

FRANKTON

YOUR PLACE YOUR PLAN

Frankton draft Masterplan feedback submissions July 2019

Submission 1.

From: John Brimble

Sent: Tuesday, 16 July 2019 12:43 PM

Subject: Frankton Master plan feedback

Good morning,

Please accept the following comments from Sport Otago the Regional Sports Trust for Otago on the Te Kirikiri/Frankton Draft Masterplan (2048).

Increasingly Frankton has become the major community retail and urban hub for Queenstown largely serving the needs of the local population. Inner Queenstown has largely become very tourism/accommodation and hospitality focused.

We commend council for its foresight in planning for the future of the Frankton area which is increasingly playing a major part in provision of core essential services to the residential communities from Arrowtown through to Jacks Point inclusive of Lakes Hayes and Shotover Country housing estates. With projected population growth of 42% through to 2038 the need to plan for continued growth and the expansion of services is crucial.

In respect to the Draft Masterplan;

1 we are supportive of Councils indicative plans to redevelop and increase the footprint of the Queenstown Events Centre by adding further indoor Courts (a minimum of two further courts) and provision of a multiuse artificial turf and upgrades of the facilities associated with the current grass athletics track. However we would raise our concerns around the future needs of the population of the district which will be constrained by the limitations now evident on the Events Centre site which curtail any future expansion beyond what is proposed by the Queenstown Events Centre Master plan itself. We therefore encourage Council to provide for a future additional indoor stadium facility at a green fields site potentially located on land recently acquired by Council at Ladies Mile and which will also meet the needs of the proposed second High school that is potentially planned for this area. Future proofing and providing for flexibility to adapt to projected demand is seen as a logical requirement on Councils part and avoid the situation Council is currently facing again in 40-50 years' time.

2. The loss of the current public golf Course at Frankton and part of the current sports field adjacent to the main road also necessitates Council providing for a replacement public course of potentially nine holes that would meet local need. We would recommend that Council engage with Golf New Zealand in planning for any such replacement as they have a major interest in golf Course/facility planning. Council has suggested that a potential site for this relocation and replacement is the Shotover Delta. The possibility of using grey water (processed effluent) for golf course irrigation becomes a real possibility and major cost saving. The Delta could also provide additional replacement sports fields which are in high and increasing demand. The Delta lends itself to a wide

variety of informal recreational activities and should be developed to allow for casual utilization as an open space with play areas (playgrounds) walkways, tracks and trails which provide for utilization by people of all ages and choices of activity.

3. Further sports fields must be provided for at the land recently acquired at Ladies Mile with a minimum five fields being allowed for. This would provide for a base for local, regional, and national tournaments with the district currently struggling to offer this as an option. The possibility of utilizing existing buildings and adding to them for community use such as a local library should also be considered for this site.

4. We support Councils intent to enhance recreational and community facilities on the lakeside and would encourage upgrading of the Frankton Domain linking to the proposed Frankton Gardens. The current facilities are limited and tired. The opportunity to engage with the local community and to provide interactive play spaces for children and youth must be a consideration as is the beatification of the area and the provision of public amenities such as toilets and sitting areas. The potential to provide for a green lung linking the Frankton commercial/retail area with the foreshore through the creation of a series of urban parks, green spaces and walking/cycling corridors would greatly enhance the area and attract more utilization.

5. We also support QLDC's intent to improve safety provisions along the main arterial routes. With increased population and growth in youth particularly in the ladies mile area with Shotover Country and Lake Hayes estate, Quail Ridge and associated urban areas and likely establishment of further schools in that zone it is critical that road and pavement safety issues are addressed as well as access issues to major community facilities. The need to provide for carparking for recreational areas and facilities must be allowed for.

6. Whilst to an extent beyond Councils control some foresight must be contained within the Master plan for a relocated and rebuilt Lakes General Hospital. The future medical needs of the Queenstown area must be catered for through some site being identified as a potential location for what will likely be a significant rural hospital serving local and wider needs. This could be anticipated by Council land banking for the future.

7. The Wakatipu High School site is already constrained for future development which indicates the need for a second High school within the next decade or sooner. As indicated this is likely to be adjacent to Council owned land at Ladies Mile. Due to population pressure and the restrictions that exist at the Queenstown Events Centre and the loss of the aquatics space at the original High school site the logical site for a further pool complex may be in association with the build of the second High school. Currently there is a major lack of water space within the Queenstown catchment that will only worsen over time. The master plan must provide for the potential for a further pool complex to meet increased population demand.

