transport planning and delivery <p>Environment in the GPS 2018 supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles). It also recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.</p> <p>Access in the GPS 2018 and the increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by private motor vehicle by supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport.</p> <p>NZTA Statement of Intent 2017-21: This Statement of Intent outlines the Transport Agency’s strategy of working to deliver three big changes that form the foundation of their new direction:</p> <ul style="list-style-type: none"> • One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone. • People-centred services: Simplify our customers’ lives and our partners’ work with innovative services and experiences that make it easy for them to do what they need to. • Partnerships for prosperity: Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships. <p>These changes have been targeted into eight focus areas that have clear measurable outcomes for customers and New Zealanders:</p> <ul style="list-style-type: none"> • Shape the land transport system • Target rapid growth • Connect and develop regions • Keep people safe • Improve customer experiences • Deliver connected journeys • Achieve Organisational excellence • Transform the Transport Agency <p>Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money. Walking, delivering on priorities:</p> <ul style="list-style-type: none"> • Users being able to access the network, in a manner that is convenient and affordable to users and funders. • The network is reliable and resilient, helping community resilience. • The social cost of crashes and accidents is substantially reduced. <p>Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.</p>	<p>A network for pedestrians that provides safe and enjoyable connections within the town centre and direct connections to the lakefront and residential areas.</p> <p><i>Primary pedestrian* routes:</i> Provide linkages that enables movements in areas of high amenity and direct connections between schools, town centre and lakefront.</p> <p><i>Secondary pedestrian* routes:</i> Provide linkages to primary routes from residential and community areas and community recreational facilities</p> <p>* Pedestrian network principles consider all forms of active travel (e.g. mobility scooters, running, walking) with the exception of cycling.</p>

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2017-18: Our long-term council outcome is to provide high performing infrastructure and services that: meet current and future user needs and are fit for purpose, are cost effective and efficiently managed on a full life-cycle basis, and are affordable for the District.

Queenstown Lakes District Council 10-Year Plan 2018-28 Consultation Document: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka.

The ten-year plan specifically states a Wanaka Masterplan as being Big Issue #4. The response will include parking solutions, public transport, shared vehicle and pedestrian access areas, alternative transport methods, and civic facilities and routes such as dedicated cycle pathways. An investigation for the development of a Wanaka Town Centre Masterplan is underway to help address the town's predicted growth. This plan is in the early stages of development but it has been recognised that it delivers a strategic and connected approach to the Wanaka Active Travel Plan, the Wanaka Lakefront Development and Wanaka Parking Projects. The final Wanaka Lakefront Development Plan is due to start to be implemented in 2018 and is based on four big moves: enhancing the ecology, providing continuous access, improving landuse and providing a range of facilities and activities. It aims to address poor ecology which is highly modified, lack of continuous access for pedestrians, disconnection from the town centre and dominance of parking along the lake edge.

Queenstown Lakes District Council 10-Year Plan 2015-25 Volume 1: The Council provides a road and footpath network that accommodates seasonal and future growth.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Wanaka Transportation and Parking Strategy 2008: The Wanaka Transportation and Parking Strategy seeks to contribute to the regional and national objectives for transport and, with particular regard to Wanaka:

- improve the urban environment around the town centre and lake front
- plan an appropriate transport network to cater for future growth, while maintaining the character of Wanaka and encouraging the use of sustainable modes
- plan for appropriate parking provisions, particularly within and around the town centre.

The Wanaka transportation and parking strategy will be implemented over a twenty-year period. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

Wanaka Structure Plan Review 2007: Community outcomes for Wanaka are outlined in this plan as:

- Managing growth in a way that protects the landscape and the environment
- A vital town centre servicing the daily needs of Wanaka
- A connected settlement that is easy to get around by foot and cycle
- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Draft Queenstown Lakes District on foot, by cycle strategy 2008: The council's strategy is in line with the national vision. *A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.* The broad outcomes sought by this strategy are to see more people walking and cycling and greater satisfaction within the community with the ease, safety and security of walking and cycling in the district. If these things are achieved, a positive contribution is being made to the quality of the district as a place to live and visit.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.



Cyclists

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

NZTA Statement of Intent 2017-21:

This Statement of Intent outlines the Transport Agency’s strategy of working to deliver three big changes that form the foundation of their new direction:

- One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People-centred services: Simplify our customers’ lives and our partners’ work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity: Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

These changes have been targeted into eight focus areas that have clear measurable outcomes for customers and New Zealanders:

- Shape the land transport system
- Target rapid growth
- Connect and develop regions
- Keep people safe
- Improve customer experiences
- Deliver connected journeys
- Achieve Organisational excellence
- Transform the Transport Agency

Otago Regional Council Long Term Plan 2015 – 2025: ORC continues to manage the provision of public passenger transport services for Dunedin and Queenstown. The aim is to ensure a viable, quality service is delivered that will attract patronage growth and which will be affordable for passengers and ratepayers alike.

Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Cycling, delivering on priorities:

- Users are able to access the network, in a manner that is convenient and affordable to users and funders.
- The network is reliable and resilient, helping community resilience.
- The social cost of crashes and accidents is substantially reduced.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

Provide a cycling network for people on bikes as a safe, everyday mode of transport and recreation.

Primary cycle routes: Provide direct and convenient connections to the town centre, schools, recreational facilities and commercial centres.

Secondary cycle routes: Connect residential catchment routes and other key nodes to primary cycling routes.

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
- Continuous access throughout Otago as a result of well-considered expenditure on the transport network.
- Safe individual and community travel using a variety of connected travel modes, within and between centres throughout Otago, and with the rest of New Zealand.

Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

Queenstown Lakes District Council Annual Plan 2017-18: Our long-term council outcome is to provide high performing infrastructure and services that: meet current and future user needs and are fit for purpose, are cost effective and efficiently managed on a full life-cycle basis, and are affordable for the District.

Queenstown Lakes District Council 10-Year Plan 2018-28 Consultation Document: The 10-Year Plan outlines one of the big issues facing the district is maintaining vibrant, accessible town centres is vital to keeping the district liveable. This particularly applies to the two main centres of Queenstown and Wanaka. The ten-year plan specifically states a Wanaka Masterplan as being Big Issue 4. The response will include parking solutions, public transport, shared vehicle and pedestrian access areas, alternative transport methods, and civic facilities and routes such as dedicated cycle pathways.

Queenstown Lakes District Council 10-Year Plan 2015-25 Volume 1: The Council provides a road and footpath network that accommodates seasonal and future growth.

Queenstown Lakes District Council Operative District Plan 2007:

A well-managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

Queenstown Lakes District Council Transport Strategy Summary 2016: Queenstown town centre transport strategy- Preserve and improve resident and visitor enjoyment of the town centre by reducing congestion and leading a necessary shift away from reliance on private cars.

Wanaka Transportation and Parking Strategy 2008: The Wanaka Transportation and Parking Strategy seeks to contribute to the regional and national objectives for transport and, with particular regard to Wanaka:

- improve the urban environment around the town centre and lake front
- plan an appropriate transport network to cater for future growth, while maintaining the character of Wanaka and encouraging the use of sustainable modes
- plan for appropriate parking provisions, particularly within and around the town centre.

The Wanaka transportation and parking strategy will be implemented over the next twenty years. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

Wanaka Structure Plan Review 2007: Community outcomes for Wanaka are:

- Managing growth in a way that protects the landscape and the environment
- A vital town centre servicing the daily needs of Wanaka
- A connected settlement that is easy to get around by foot and cycle
- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Draft Queenstown Lakes District on foot, by cycle strategy 2008: The council's strategy is in line with the national vision. *A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.* The broad outcomes sought by this strategy are to see more people walking and cycling and greater satisfaction within the community with the ease, safety and security of walking and cycling in the district. If these things are achieved, a positive contribution is being made to the quality of the district as a place to live and visit.

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten Year Plan 2015-2025.



Public Transport

Draft Government Policy Statement on Land Transport 2018/19-2027/28: The strategic direction of GPS 2018 is demonstrated through its 2 key strategic priorities, and 2 supporting strategic priorities.

Key Strategic Priorities:

- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

The National Infrastructure Plan: A public transport system that is robust and effective and offers a range of user options that will attract a greater percentage of long term users.

NZTA Statement of Intent 2017-21:

This Statement of Intent outlines the Transport Agency's strategy of working to deliver three big changes that form the foundation of their new direction:

- One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
- People-centred services: Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.
- Partnerships for prosperity: Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

These changes have been targeted into eight focus areas that have clear measurable outcomes for customers and New Zealanders:

Shape the land transport system

- Target rapid growth
- Connect and develop regions
- Keep people safe
- Improve customer experiences
- Deliver connected journeys
- Achieve Organisational excellence
- Transform the Transport Agency

Otago Regional Council Long Term Plan 2015 – 2025: ORC continues to manage the provision of public passenger transport services for Dunedin and Queenstown. The aim is to ensure a viable, quality service is delivered that will attract patronage growth and which will be affordable for passengers and ratepayers alike.

Otago Regional Public Transport Plan 2014: Regional Public Transport Plan ('Plan') sets out priorities and needs for public transport services and infrastructure in Otago. The plan details:

Provide a connected network for movement of people to and between the town centre, and commercial, residential and tourism areas.

Primary public transport routes: Routes that provide major connections between the airport, suburbs, satellite towns and Wanaka town centre.

Secondary public transport routes: Local routes that enable movement of people from commercial centres and the town centre to primary public transport routes (i.e. pick up and drop off points). Including school buses and tourist buses with access to accommodation and ski fields.

public transport services available in the region
policies that apply to those services
information and infrastructure that supports those services.

The Plan encourages ORC, district/city councils (within regional boundary), and bus operators, to work together to meet the needs of Otago passenger transport customers.
For public transport services in Otago, ORC expect:

- coordinated public transport services
- that good service reliability, frequency, coverage, and integration between services will encourage more users
- that the public transport market will enable operators to compete for services, increasing your confidence in services being priced appropriately
- to incentivise operators to increase patronage and reduce the reliance on government money for public transport services
- planning and procurement of public transport services to be transparent.

Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Public passenger transport (scheduled/unscheduled services, taxis, shuttles, private hire), delivering on priorities:

- Users are able to access the network, in a manner that is convenient and affordable to users and funders.
- The network is reliable and resilient, helping community resilience.
- Value for money.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
- Investment in maintenance of natural and physical resources and amenity values of Otago by the implementation of measures that limit unacceptable effects from the transport network providing value for money.
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Approach:

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- Set standards to address the causes of factors that may have adverse effects on natural and physical resources and amenity values.
- Develop proposals to address safe and efficient transport of people and freight through coordinated transport expenditure achieving a single integrated network.
- Provision for an appropriate variety of transport modes that meet the needs of industry, lifestyle and tourism.

Outcome sought:

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- plan for appropriate parking provisions, particularly within and around the town centre.

The Wanaka transportation and packing strategy will be implemented over the next twenty years. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

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- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

To meet this vision and new business model QLDC through this Business Case Approach Activity Management Plan (BCA AMP) must:

- Monitor, address and embed growth in all transport activities
- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten year Plan 2015-2025.



Freight

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- Safety
- Access

Supporting Strategic Priorities:

- Value for Money
- Environment

Themes have been included in the GPS to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

The National Infrastructure Plan

A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.

A rail system that enables the efficient movement of freight and complements other modes of passenger transport and freight movement.

Sea and air ports that are linked to the overall transport network to support efficient nationwide movement of passengers, domestic goods and exports and imports and are able to respond to technological changes and changing international safety and security standards.

Vision: By 2030 New Zealand's infrastructure is resilient and coordinated and contributes to economic growth and increased quality of life.

NZTA Statement of Intent 2017-21:

This Statement of Intent outlines the Transport Agency's strategy of working to deliver three big changes that form the foundation of their new direction:

- One connected transport system: Transform the performance of the land transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.
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Shape the land transport system

- Target rapid growth
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- Keep people safe
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Otago Southland Regional Land Transport Plans 2015-2021: The long-term goal set by the Committee for land transport in Otago Southland is to provide accessible transport connections, giving users an appropriate choice of modes, and to gain improved performance from the land transport system, by focusing on: road safety, economic growth and productivity, and value for money.

Freight – road, rail, delivering on priorities:

- Transport services and infrastructure support economic productivity and growth.
- Users are able to access the network, in a manner that is convenient and affordable to funders and users.
- The network is reliable and resilient.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Otago Regional Council Annual Plan 2017 – 2018: Our transport activities contribute to the following community outcomes. *The environmental, economic, social, cultural needs of the Otago people are met.*

Promote freight movement on corridors that provide reliable interregional connectivity and access to industrial and commercial areas.

Primary Freight Routes: Provide interregional movements avoiding key land use areas of high amenity or community value conflicts with restricted access.

Secondary Freight Routes: Provide connections linking primary routes to commercial and industrial centres.

Otago Regional Council Strategic Plan 2014: Transport is one of nine areas of focus identified in this plan.

Description:

- While there is a well-developed roading network, travel throughout Otago is vulnerable to disruption because of weather events, natural hazards and crashes.
- Conflict between transport modes and actions of travellers reduces travel safety.

The Opportunity:

- State highways and local roads, cycle-paths and walkways operate as an uninterrupted single network to enable people to travel for work, education, social and recreation reasons; and freight movement for local distribution and export, thereby mobilising the region to a high level of efficiency and supporting the economy.
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Approach:

- Provide clear definition of valued areas so that they are protected from the effects of use, maintenance and development of the transport network.
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Outcome sought:

- People and communities can safely and efficiently access natural and physical resources for social and economic activities, including land use and development, by appropriate transport modes.

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The Wanaka transportation and parking strategy will be implemented over the next twenty years. As well as setting out the future roading network and parking facilities for Wanaka, the Strategy relies on measures that will influence the use of a wider range of transport modes. The Strategy therefore also seeks to improve public transport, cycling and walking choices, as well as raising high public awareness and buy-in to these transport options.

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Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

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General traffic

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- Access

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- Value for Money
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- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

The National Infrastructure Plan: A flexible and resilient transport system that offers greater accessibility and can respond to changing patterns in demand by maintaining and developing the capacity of the network. Improved operational management practice and the use of demand management tools especially in urban areas experiencing significant growth.

