

Summary: Submitter: Sean and Jane McLeod, Submitter Number: 391

1. I am Sean McLeod, Chairperson of Body Corporate 22362 and also owner of properties outside of BC 22362. I submitted two submissions to the district plan review on a number of points. As the opinions of the 130 other owners of BC 22362 may differ to our own, I have addressed the two submissions separately.
2. The main reason we submitted on the Proposed District Plan was because we believe Queenstown cannot keep carving up its rural land 'ad nauseam' as we have done in past decade and appear to be continuing to do so under the Special Housing Area Legislation.
3. The previously approved SHAs have not made properties more affordable in Queenstown, in fact per square metre they are some of the dearest land in the basin and we fear for our children's future and don't see them being able to afford to live in the area in which they were born and brought up.
4. We should be using the land already zoned residential more efficiently and the only way to do this is by greater intensification and by building smaller which the MDR zoning allows
5. Infill subdivision and intensification takes time to develop and will not solve the immediate problems and we should not just be looking at next year or 5 years' time, but 20 or 30 years' time and to achieve this the area needs to be rezoned now or we lose another 20 years until the next District Plan Review
6. We would like to reiterate that while in general New Zealanders are more accustomed to their quarter acre section rather than a medium or high density residential development, Queenstown is not necessarily typical of the rest of New Zealand. There is a large proportion of the local population who are either from overseas or are New Zealanders who have lived overseas, and are more accustomed to this type of lifestyle.
7. From transport perspective W Banks does not oppose the rezoning but opposes similar proposals of a smaller scale so wholesale rezoning of the area appears to be the preferred option.
8. W Banks does have concerns over right turns onto Frankton Road and the requirement to upgrade the intersections but in the ODT on the 15 of August it was reported that if 1000 medium density dwellings were constructed on the Ladies Mile by 2025 the Shotover Bridge would be at capacity. There are 2800 dwellings proposed and the SHA allows for an accelerated time frame. These numbers and recent history indicate to me it will sooner than 2025. Intersections or Bridge, which will be the easier option?

9. There are 14-17 sites within the district where hotels have been proposed. Over two thirds of those are within walking distance of CBD. These, along with the Skylines proposed upgrade, will put a lot of pressure on the already over extended rental market close to town and there is likely to be a large increase in traffic on Frankton Road if the only increase in housing is beyond Frankton. The because of its closeness to the centre of Queenstown area of MDR put forward would encourage walking biking and use of public transport.
10. The main opposition to our proposal to rezone most of the LDR within 4-500m metres of Frankton and Fernhill Roads to MDR is from a point of view of the lack of infrastructure.
11. We agree with Mr Glasners and believe some of the current infrastructure is already exceeding capacity, particularly firefighting capabilities, due to the change in standard. However, we believe it is Councils responsibility to upgrade the existing infrastructure, not ours to determine where Councils problems are. Perhaps they can use last month's Government offer of \$12.6million in interest-free loans and accelerated funding to improve water sewage and roading infrastructure in existing areas therefore allowing intensification.
12. A solution to the possible lack of infrastructure is to add an Objective similar to 8.2.11 regarding land fronting SH6 between Hanson Road and Ferry Hill Drive, along with relevant policies as suggested below.
13. Objective – To ensure the MDR areas off Frankton and Fernhill Roads are adequately serviced.
14. Policies – Intensification does not occur until council can confirm that adequate sewage and water supply are available to service any development
15. The addition of the above Objectives and Policies would allow the land to be zoned MDR now, but would also allow time for council to add required works to the LTP and then complete works required, to allow possible proposed developments to proceed albeit at slower rate than a land owner or developer may desire.
16. We do agree with all the other proposals put forward to increase dwelling capacity whether that be LDR to MDR or even LDR to HDR including 336 Middleton Family Trust removing the Queenstown Heights Overlay Area.
17. We disagree with any proposal to decrease dwelling capacity within Queenstown or increase the capacity beyond Frankton including the council proposed area fronting SH6 between Hanson Road and Ferry Hill Drive that does not appear to meet the objectives and policies of the MDR zone.