8. We would also suggest that the Frankton Master plan should not exist in isolation. On that basis we would encourage Council to expand the plan to include that land running through to and slightly beyond Jacks Point as this is an area of urban expansion which will impact on the Frankton area as the major destination point. Potentially there are community amenities and facilities that could be located into this area of future expansion that would take the pressure off Frankton. It is part of the bigger picture and vision.

Thank you for the opportunity to submit on the draft Master plan. We would welcome any further feedback on this submission and will continue to work closely with Council in promoting play, active recreation and sport within the district.

Regards,

John Brimble,
CEO, Sport Otago

Submission 2.

From: Rick Pettit

Sent: Monday, 15 July 2019 8:15 PM

Subject: Frankton Masterplan

I read the master plan in scuttlebutt.

- 1) your vision is for the next 29 years
- 2) 29 years ago it was open farm land, an airport that took Fokker Friendships.
- 3) there was no Events Centre, no 5 mile, no Glenda drive, no Hawthorne drive.
- 4) What hasn't changed in that period is that construction is still - and will continue to be for the next 29 years the second largest industry in Queenstown
- 5) Where is that industry based - Frankton.

Lets have a look at the QLDC "visionary" and "aspirational plan".

- Reducing the speed limit from 80 kmph to 50 kmph - realistically at some times in the day 50kmph would fantastic - truth is now , in 2019 you are lucky during some of those times to be doing 5kmph.
- Public transport - it may come as surprise but you cant put construction industry vehicles on a bus, gondola or ferry.
- where is a substantial part of the construction industry going to be heading in the next decade - Queenstown CBD - along Frankton Road!
- Where is the new Boyd road bridge going to land ?- smack into the middle of the "Riverside " town development. Why would anyone put a main arterial route through the middle of that - in 29 years' time it will be like putting it up the Mall.
- Our current roading corridors are out of our control. We - nor NZTA can collect financial contributions for the State Highway corridors.
- Developers should be paying for the congestion and issues created around development.

SOLUTION

- put a new route into Queenstown CBD from the the Hawthorne roundabout up past Lake Johnson, around the side of the Shotover into Gorge Road.
- Create a huge Park and Ride facility in the unused land at behind the Gorge Road Business area with 5 minute shuttle bus down Gorge Road to the CBD
- Build the proposed Car park buildings up at the end of Gorge Road - not in the middle of town which will just make things worse
- Take the Boyd road bridge down river closer to the confluence with the Shotover, thereby giving clear access to the industrial and retail area of Frankton

Submission 3.

From: Neki Patel

Sent: Saturday, 13 July 2019 1:00 PM

Subject: QLDC Frankton Masterplan

I am totally opposed to David Jerram and his group re moving the airport. The development of Frankton is his bias based on his property - not the greater good of community.

It does not address fog in areas suggested, the safety of people travelling down dangerous roads in both directions.

As a ex member of the Wakatipu Health Trust the hospital and the complicated nature of the site is simply not understood by his group - who appear self-serving -

Reducing development without infrastructure and the stance the council has taken us too be commended- getting money for this without relying on the dysfunctional NZTA, is a better opinion and better transport systems which is essential.

Moving the airport will have a huge effect on our community, much of which cannot be calculated- for business, numbers etc and the people living here.

So in addendum

The council needs to address the huge expansion, storage and affect of rental cars.

Visually terrible

Health and safety - central govt re quality of driving

The effect on clogging roads and taking parks - this inc Maui van

What is the plan ??? To date it has been pushed to the side ..

Ngā mihi nui | Kind regards

Neki Patel

Submission 4.

Sydney Alva
Queenstown Primary School, Age: 9

23 September 2018

Mayor Jim Boulton,
Queenstown Lakes District Council (QLDC),
Queenstown

SUB: GYMNASTICS CENTRE IN FRANKTON DEVELOPMENT

Dear Mayor,

As you are accepting ideas for the Frankton Development, I propose we should have a gymnastic centre, as we do not have a competitive centre for our gymnasts.

My first point is that the current gymnasium is inadequate and we need a bigger space for the gym facilities.