A network of priority roads that will improve journey time and reliability, and ease severe congestion, boosting the growth potential of key economic areas and improving transport efficiency, road safety and access to markets.

Transport vision: A transport sector that supports economic growth by achieving efficient and safe movement of freight and people.

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Private motor vehicles and shared transport, delivering on priorities:

- Users are able to access the network, in a manner that is convenient and affordable to users and funders
- The network is reliable and resilient, helping community resilience.
- The social cost of crashes (and any accidents on the roadway) is substantially reduced.

Regional Policy Statement Review Consultation Draft 2014: Good quality infrastructure meets community needs. Roads networks support our communities, economy, and health and safety. Integrating infrastructure with urban growth and development is essential to ensure it occurs in a sustainable and efficient manner.

Promote a General Traffic network that compliments other modal networks and promotes inter-modal connectivity. Encourage routes that are safer and more predictable while making trade-offs in areas with high amenity.

Preferred Traffic Routes: Provides for longer distance traffic avoiding areas of high land use conflict.

Traffic Routes: Provides for connections between residential catchments and commercial areas, and longer distance general traffic and connectivity to preferred traffic routes.

Local Primary Access Routes: Provide access and cross town corridors that connect the town centre, community facilities, schools and localised tourism areas to traffic routes.

Local Secondary Access Routes: Local connections that connect parking to enable walking into the centre. Collect and distribute between primary local access routes.

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Description:

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- A connected settlement that is easy to get around by foot and cycle
- Grow the strength of our economy
- Provide infrastructure for a growing population
- Protect rural character

Queenstown Lakes District Council Strategy for the Procurement of Transport Infrastructure Services: Community outcome aligned to the LTP. Effective and efficient infrastructure that meets the needs of growth.

Queenstown Lakes District Council Land Transport Activity Management Plan 2018-19 to 2032-33: QLDC's vision for land transport is to provide a safe, resilient, efficient transport system that supports modal choice and addresses current and future demand for economic and social opportunities.

To meet this vision and new business model QLDC through this Business Case Approach Activity Management Plan (BCA AMP) must:

- Monitor, address and embed growth in all transport activities
- Focus on customer journeys, from origin to destination, that span across network boundaries and modes. To this end, it will be the catalyst to more collaborative working arrangements across the Otago/Southland region, and with other transport providers such as NZ Transport Agency (NZTA) State Highways, Queenstown Airport Corporation (QAC) and Otago Regional Council (ORC)
- Enable customers to better assess service delivery options and their costs against the nationally consistent customer outcomes of the ONRC in an appropriate way for the QLDC network
- Demonstrate where QLDC's network performance and cost of delivery sits on a comparative basis to similar networks i.e. self-benchmarking analysis
- Use the Business Case Approach (BCA) and the ONRC framework to provide Councillors and co-investors a more consistent and coherent platform for decision making
- Further develop robust evidence-based cases for investment, ensuring understanding of the asset lifecycle, the costs and options
- Enhance its capability to deliver greater value for money from its existing infrastructure assets, and give greater consideration to customer focussed transport solutions for future customers
- Demonstrate best practice activity management that addresses the principles of the business case approach supported by good practice asset management.

Future Link Transport and Parking Strategy 2005: Transport policy and investment will contribute to the community outcome, effective and efficient infrastructure that meets the needs of growth by:

- Ensuring all modes of transport have a means to enter transport networks efficiently and effectively, and once there, move between 'destinations' effectively and efficiently.
- Ensuring that roads are able to be the primary corridor for all other infrastructure needs. For example water, sewerage, telecommunications and energy.
- Having a balanced approach to meeting traffic demand. This means having some roading improvement and also providing alternatives such as public transport. A public transport system, even at a basic level, will require significant infrastructure to ensure efficient operation.

Queenstown Lakes District Council Urban Design Strategy: Connections – transport and land use. The urban form of a town or neighbourhood has a direct impact on its residents' lifestyle options. This makes it worthwhile to consider the community's aspirations for their neighbourhood, before committing to a street pattern and roading layout.

Queenstown Lakes District Council Infrastructure Strategy 2015-2045: Key strategies are linked to the 10 Ten-Year Plan 2015-2025.

Appendix B – Proposed District Plan Maps

PDP Decisions Version:

Map 8 – Wanaka Rural, Hawea Rural, John's Creek (Inset)

Map 11 – Mt Pisa, Luggate (Inset)

Map 17 – Hawea

Map 18a – Wanaka Airport

Map 18 – Wanaka Rural, Hawea Flat

Map 19 – Beacon Point

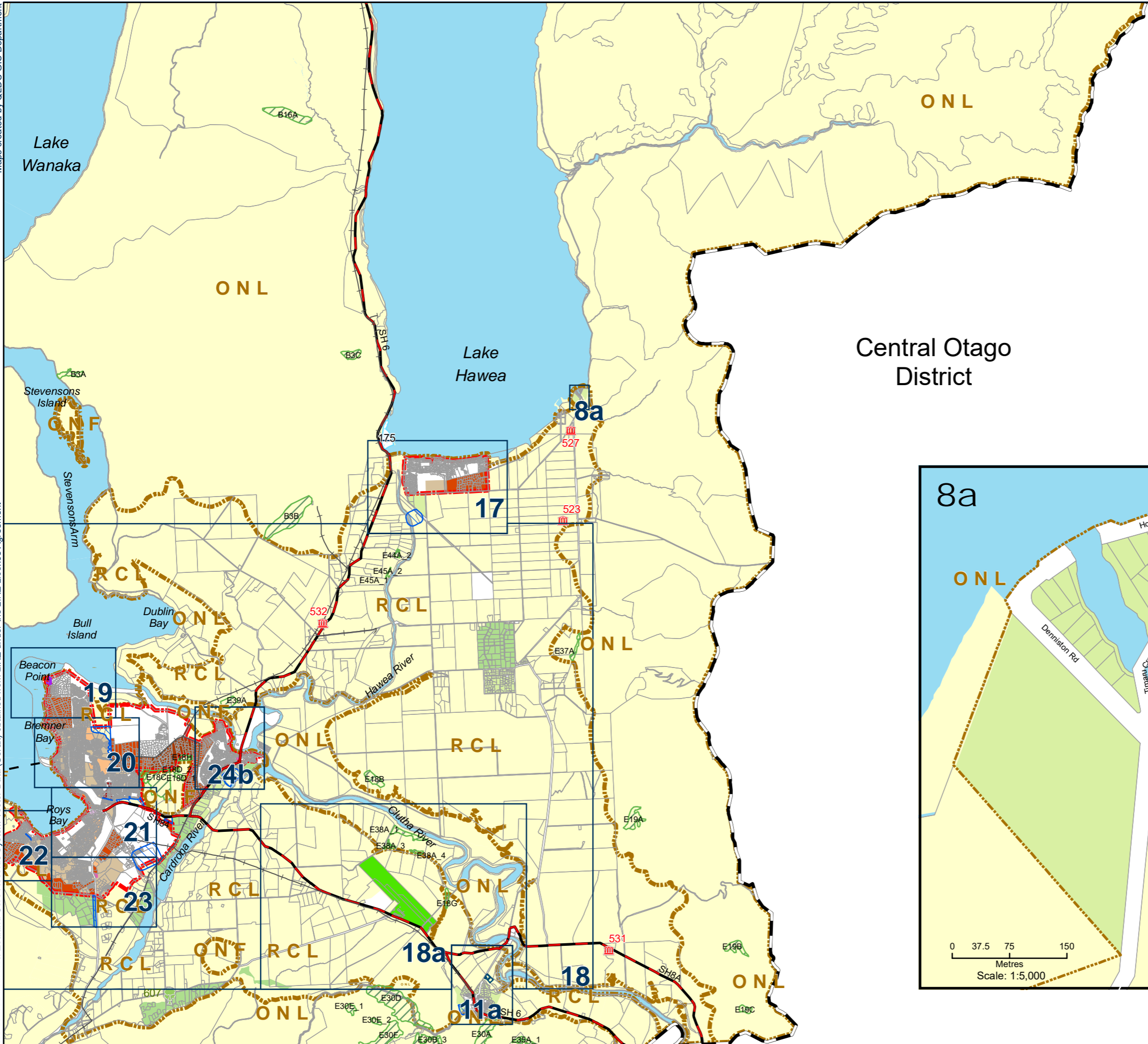
Map 20 – Wanaka

Map 21 – Wanaka Central

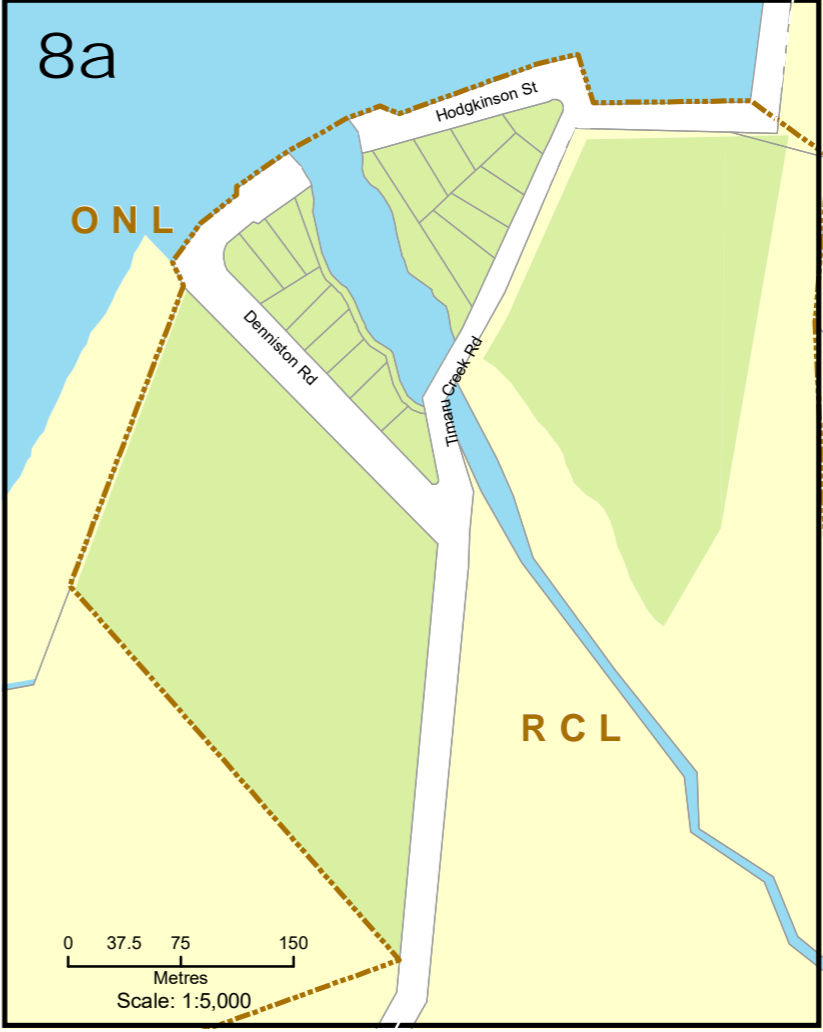
Map 22 – Wanaka (West)