My second point is that the Queenstown Gymnastics Club is absolutely fantastic. Recently at the step two gymnastics competition, everyone in my team won a medal and we won top team too. We have a very social gymnastics club and there is great pride in our friendships, training and parents' involvement. Our coaches are dedicated and we love them but sometimes they have to leave, as we do not have space and equipment. Due to our insufficient gym we hardly have any coaches with us and our training suffers from this.

One gymnast in step seven travels to Invercargill every Friday to train, most gymnasts would drop out for this reason at that level. So we need to train in a bigger space with facilities to encourage our successful gymnasts.

Gymnastics is an international sport and it would be a great advantage to have this sport in Queenstown.

Alongside of Queenstown as an adventurous destination, we should promote Queenstown as a holiday destination where you do different sports such as gymnastics! This will also bring the community together as this sport is very loved and many people like to watch it. We have a long waitlist of young gymnast for the club but can't accept them due to the size of the gym and lack of coaches. I am aiming to get many signatures to support the Queenstown Gymnastics Club so we could have an equipped facility and Queenstown can be proud of our gymnast.

In conclusion we should have a gymnastics centre in Frankton because we need a high-class facility and space so we can continue winning and establish our reputation as a formidable club. Gymnastics is an international sport and should be included in Queenstown to promote our town's sporting culture.

Thank you for taking the time to read my letter. I appreciate your effort of including our ideas for Frankton.

Yours sincerely,
Sydney Alva

Submission 5.

From: Glenn Coates

Sent: Saturday, 20 July 2019 6:13 PM

Subject: Te Kirikiri / Frankton Masterplan

Aurora has a 33kV switchyard adjacent (to the north) to the Transpower site near the intersection of SH6 and Grant Rd – blue circle in the figure below. In addition, there are 33kV pole lines emanating from this switchyard which will require relocation and/or undergrounding. The cost to relocate this infrastructure is highly dependent on the location of an alternative site for the Transpower substation. Based on a location 1km eastward of the current site, a reasonable estimate is \$10-15M in present day terms. Confirmation of an alternative site and a feasibility study including a high level scope would be required to provide a better estimate. Note that we have recently begun an investigation with Transpower to upgrade the existing Transpower substation (estimated costs \$8M) and the outcome of this masterplan is a key consideration around the scope and timing of the upgrade work.

Aurora also has a zone substation located along SH6, approximately 250 metres west from the Grant Rd intersection - circled red in the figure below. The relocation of this asset will require an additional \$10M and an alternative site would be required in close proximity to the current site to ensure that we have sufficient capacity to meet new growth in the area. We suggest that this substation remains in its current location and the surrounding land use and landscaping be designed appropriately.



Please note that this feedback has been based on a desktop exercise and there is a lot of detail to work through to confirm that the options and costs identified in this email are achievable. Noting in particular that consenting for substations and legal corridors for lines and cables can be difficult to achieve.

Please do not hesitate to make contact if you require further information.

Regards

Glenn

The below submissions are attached in the following order as pdf documents

Submission 6.

From: Anna Mickell

Sent: Wednesday, 17 July 2019 3:23 PM

Subject: Draft Frankton Masterplan Feedback

Submission 7.

From: Gerard Thompson

Sent: Saturday, 20 July 2019 4:19 PM

Subject: Queenstown Central Limited - feedback on Frankton Masterplan

Submission 8.

From: Alastair Wood

Sent: Sunday, 21 July 2019 2:57 PM

Subject: Colliers submission on the Frankton Flats Master Plan

Submission 9.

From: Shannon Fallon

Sent: Tuesday, 23 July 2019 10:59 AM

Subject: Frankton Draft Masterplan - Feedback - Bunnings Ltd

Submission 10.

From: Environment Policy

Sent: Friday, 26 July 2019 11:49 AM

Subject: Frankton Draft Masterplan: Transpower New Zealand Ltd feedback

Submission 11.

From: Gavin Flynn

Sent: Friday, 26 July 2019 4:19 PM

Subject: Lake Hayes and Shotover Country Community Association Draft Frankton Masterplan submission

Submission 12.

From: Anita Golden

Sent: Friday, 26 July 2019 4:23 PM

Subject: Shaping our Future Submission on the Draft Frankton Masterplan

Submission 13.

From: Rachel Tregidga

Subject: QAC Submission - Frankton Master Plan 2048

Submission 14.

From: Di Williams

Sent: Friday, 26 July 2019 3:58 PM

Subject: Submission to QLDC Frankton Masterplan 26 July 2019

Submission 15.

From: Lindsay Williams

Sent: Friday, 26 July 2019 4:20 PM

Subject: Submission to the Frankton Masterplan 2048

Submission 16.

From: John Hilhorst

Sent: Friday, 26 July 2019 4:50 PM

Subject: Submission on Frankton Master Plan

Submission 17.

From: Lynette Finnie

Sent: Friday, 26 July 2019 4:10 PM

Subject: Frankton Draft Masterplan (2048) Submission

Submission 18.

From: Gillian Macleod

Sent: Friday, 26 July 2019 12:26 PM

Subject: submission to Frankton Masterplan

Submission 19.

From: Caroline Woodward

Sent: Friday, 26 July 2019 4:42 PM

Subject: Draft Frankton Masterplan feedback - Diversified and Stride

Good afternoon,

We act for Equity Trustee Limited as trustee of the Diversified NZ Property Trust (**Diversified**) and Stride Investment Management Limited (**Stride**).

Please find **attached** Diversified and Stride's feedback on the Queenstown Lakes District Council's Draft Frankton Masterplan.

Submission 20.

From: Johnathan Chen

Subject: Remarkables Park Ltd & Shotover Park Ltd Submissions on the Draft Frankton Master Plan



SUBMISSION ON

DRAFT FRANKTON MASTERPLAN

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of submitter: Queenstown Chamber of Commerce

Address: Level 2, The Forge, 20 Athol Street,
Attention: Anna Mickell

1. This is a submission on the Frankton Draft Master Plan (2048).

The Queenstown Chamber of Commerce welcomes the opportunity to provide a submission on the Frankton Draft Master Plan.

The Chamber communicates with local and central government to achieve effective outcomes for its members. Its' key services include the provision of current and relevant information to the membership, advocacy on behalf of the members, recognising and rewarding achievement and generally contributing to the vibrancy of the business community.

The Chamber is motivated by the best long-term outcomes for the business community and is an independent voice with no vested interest.

Membership consultation with respect to the Draft Frankton Masterplan was undertaken by Chamber CEO Anna Mickell as follows:

- ✓ Informal feedback from members after an email request by CEO Anna Mickell
- ✓ Formal, membership consultation meeting held on 11th July 2019.
- ✓ Formal feedback from the board of Downtown QT on 17 July 2019.

Therefore, the Chamber is pleased to be able to present this submission on behalf of the 610 Queenstown businesses it represents.

The Chamber commends the *Wakatipu Way to Go* team and consultants on the development of the Draft Frankton Masterplan and are broadly supportive of its approach to moving towards public and active transport.

The Chamber acknowledges the community and social considerations in the development of the masterplan and recognises the contribution made by many community groups during the planning and consultation process. This submission focuses on the commercial issues with respect to the draft masterplan, and in no way wishes to diminish wider social considerations.

Overall response

We feel that *Your Place, Your Plan* theme more fully reflects the needs and voice of the residential communities in and adjacent to Frankton.

Frankton is, and will remain, both a destination for visitors and a junction to Queenstown commuter suburbs, Southland and Glenorchy. The Masterplan has acknowledged, and attempted to resolve resident concerns about quality of life, but in doing so has degraded some key quality of business criteria with respect to how visitors and locals will access goods and services sold in the region.

Our member's comments are outlined below:

Moving SH6 to an urban arterial

There was significant concern with respect to the draft plan to move SH6 to an urban arterial road. It is understood and accepted by the group that the self-drive for both visitors and locals is not sustainable and the plan is dependent on a significant portion moving from private cars to public or active transport to move around the region.

- ✖ Loss of visual amenity as you drive into Queenstown because of the density and height of buildings between SH6 and the Remarkables mountain range was considered by several members to be unacceptable. Residents have, for many decades, considered preservation of views as essential, have worked

hard to retain this and wish this to continue (for the benefit of locals and visitors alike).

- ✗ We do not accept that pedestrian movement across the proposed urban arterial road is safe or efficacious (for road users) and think pedestrian over or underpasses are required.
- ✓ We support priority development of intense urban housing on Quail Rise South (24) to support labour force development in phase one of implementation (0 to 5 years).