Map 23 – Wanaka Rural

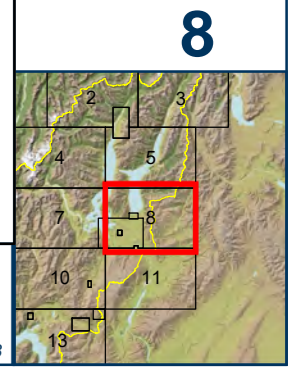
Map 24 – Cardrona, Albert Town

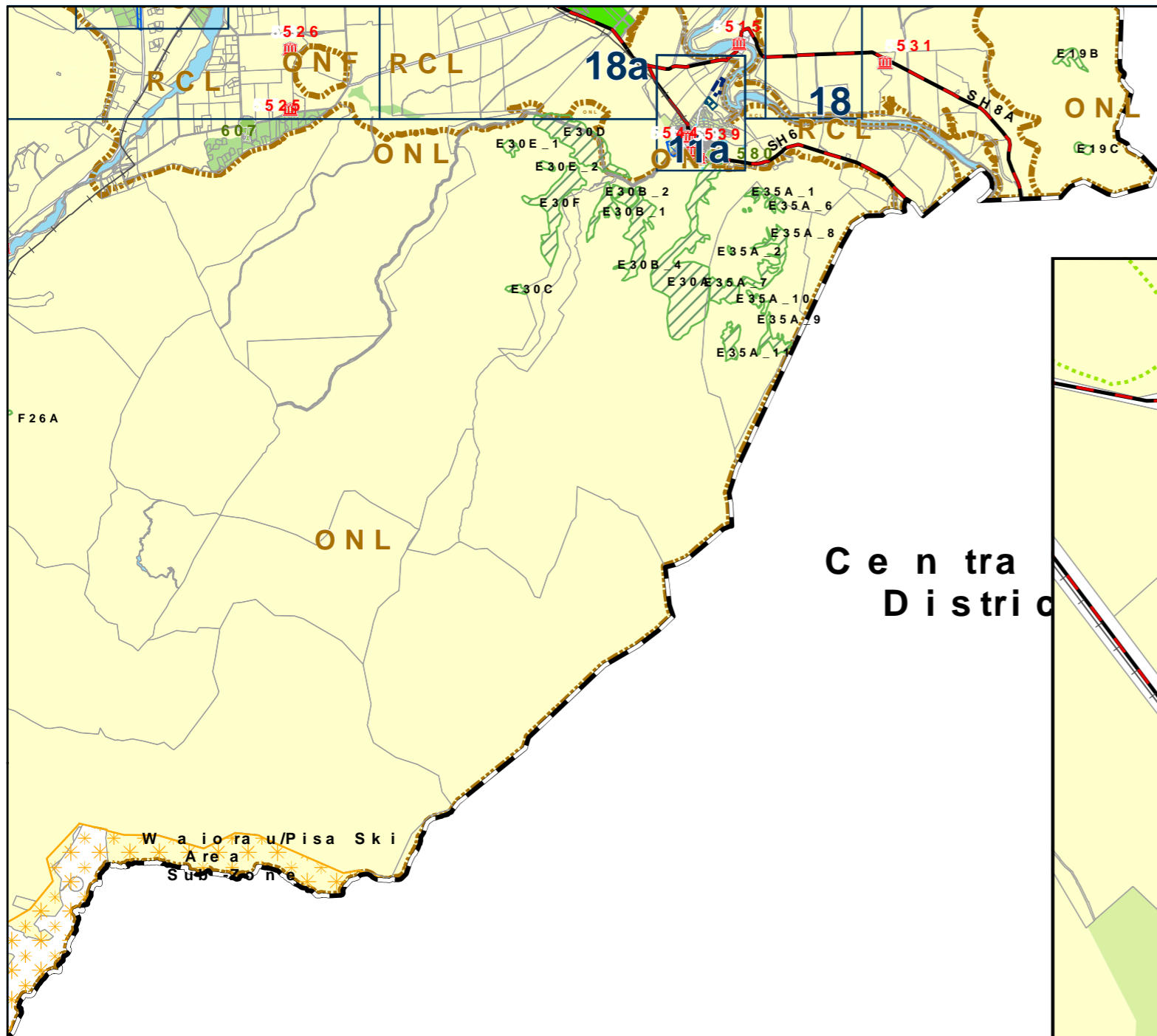


Central Otago District

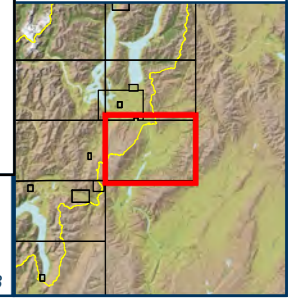
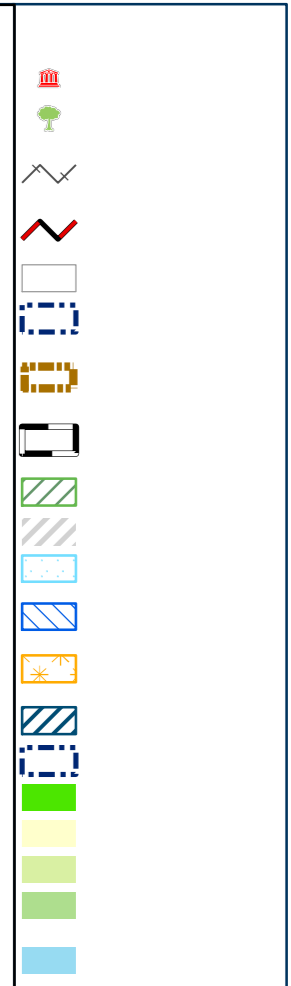


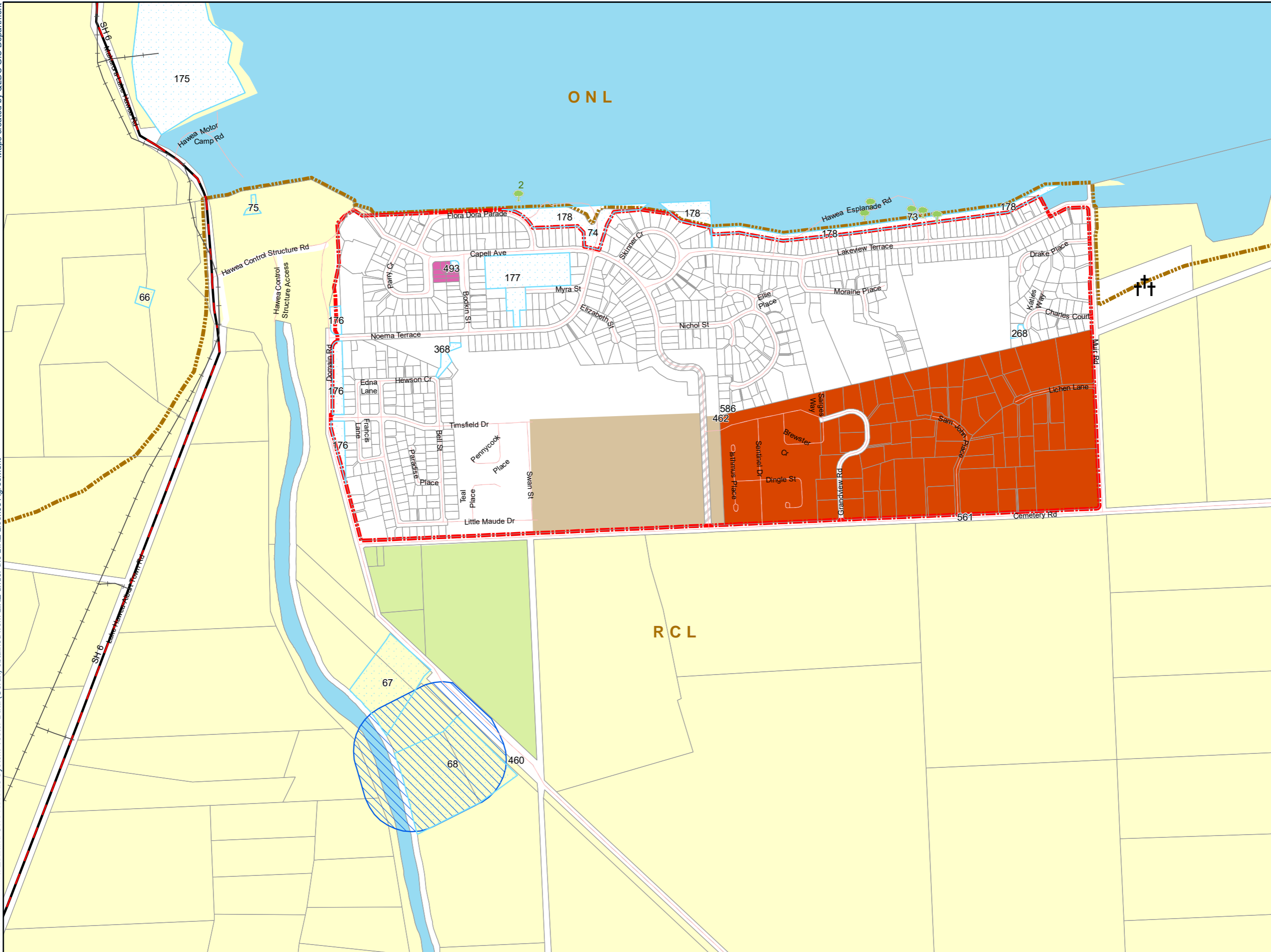
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- Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines - For Information Only
 - State Highway
 - Parcel/Road Boundary
 - Specific Rules Apply
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Territorial Authority Boundary
 - Significant Natural Area
 - Unformed Roads
 - Building Restriction
 - Rural Industrial Sub-Zone
 - Medium Density Residential
 - Large Lot Residential A
 - Large Lot Residential B
 - Lower Density Suburban Residential
 - High Density Residential
 - Town Centres
 - Local Shopping Centre
 - Business Mixed Use
 - Airport Zone
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)



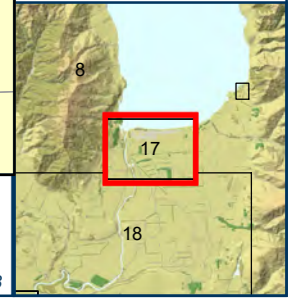


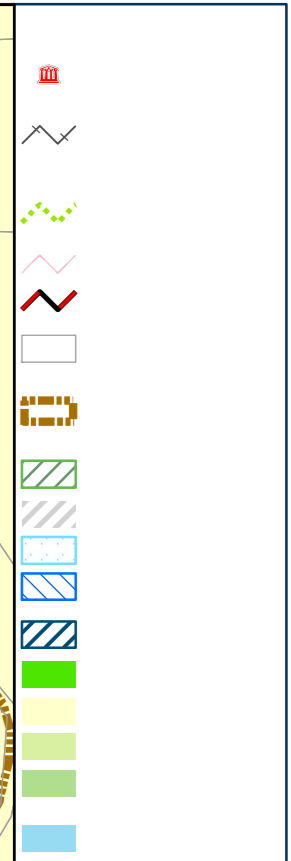
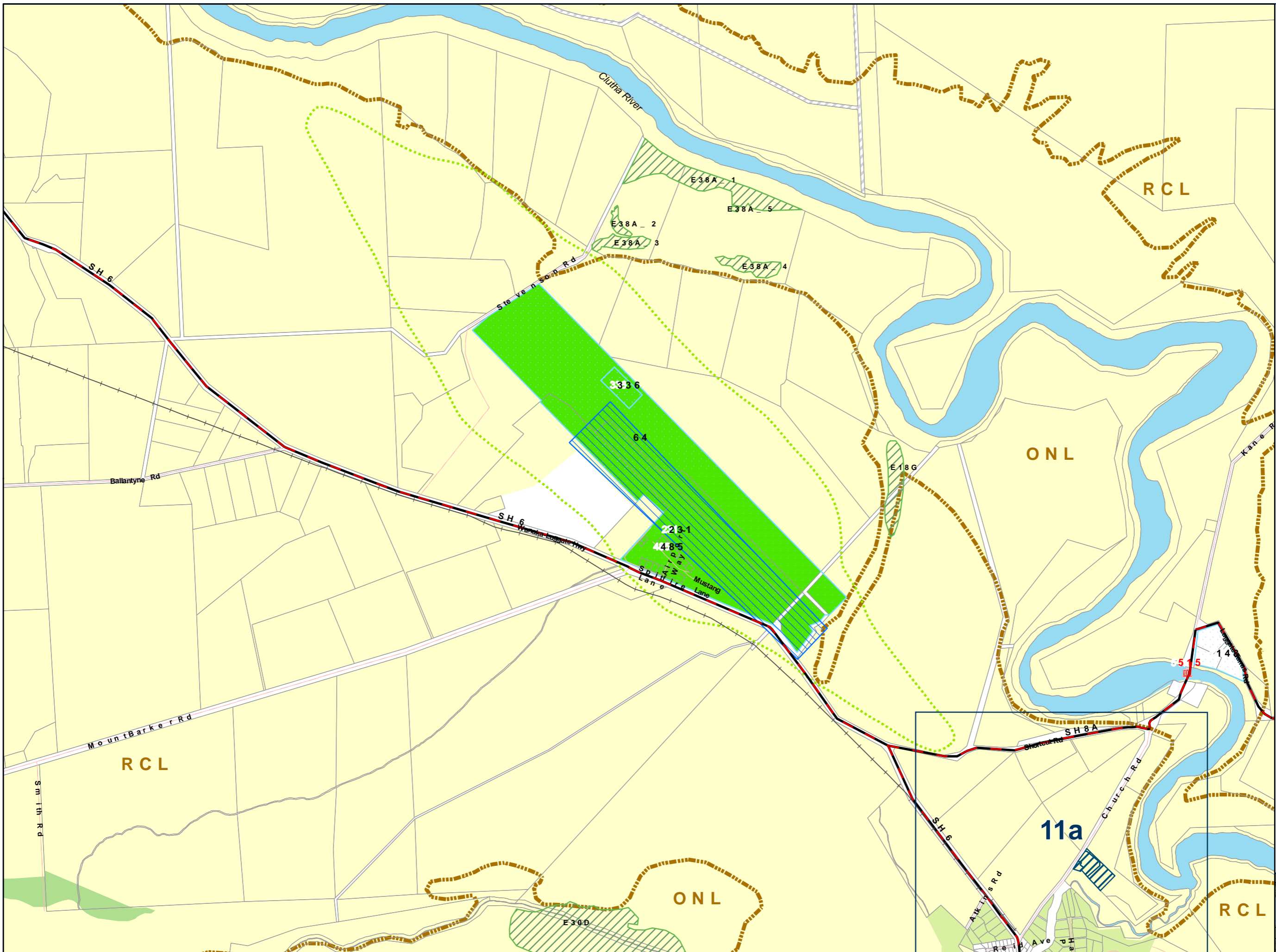
Central District



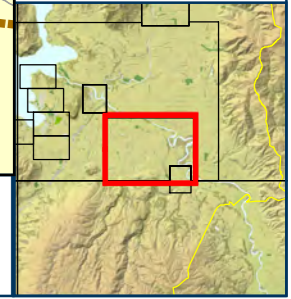


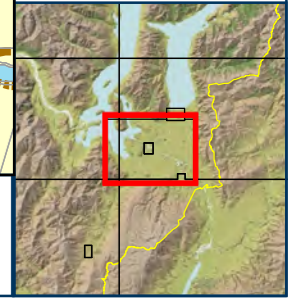
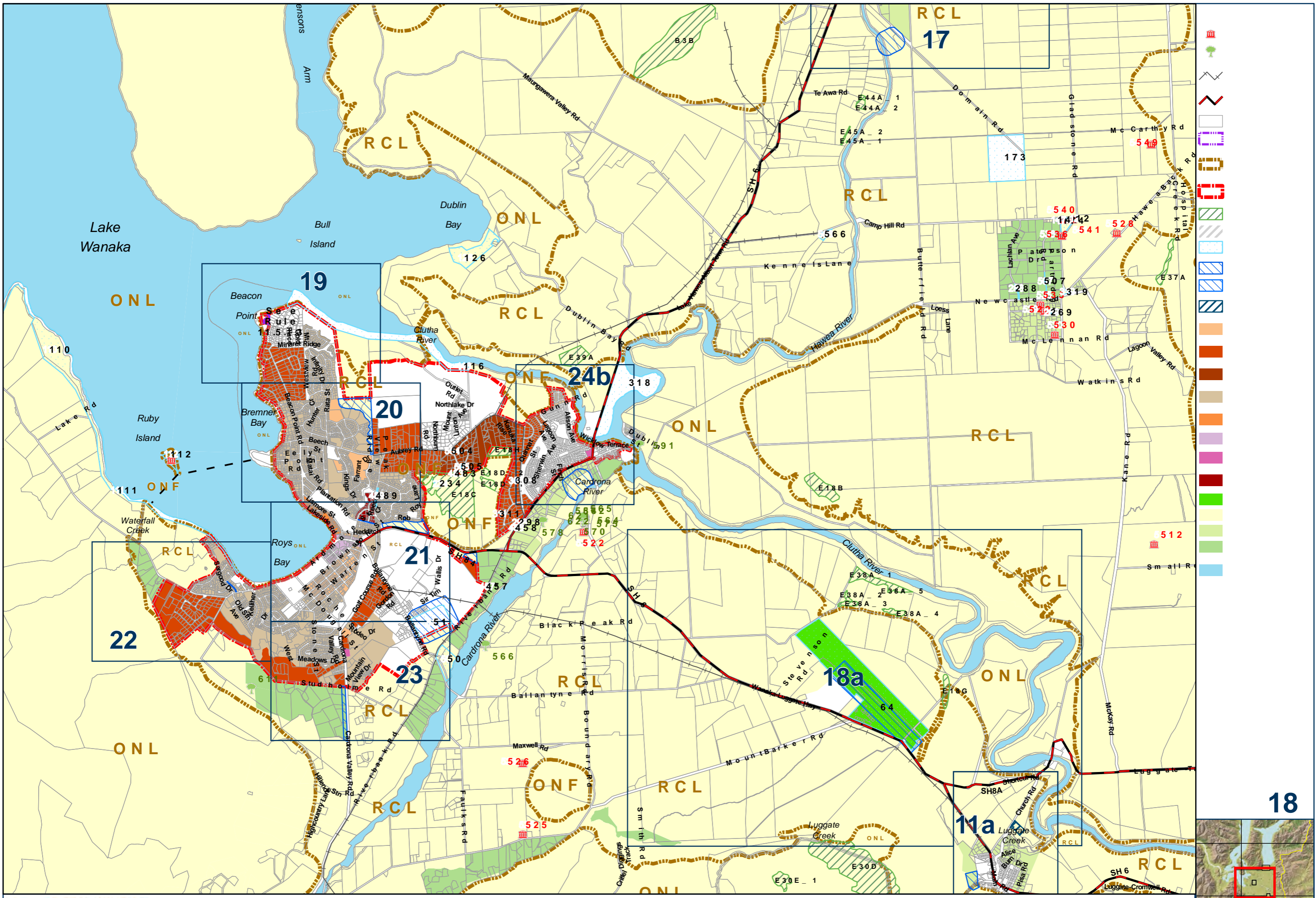
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 - Protected Tree
 - Aurora Distribution Lines - For Information Only
 - Roads
 - State Highway
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - Local Shopping Centre
 - Rural
 - Rural Residential
 - Water (zoned Rural unless otherwise shown)

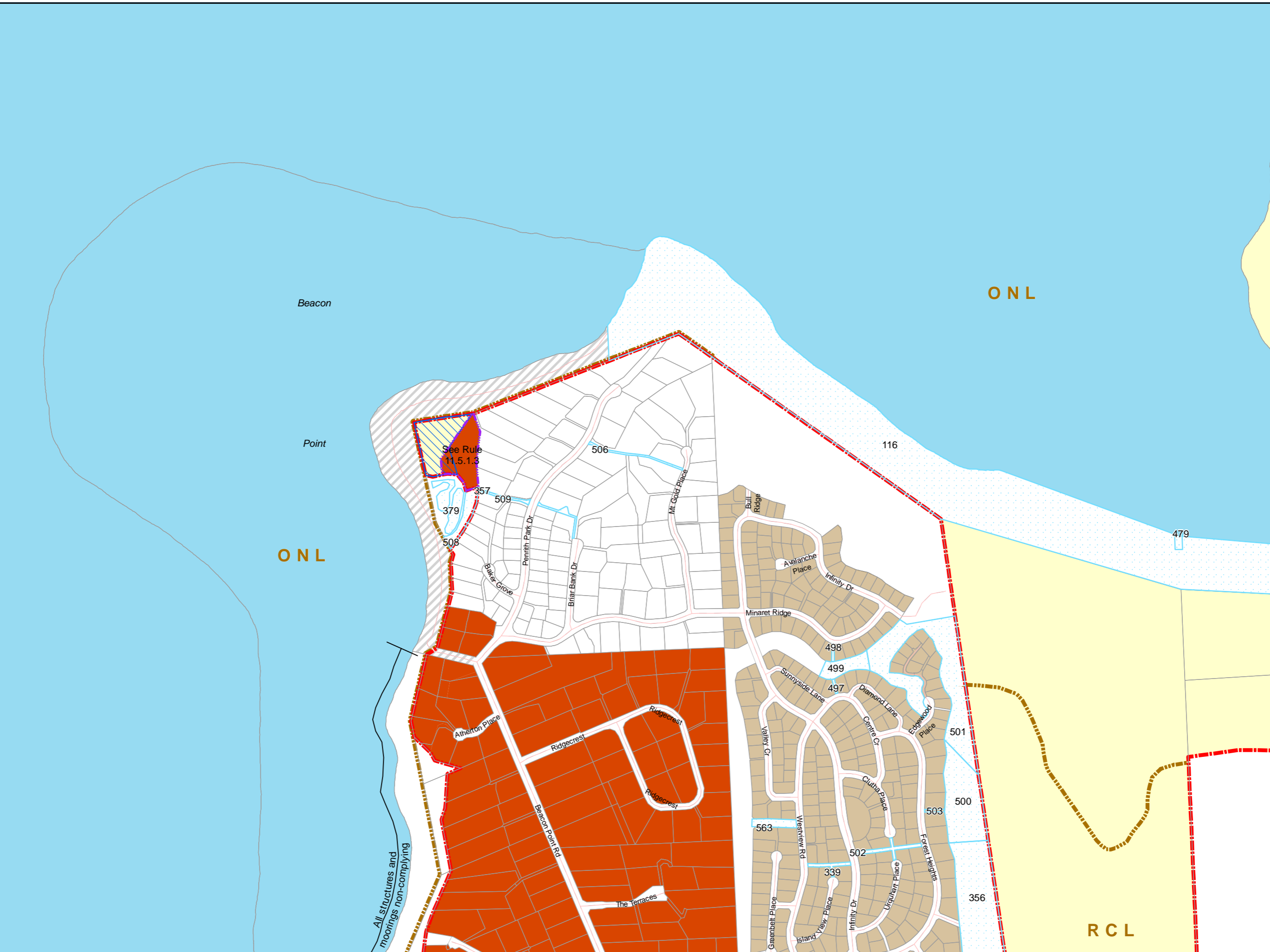




18a

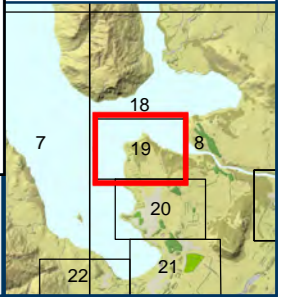






- Legend**
- Roads
 - Parcel/Road Boundary
 - Specific Rules
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - Rural
 - Water (zoned Rural unless otherwise shown)

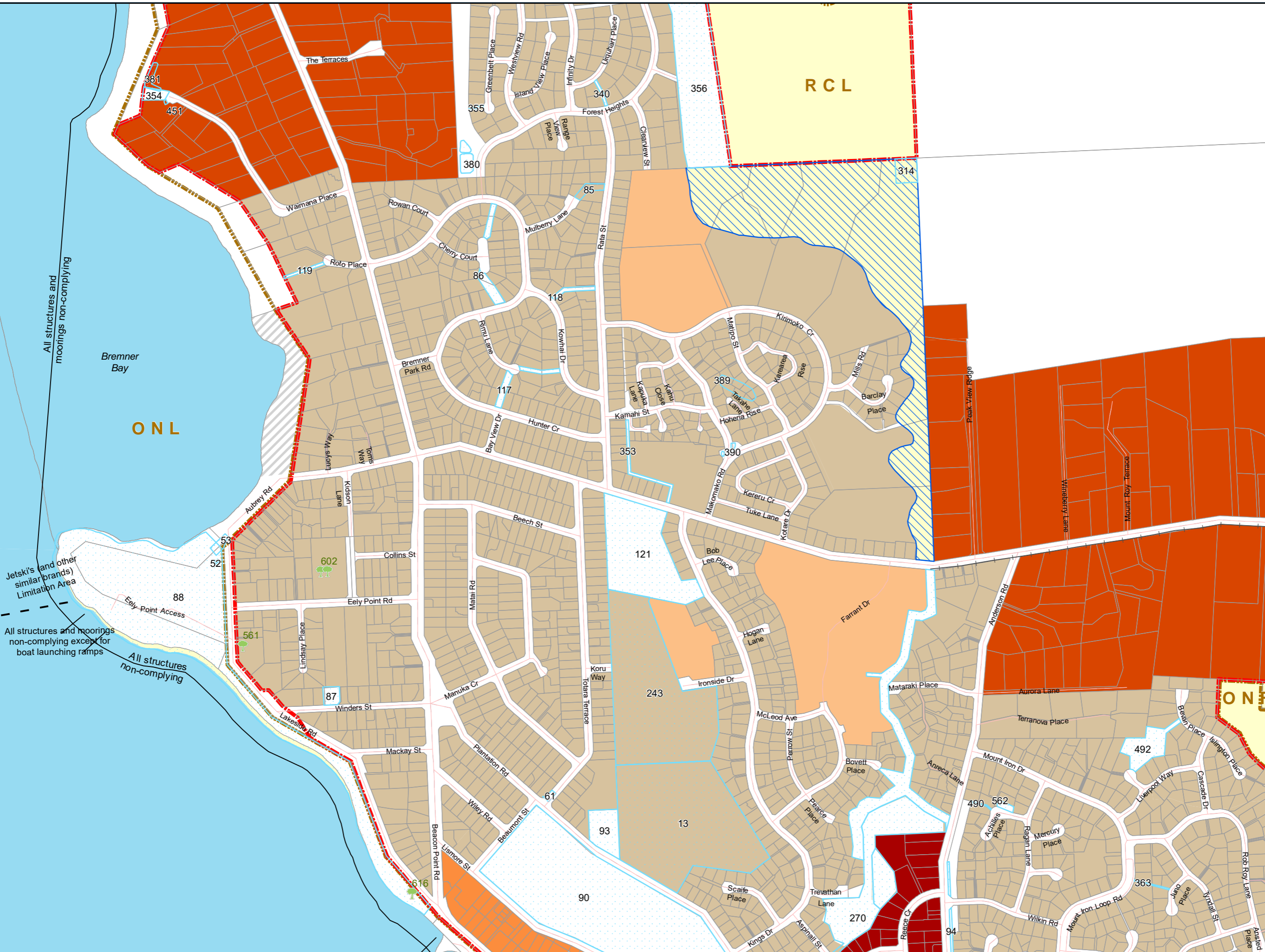
19



PDP Decisions Version Map 19 - Beacon Point



Date Published: 17-Apr-18



- Legend**
- Protected Tree
 - Aurora Distribution Lines - For Information Only
 - Roads
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Medium Density Residential
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - High Density Residential
 - Business Mixed Use
 - Rural
 - Water (zoned Rural unless otherwise shown)