Productivity loss – quality of business

- ✗ There is a significant loss of light-industrial land to residential, without a clear view on how or where the goods and services offered by these businesses may be relocated to. There is already a critical lack of industrial land available. Of most concern:
 - There is no clear space for overnight garaging/parking of coaches, shuttles or taxis even though the success of the draft masterplan is dependent on a move from self-drive to public transport.
 - Space for maintenance of a public transport vehicle fleet is not shown or available.
 - There is limited space for further growth of freight depots. It is predicted that online retail will continue to grow and goods and services will be shipped from lower-cost (adjacent) regions however local cross docking facilities will be required to allow efficient distribution (e.g. one large truck may arrive with consumer sized orders, which are cross docked and put onto smaller vehicles for local distribution).
 - Limited space for establishment of new types of businesses to support the QLDC economic diversity plan (film, education or IT)
- ✗ Potential for active travel (to high school and workplaces) may be sharing road space with freight vehicles. Active travel networks need to be separate to vehicle networks.
- ✓ Stronger public and active transport corridors were supported by members.
- ✓ Moving rural infrastructure is supported.

Self-drive visitors

According to Destination Queenstown approximately 70% of visitors are currently arriving by road including a mix of international, domestic and regional day visitors. Government plans to encourage regional dispersal of visitors are underway with marketing initiatives to support regional touring by vehicle (either self-drive or coach). Restrictions on passenger capacity at Queenstown airport will see visitor growth coming by road.

This exposes some significant limitations in the draft plan presented.

- ✓ The group acknowledged and affirms the masterplan key success requirement for visitors to move from self-drive whilst moving around the Wakatipu basin
- ✗ However the plan does not adequately explore how the visitor will transition from self-drive to public/active transport after arrival by car and this is essential for successful implementation, ideally within the first phase.
- ✗ The location and nature of *Park and Ride* facilities and their relationships to rental car facilities should be explicit.
- ✗ The plan should specify rental car storage, pick up and drop off locations, with public transport linkages now to strongly signal to the supplier community QLDC intent.

The Chamber recommends that the scope/boundary of the draft plan is extended to incorporate Park and Ride, rental car parking and associated services as this is critical to successful implementation.

Airport arrival

Our group raised the following concerns:

- ✗ The plan emphasized the link between the airport and Lake Wakatipu, when it was generally felt that this should be a link between Frankton and Lake Wakatipu, reflecting the view that Frankton is more than the airport and design should service local, as well as visitor movements.

- ✖ Some members of the group did not feel that it was realistic to endeavor to move visitors arriving by air to a ferry and that continued emphasis on roads and parking for coach, shuttle and taxi transfers from the airport is required.
- ✖ Some members felt that in the absence of a clear plan for Queenstown Airport (volume of arrivals, interaction with other airports, location) presented a problem for the integrity of the masterplan.
- ✓ Several members felt the opportunity to arrive at Queenstown Airport and choose to transfer to accommodation by foot, boat, circulating shuttle service or bike was a unique differentiator and gave Queenstown a distinct and advantageous guest experience.

End.

Queenstown Central

20 July 2019

Wakatipu Way to Go
Frankton Masterplan Feedback
via email: franktonmasterplan@qldc.govt.nz

FRANKTON MASTERPLAN FEEDBACK – QUEENSTOWN CENTRAL LIMITED

Queenstown Central Limited (QCL) appreciates the opportunity to provide feedback on the recently-released Draft Frankton Masterplan.

QCL is a long-term property investor in Queenstown, having owned 22 hectares of land in Frankton since 2010. QCL has actively participated in the development of the District Plan in recent years and, in particular, was heavily involved in the recent Plan Change 19 and Plan Change 35 processes. Since completion of those plan changes, our five-hectare town centre development is well underway on our Activity Area C1 land, a number of commercial/showroom developments have been completed on our Activity Area E2 land, and a 225-unit residential development on the adjacent Activity Area C2 land is also underway (by Remarkables Residences Limited).