All structures and moorings non-complying

Bremner Bay
ONL

Jetski's and other similar brands Limitation Area

All structures and moorings non-complying except for boat launching ramps

All structures non-complying

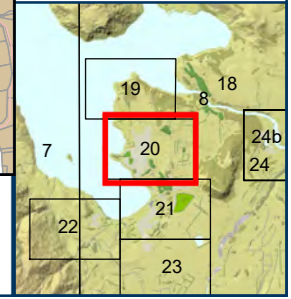


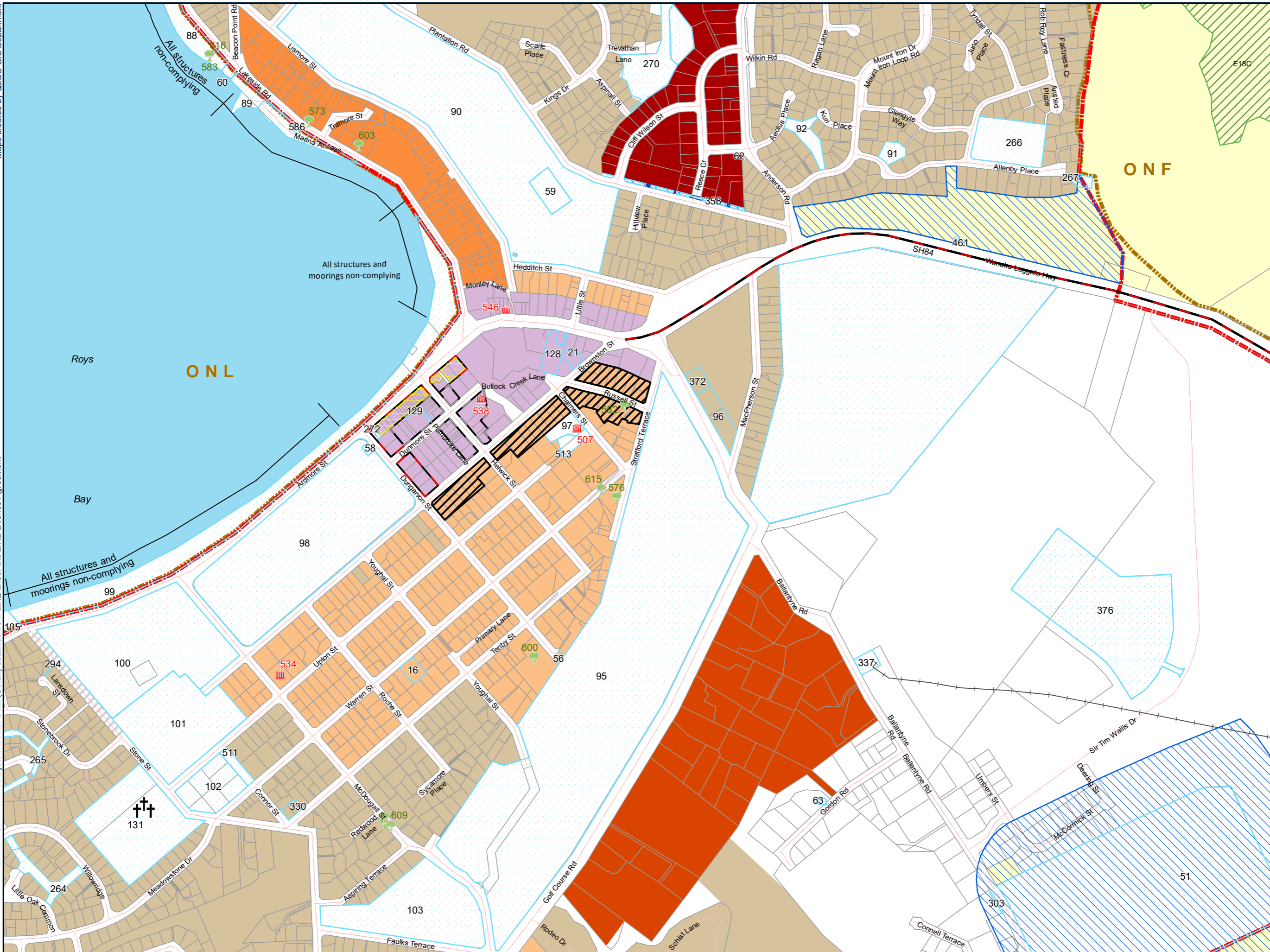
PDP Decisions Version Map 20 - Wanaka



Date Published: 17-Apr-18

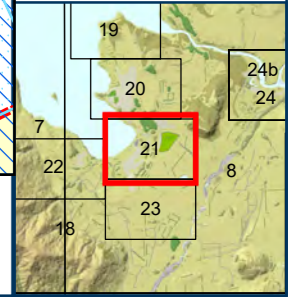
20





- Legend**
- Open Cemetery
 - Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines - For Information Only
 - Roads
 - State Highway
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Significant Natural Area
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Town Centre Transition Overlay
 - Town Centre Entertainment Precinct Overlay
 - Town Centre Height Precinct P1
 - Town Centre Height Precinct P2
 - Medium Density Residential
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - High Density Residential
 - Town Centres
 - Business Mixed Use
 - Rural
 - Water (zoned Rural unless otherwise shown)

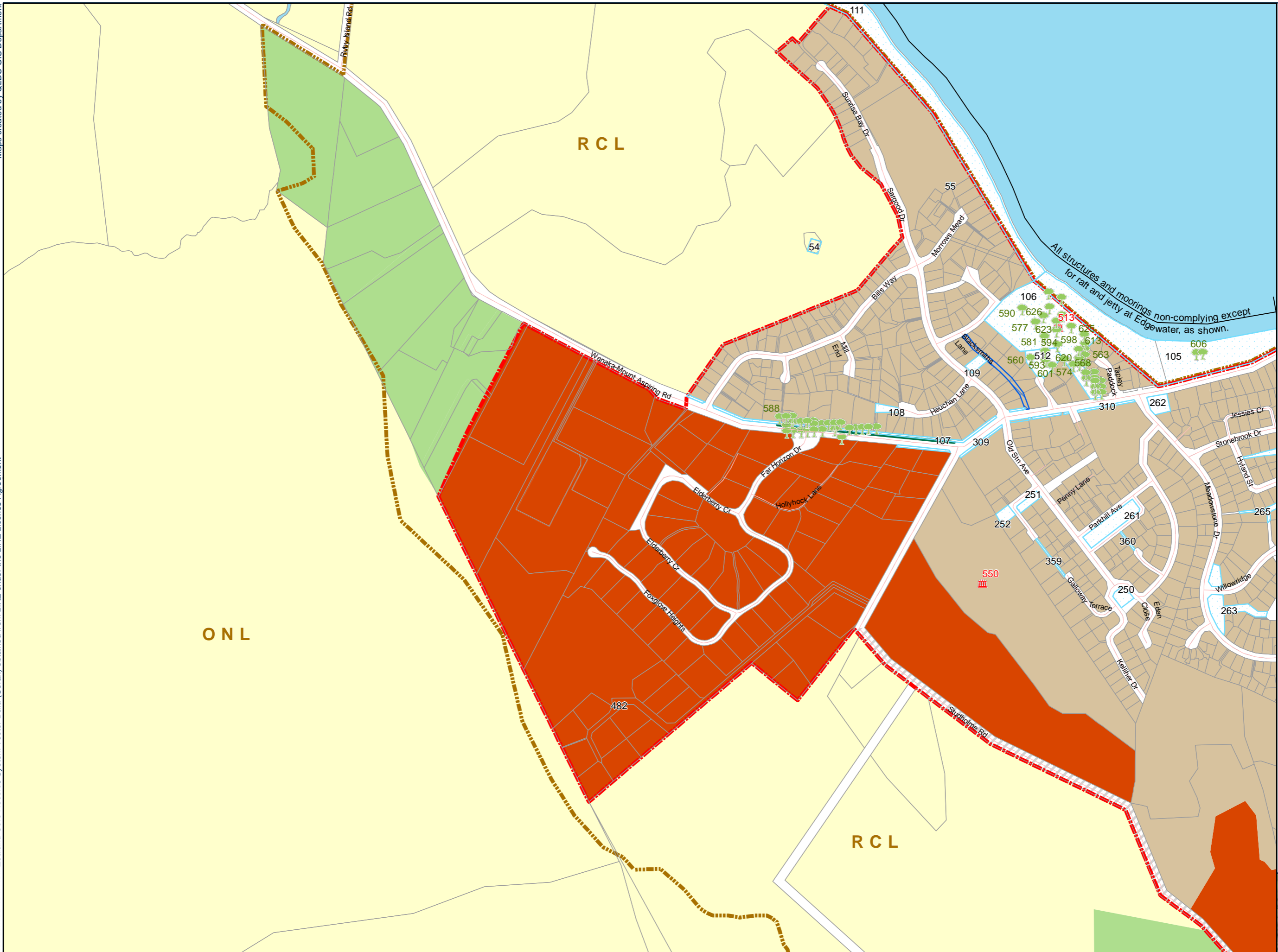
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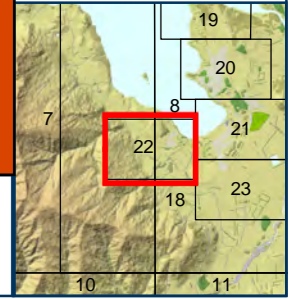
PDP Decisions Version Map 21 - Wanaka Central

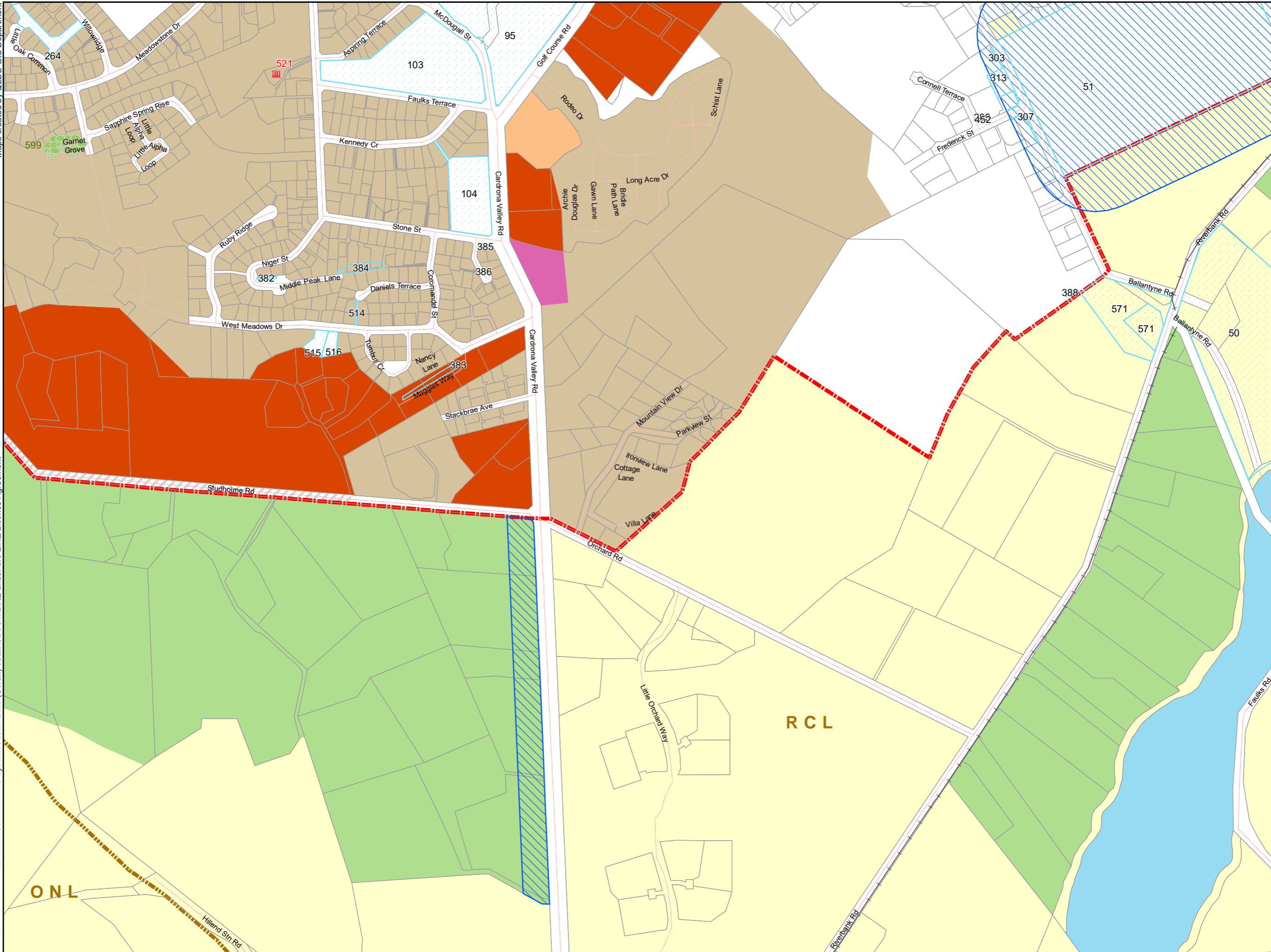


Date Published: 18-Apr-18



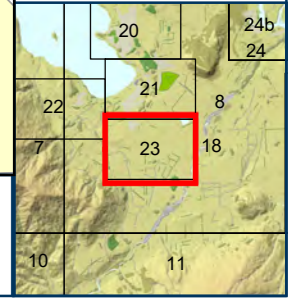
- Legend**
- Historic Heritage Features
 - Protected Tree
 - Roads
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - Rural
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)





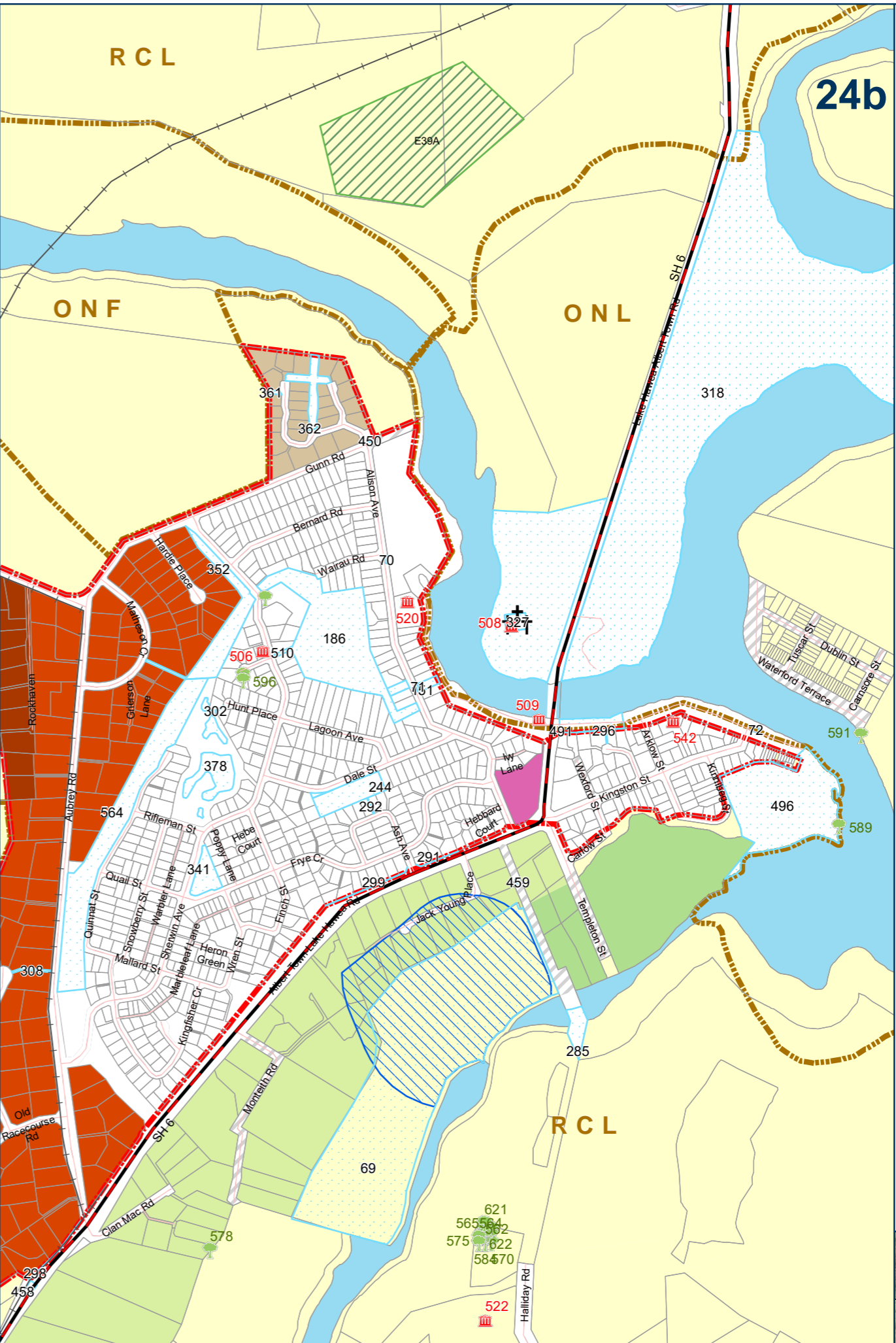
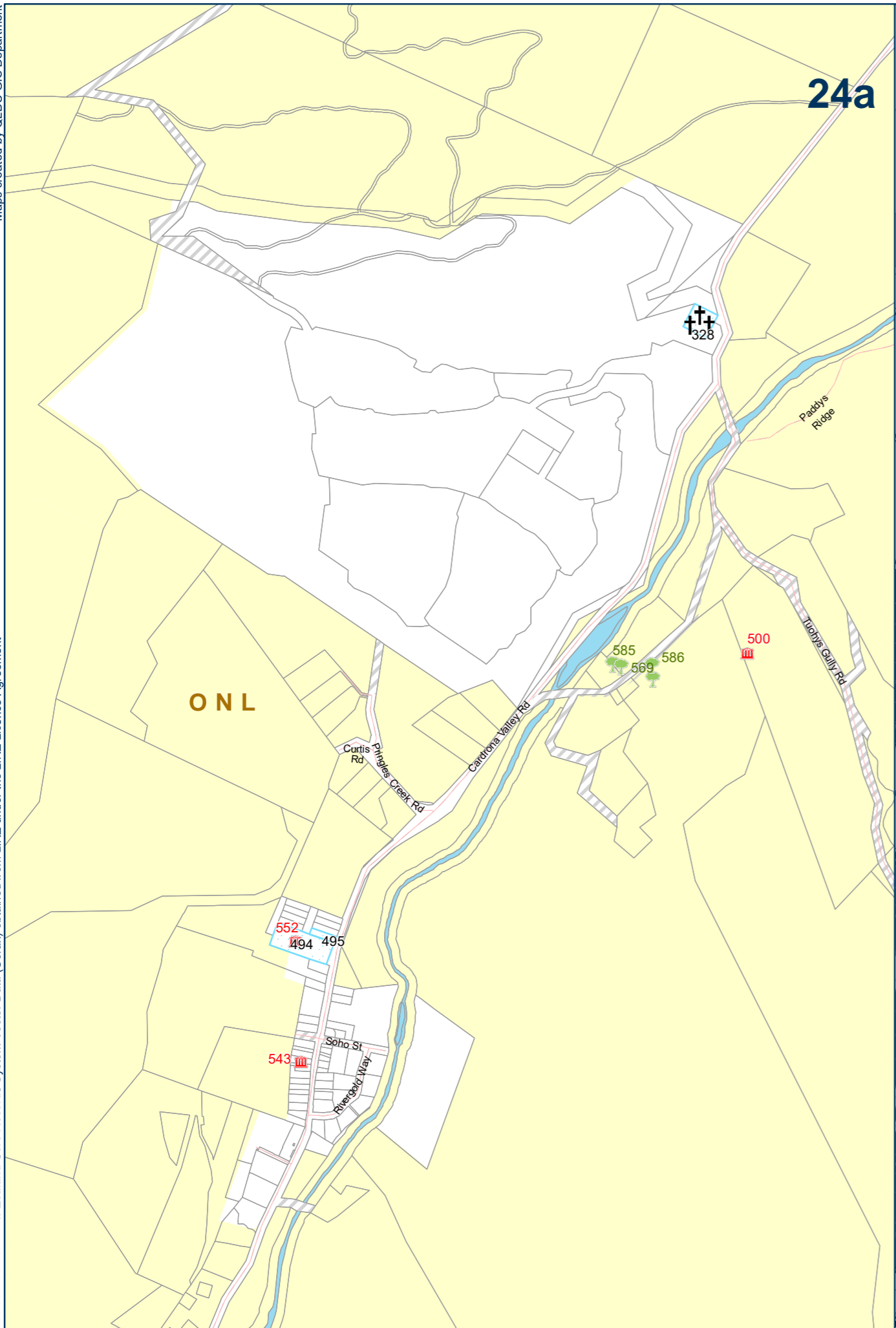
- Legend**
- Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines – For Information Only
 - Roads
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Medium Density Residential
 - Large Lot Residential A
 - Lower Density Suburban Residential
 - Local Shopping Centre
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)

23



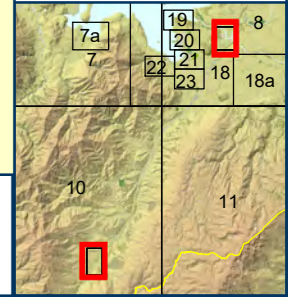
PDP Decisions Version Map 23 - Wanaka Rural



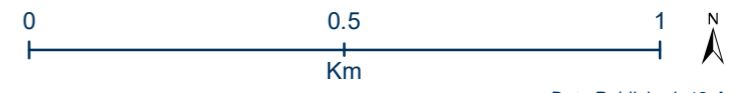


- Legend**
- Open Cemetery
 - Historic Heritage Features
 - Protected Tree
 - Aurora Distribution Lines - For Information Only
 - Roads
 - State Highway
 - Parcel/Road Boundary
 - Landscape Classification (ONF, ONL, RCL)
 - Urban Growth Boundary
 - Significant Natural Area
 - Unformed Roads
 - Designated Areas
 - Building Restriction
 - Large Lot Residential A
 - Large Lot Residential B
 - Lower Density Suburban Residential
 - Local Shopping Centre
 - Rural
 - Rural Residential
 - Rural Lifestyle
 - Water (zoned Rural unless otherwise shown)

24

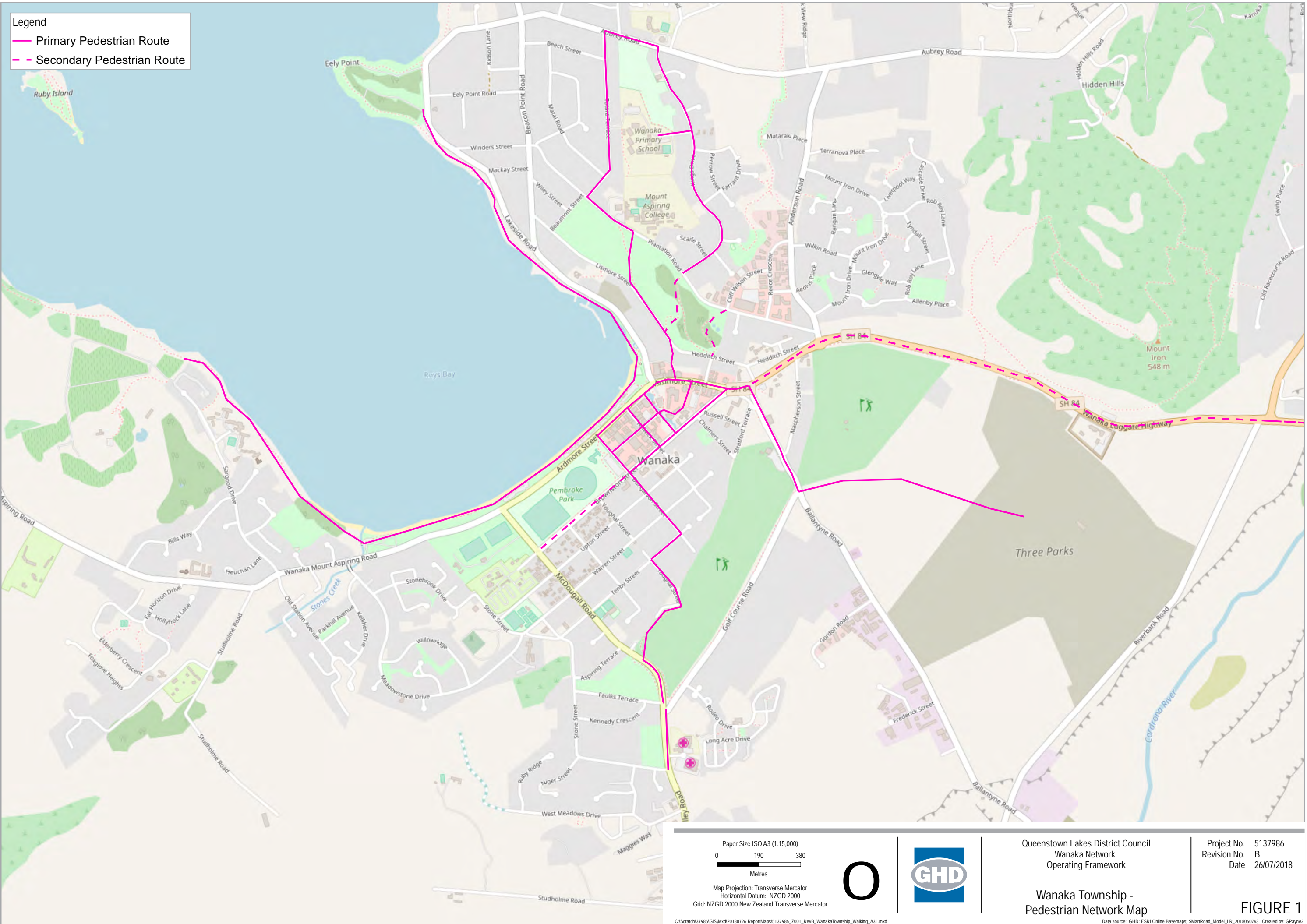


PDP Decisions Version Map 24 - Cardrona, Albert Town



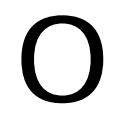
Date Published: 18-Apr-18

Appendix C – Strategic Network Maps



Legend
 — Primary Pedestrian Route
 - - Secondary Pedestrian Route

Paper Size ISO A3 (1:15,000)
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 Metres
 Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



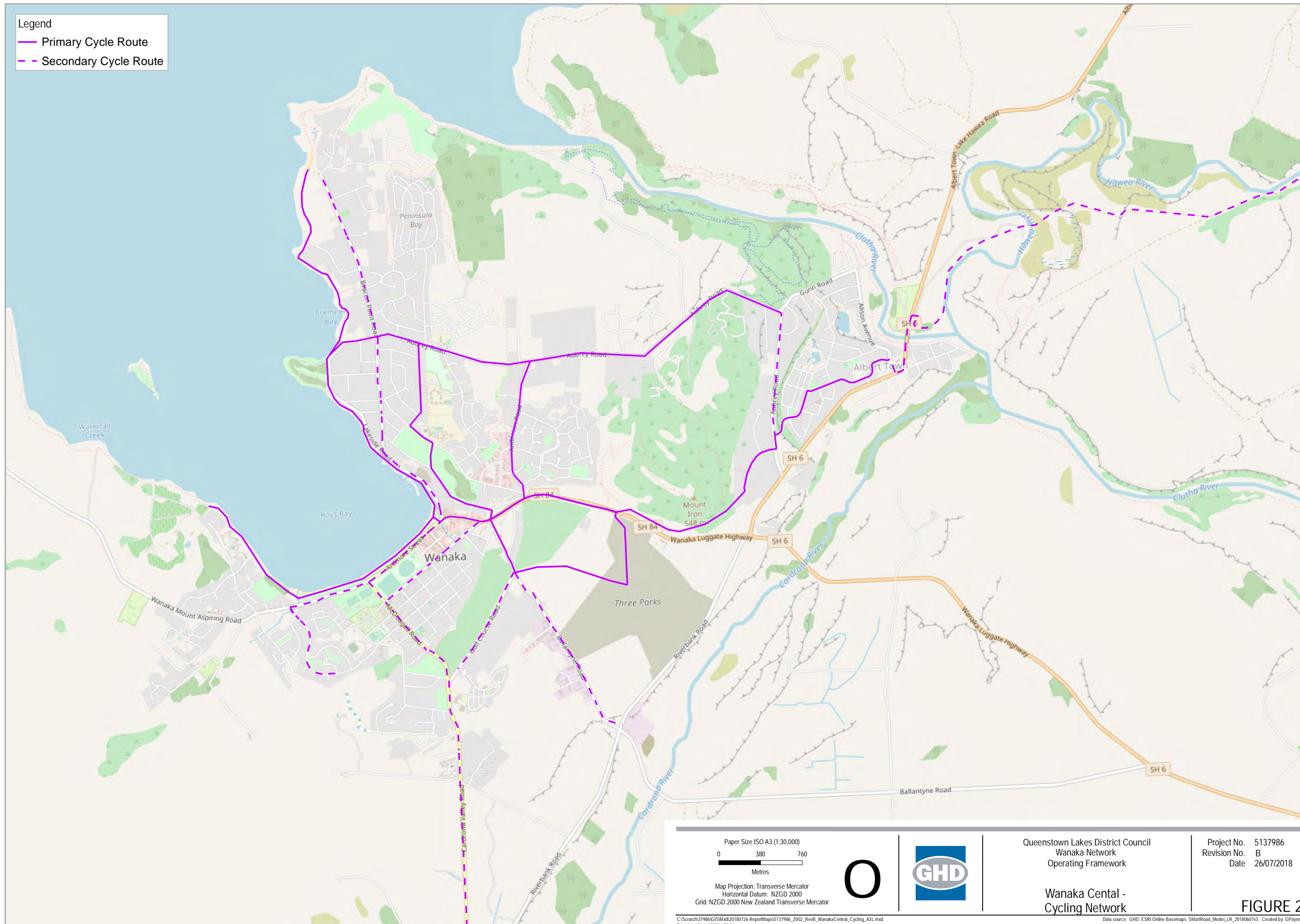
Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Project No. 5137986
 Revision No. B
 Date 26/07/2018

Wanaka Township -
 Pedestrian Network Map

FIGURE 1

- Legend
- Primary Cycle Route
 - Secondary Cycle Route



Paper Size ISO A3 (1:30,000)

0 380 760
Metres

Map Projection: Transverse Mercator
Horizontal Datum: NZGD 2000
Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
Wanaka Network
Operating Framework