QCL considers that it is important to undertake long-term strategic planning for Frankton in order to provide a vision for the area and to coordinate growth and the delivery of publicly funded infrastructure for the area. QCL generally supports the draft masterplan and provides the following feedback:

- 1. Five Mile Urban Corridor:** QCL supports the identification of SH6 as an urban corridor and the vision that this should be developed as a more urban arterial. Given that this is an important arterial that connects the existing residential areas and future growth areas to Frankton and the rest of Queenstown, the capacity of this route will need to be maintained in the future. Balanced against this need, however, QCL considers that it is appropriate to provide a better gateway experience for those travelling into Queenstown from the north. QCL particularly supports the vision that multi-storey buildings should be developed on either side of SH6 in order to respond positively to this arterial route.
- 2. Public Transport:** QCL supports the creation of a framework that co-ordinates and supports the increased use of public transport, walking and cycling. In this regard, the identification of key public transport routes within Frankton as well as signalling key connections to the wider environs are particularly supported. QCL considers that significant improvements to public transport will be required in order to support growth in the next 30 years. Providing better facilities to support alternative modes will be important to ensure a sustainable and equitable transport system.

Notwithstanding QCL's general support for the routes shown, it is noted that the Orbital Bus Route is shown on the draft Masterplan as travelling down Road 8 between Grant Road and Hawthorne Drive when it should in fact be shown as travelling down Road 5. Road 8 has not been designed to accommodate buses whereas Road 5 has. The final version of the Masterplan should be updated to reflect this.

- 3. Mixed Use Land Use:** QCL supports the strip of land either side of Road 8 southwest of Hawthorne Drive being identified as being suitable for mixed-use development. QCL considers that the future development of this land will be important to extend the mainstreet environment

Queenstown Central

so that it provides a continuous connection between the Five Mile Centre to the south-west and Pak 'n Save supermarket to the north-east.

4. **Light Industrial and Utilities Land Use:** QCL notes that large parts of Frankton to the north of the Airport runway are identified for Light Industrial and Utilities Land Uses. Given the other land uses that are currently being developed in Frankton (such as high-quality retail, office, food and beverage, and high-density residential), QCL considers that it would be appropriate to reconsider the rezoning of this land for more intensive and compatible urban uses. There are a range of uses that would be complementary to development that is currently underway whilst recognising the need to avoid reverse sensitivity effects in relation to the continued operation of Queenstown Airport.
5. **Urban Parks:** QCL supports the identification of future Urban Parks throughout Frankton. QCL considers that these spaces will provide important amenity for future residents and workers as the area intensifies. QCL notes that the acquisition of any such spaces by QLDC should be subject to the usual commercial negotiations with landowners.
6. **Implementation Plan:** QCL considers that the final version of the Masterplan should include an implementation plan to set out how the Masterplan will be delivered over the next 30 years. In QCL's view, this should include consideration of changes to the District Plan and other strategic planning documents to deliver on the vision set out in the Masterplan.

Once again, QCL appreciates the opportunity to provide this feedback and would welcome the opportunity to discuss it further with the Wakitipu Way to Go team.

Yours sincerely

pp 

Simon Holloway
Queenstown Central Limited

SUBMISSION ON

DRAFT FRANKTON MASTERPLAN

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of submitter: **Colliers International Otago**

Address: Level 2, The Station Building, 10 Athol Street,

Attention: **Alastair Wood**

By email: alastair.wood@colliers.com

1. This is a submission on the Frankton Draft Master Plan (2048),

Colliers International Otago welcomes the opportunity to provide a submission on the Frankton Draft Master Plan.

Colliers International Otago is a multi discipline property services and consultancy business, providing commercial & residential agency, valuation, consultancy and research services.

Overall response

Overall, we feel that *Your Place, Your Plan* theme reflects the needs and voice of the Frankton residential community. However it is our view that several aspects of this plan do not act in the best interest of commercial entities operating locally or regionally, and this will, inadvertently also impact adversely on the residential community.

Frankton is, and will remain, both a destination for visitors and a junction to Queenstown commuter suburbs, and state highway access through to Cromwell, Kingston and Glenorchy. The Masterplan has acknowledged, and attempted to resolve resident concerns about quality of life, but in doing so has degraded some key quality of business criteria with respect to how visitors and locals will access goods and services sold in the region.

Moving SH6 to an urban arterial

There is significant concern with respect to the draft plan to move SH6 to an urban arterial road.

- ✖ We do not accept that pedestrian movement across the proposed urban arterial road is safe or efficacious (for road users) and think pedestrian over or underpasses may be required.
- ✖ We do not support reducing SH6 to a 50km zone, interrupted by further intersections and crossings. The original intention for this stretch of Highway was to provide four lanes incorporating a new larger roundabout intersection towards Hansen Road, through to the Kwarau Falls bridge. There is no analysis on the volume of through traffic not stopping within the Frankton Flats. If we restrict this section of the Highway we will end up with traffic congestion right back to Lake Hayes, as was the case when the Tucker Beach intersection works were underway.