Wanaka Central -
Cycling Network

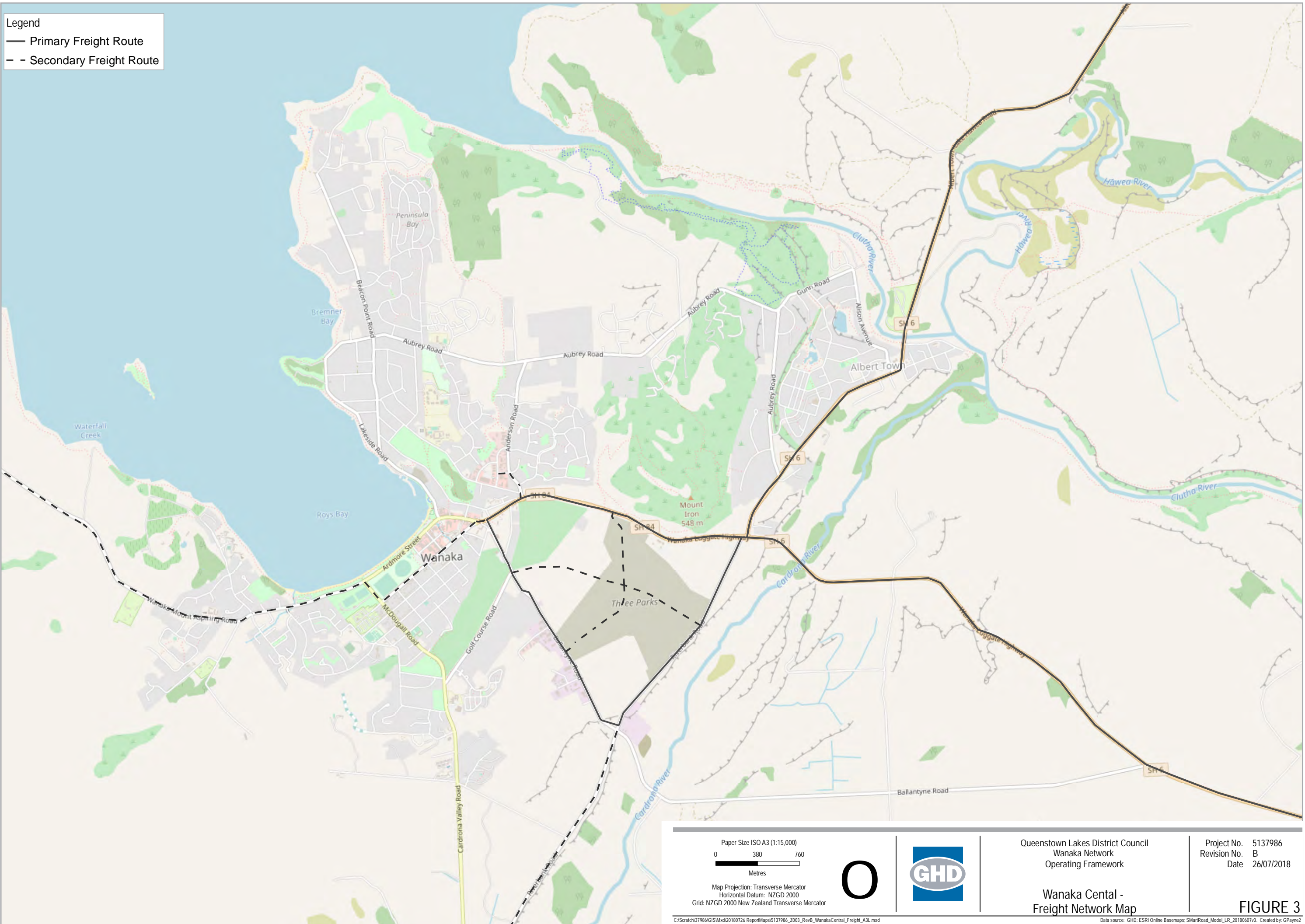
Project No. 5137986
Revision No. B
Date 26/07/2018

FIGURE 2

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Print date: 26 Jul 2018 - 12:06

Data source: GHD, ESRI Online Basemaps, SmartRoad_Model_LR_20180607v3. Created by: GPayne2

Legend
 — Primary Freight Route
 - - Secondary Freight Route



Paper Size ISO A3 (1:15,000)
 0 380 760
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

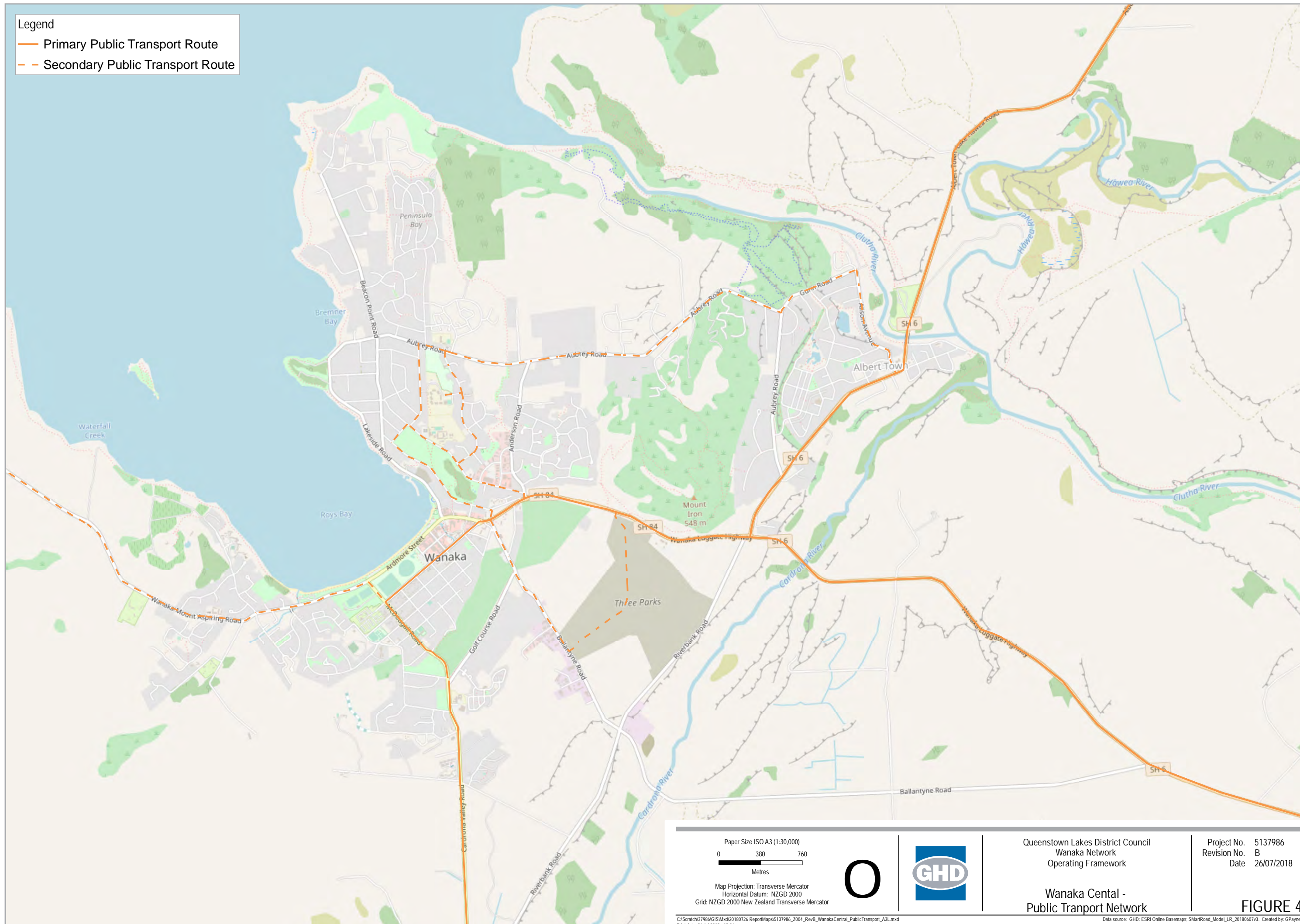
Wanaka Central -
 Freight Network Map

Project No. 5137986
 Revision No. B
 Date 26/07/2018

FIGURE 3

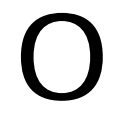
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 Print date: 26 Jul 2018 - 12:06
 Data source: GHD, ESRI Online Basemaps: SmartRoad_Model_LR_20180607v3. Created by: GPayne2

- Legend
- Primary Public Transport Route
 - Secondary Public Transport Route



Paper Size ISO A3 (1:30,000)
 0 300 760
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Project No. 5137986
 Revision No. B
 Date 26/07/2018

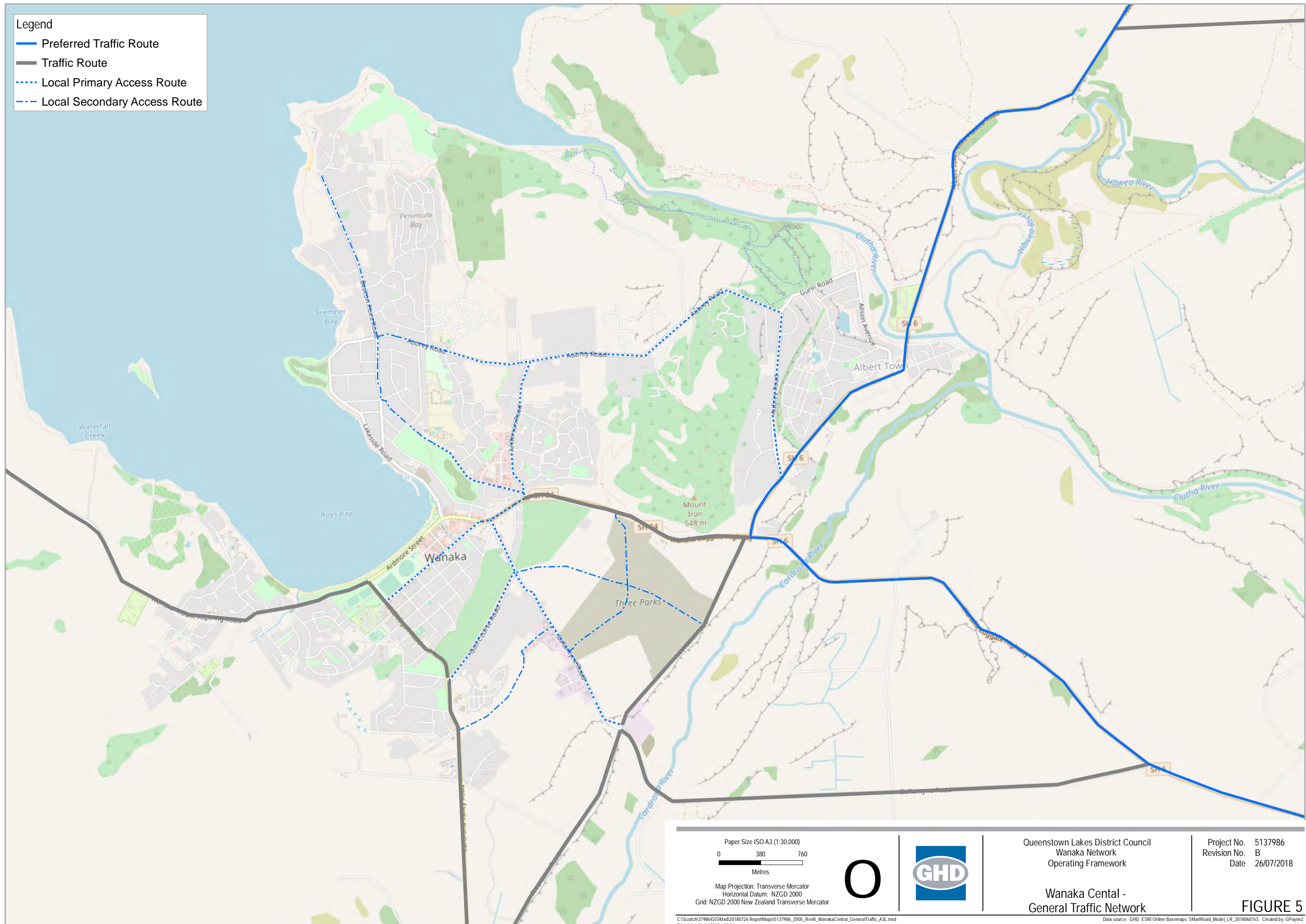
Wanaka Central -
 Public Transport Network

FIGURE 4

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 Print date: 26 Jul 2018 - 12:06

Data source: GHD, ESRI Online Basemaps, SmartRoad_Model_LR_20180607v3. Created by: GPayne2

- Legend
- Preferred Traffic Route
 - Traffic Route
 - ⋯ Local Primary Access Route
 - - - Local Secondary Access Route



Paper Size ISO A3 (1:30,000)
 0 380 760
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Project No. 5137986
 Revision No. B
 Date 26/07/2018

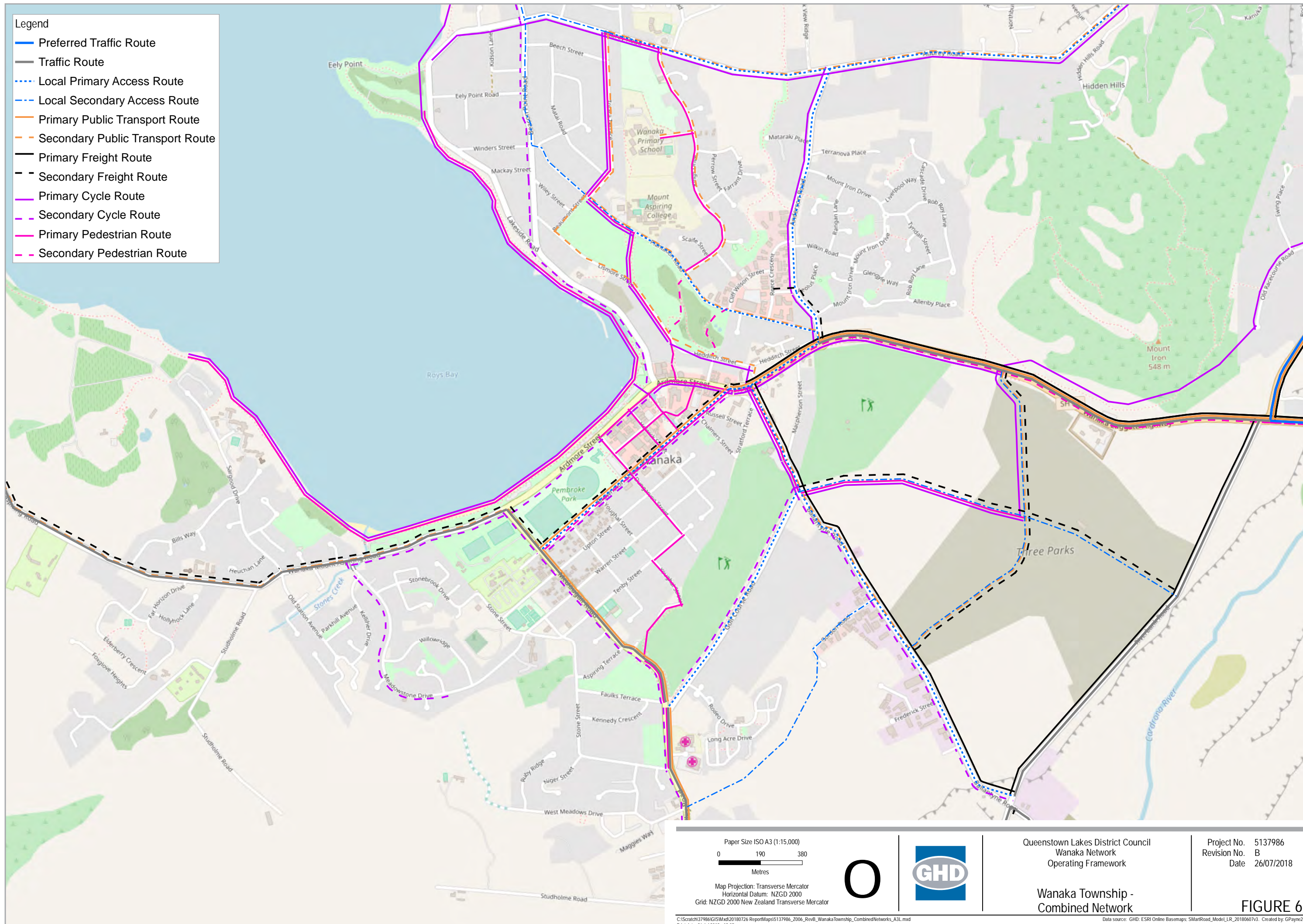
Wanaka Central -
 General Traffic Network

FIGURE 5

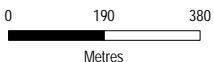
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 Print date: 26 Jul 2018 - 12:06

Data source: GHD, ESRI Online Basemaps: SmartRoad_Model_LR_20180607v3. Created by: GPayne2

- Legend
- Preferred Traffic Route
 - Traffic Route
 - Local Primary Access Route
 - Local Secondary Access Route
 - Primary Public Transport Route
 - Secondary Public Transport Route
 - Primary Freight Route
 - Secondary Freight Route
 - Primary Cycle Route
 - Secondary Cycle Route
 - Primary Pedestrian Route
 - Secondary Pedestrian Route



Paper Size ISO A3 (1:15,000)



Map Projection: Transverse Mercator
Horizontal Datum: NZGD 2000
Grid: NZGD 2000 New Zealand Transverse Mercator



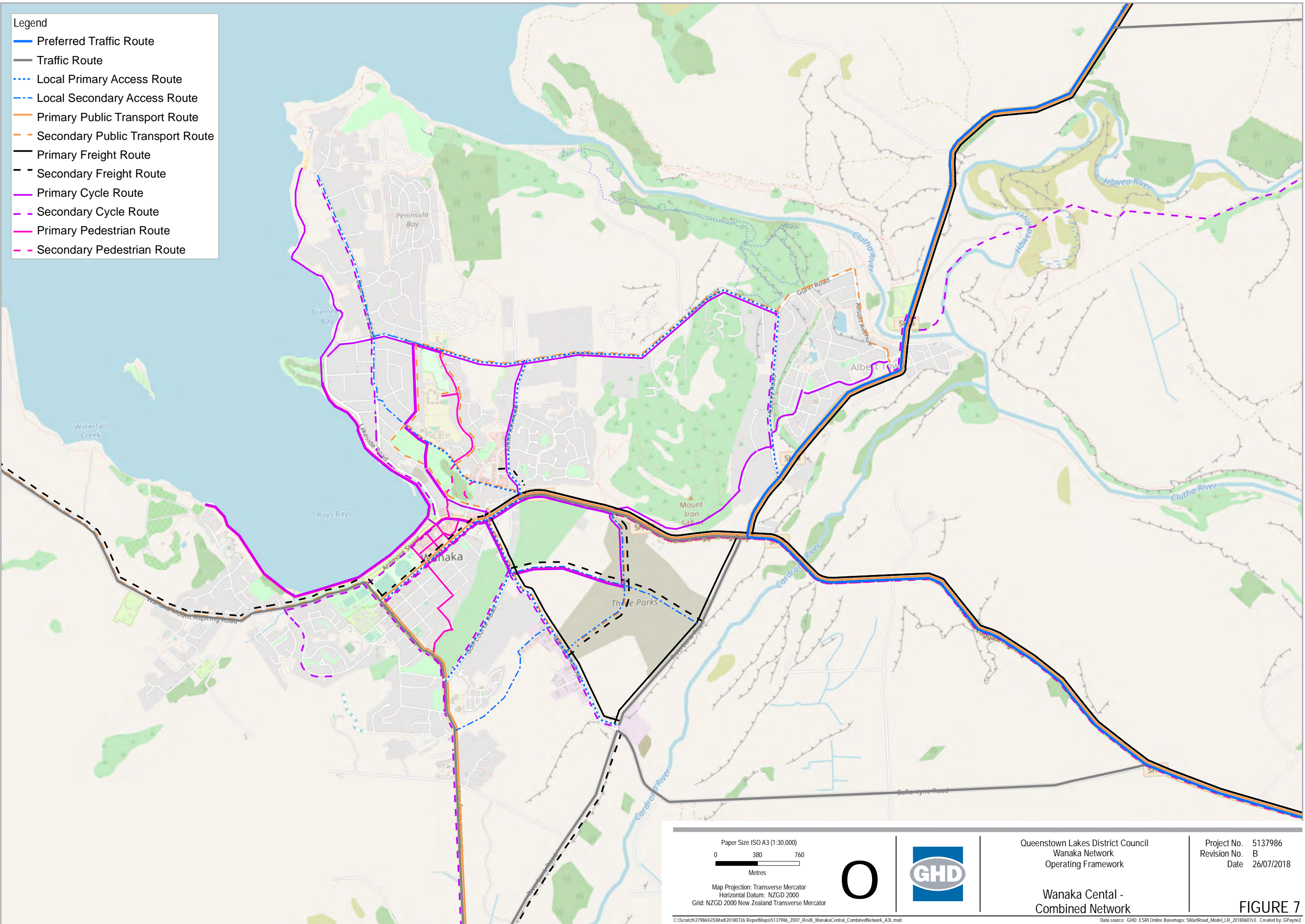
Queenstown Lakes District Council
Wanaka Network
Operating Framework

Wanaka Township -
Combined Network

Project No. 5137986
Revision No. B
Date 26/07/2018

FIGURE 6

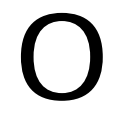
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- Legend**
- Preferred Traffic Route
 - Traffic Route
 - ... Local Primary Access Route
 - - - Local Secondary Access Route
 - Primary Public Transport Route
 - - - Secondary Public Transport Route
 - Primary Freight Route
 - - - Secondary Freight Route
 - Primary Cycle Route
 - - - Secondary Cycle Route
 - Primary Pedestrian Route
 - - - Secondary Pedestrian Route

Paper Size ISO A3 (1:30,000)
 0 300 760
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Queenstown Lakes District Council
 Wanaka Network
 Operating Framework

Project No. 5137986
 Revision No. B
 Date 26/07/2018

Wanaka Central -
 Combined Network

FIGURE 7

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 Print date: 26 Jul 2018 - 12:05

Data source: GHD, ESRI Online Basemaps, SmartRoad_Model_LR_20180607v3. Created by: GPayne2

GHD

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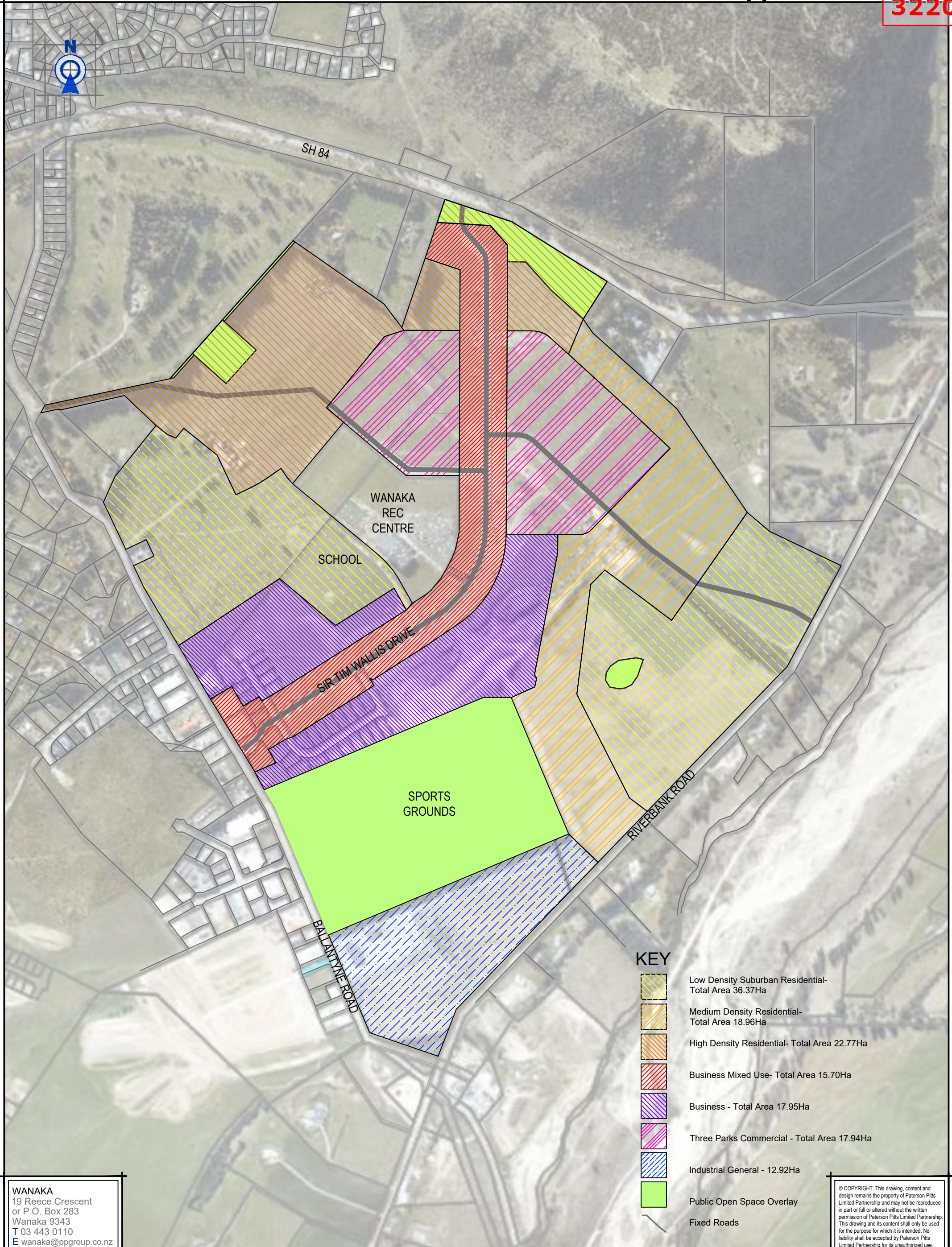
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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Draft A	C McKie A Metge	T Eldridge		A Metge		15/06/2018
Draft B	C McKie A Metge	T Eldridge		A Metge		06/07/2018
Version 1	C McKie A Metge	T Eldridge		A Metge		01/08/2018

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KEY

	Low Density Suburban Residential- Total Area 36.37Ha
	Medium Density Residential- Total Area 18.96Ha
	High Density Residential- Total Area 22.77Ha
	Business Mixed Use- Total Area 15.70Ha
	Business - Total Area 17.95Ha
	Three Parks Commercial - Total Area 17.94Ha
	Industrial General - 12.92Ha
	Public Open Space Overlay
	Fixed Roads

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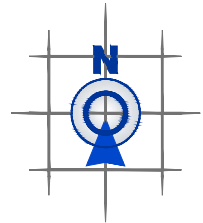
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19 Reece Crescent
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Wanaka 9343
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E wanaka@ppgroup.co.nz

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Client & Location:
**Willowridge Developments Ltd
Wanaka**

Purpose & Drawing Title:
**Proposed District Plan (B)
Three Parks**

Surveyed by:	xxx	Original Size:	Scale:	
Designed by:	xxx	A3	1:7500 @ A3	
Drawn by:	ALG			
Checked by:	SJD			
Approved by:	xxx	DO NOT SCALE		
Job No:	DWG No:	Sheet No:	Revision No:	Date Created:
W3850	001	100	B	08/11/19



KEY

- Public Open Space Overlay
- Fixed Roads

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Client & Location:
Willowridge Developments Ltd
Wanaka

Purpose & Drawing Title:
Structure Plan (B)
Three Parks

Surveyed by:	xxx	Original Size:	Scale:	
Designed by:	xxx	A3	1:7500 @ A3	
Drawn by:	ALG			
Checked by:	SJD			
Approved by:	xxx	DO NOT SCALE		
Job No:	DWG No:	Sheet No:	Revision No:	Date Created:
W3850	001	101	B	08/11/19