Productivity loss – quality of business

- ✖ There is a significant loss of light-industrial land, without a clear view on how or where the goods and services offered by these businesses may be relocated to. Of most concern:
 - There is no clear space for overnight garaging/parking of coaches, shuttles or taxis even though the success of the draft masterplan is dependent on a move from self-drive to public transport.
 - Space for maintenance of a public transport vehicle fleet is not shown or available.
 - There is limited space for further growth of freight depots. It is predicted that online retail will continue to grow and goods and services will be prepared in lower-cost (adjacent) regions however local cross docking facilities will be required to allow efficient distribution (e.g. one large truck arrives with consumer sized orders, which are cross docked and put onto smaller vehicles for local distribution). Space for retail may be overstated.
 - Limited space for establishment of new types of businesses to support the QLDC economic diversity plan (film, education or IT)
 - There is a distinct lack of public carparking options for business & residents

- The loss of Industrial / Business Zoned land currently located in the upper Glena Drive / Margaret Place is of major concern. Industrial land values are approaching \$1500/m², compared with other main centers at \$400 - \$500/m². This is due to a lack of supply. Further restrictions will make the Frankton Flats unaffordable for the normal necessary trade related businesses to operate. The area needs these businesses to be centrally located, forcing them out to Cromwell is not productive.

Self-drive visitors

According to Destination Queenstown 70% of visitors are currently arriving by car, government plans to encourage regional dispersal of visitors are underway with marketing initiatives to support regional touring by vehicle (either self-drive or coach). Restrictions on passenger capacity at Queenstown airport will see visitor growth coming by road.

This exposes some significant limitations in the draft plan presented.

- ✓ The group acknowledged the requirement for visitors to move from self-drive whilst moving around the Wakatipu basin.
- ✗ However felt that the plan does not adequately explore how the visitor will transition from self-drive to public/active transport after arrival by car.
- ✗ The location and nature of *Park and Ride* facilities and their relationships to rental car facilities should be explicit.
- ✗ The plan should specify rental car storage, pick up and drop off locations, with public transport linkages now to strongly signal to the supplier community QLDC intent.

23 July 2019

Wakatipu Way to Go

Frankton Masterplan Feedback

via email: franktonmasterplan@qldc.govt.nz

FRANKTON MASTERPLAN FEEDBACK – BUNNINGS LIMITED

Bunnings Limited ("Bunnings") welcomes the opportunity to provide feedback on the recently-released Draft Frankton Masterplan.

Bunnings is one of the leading retailers of home improvement and outdoor living products in Australasia and services both consumer and commercial customers.

Bunnings operates building improvement stores or "do it yourself" centres that sell building related products to tradespeople such as builders, landscaping contractors and plumbers, as well as to the general public. Bunnings also typically include nurseries and timber trade outlets. For these reasons, Bunnings generally requires a large building footprint ranging from 5,000m² to 10,000m² in gross floor area.

Bunnings own the site at 148-150 Frankton-Ladies Mile Highway, being Lots 1 and 2 Deposited Plan 23542. The site is within the Frankton Flats Special Zone B Activity Area E1 under the Queenstown Lakes Operative District Plan. Zoning of the site under the Proposed District Plan has been deferred to a later stage or the plan review. The Bunnings site is shown in Figure 1 below.



Figure 1: Aerial map showing Bunnings Site at 148-150 Frankton-Ladies Mile Highway (Source: QLDC Online Map Viewer)

Bunnings recently obtained resource consent on 5 April 2019 to establish a new Bunnings Warehouse on the site by way of Environment Court decision 2019NZEVC59.

That consent provides for the establishment of trade supplier activity on the site including a main warehouse, an outdoor nursery, timber trade sales yard, building materials and landscape yard and associated parking, access, site landscaping, earthworks and signage.

Bunnings recognises that it is important to undertake long-term strategic planning for Frankton in order to provide a vision for the area and to coordinate growth and the delivery of publicly funded infrastructure for the area. Bunnings generally supports the draft masterplan and provides the following feedback:

1. **Five Mile Corridor:** Bunnings supports the identification of SH6 as an urban corridor and the vision that this should be developed as more urban arterial. Bunnings consider that this is an appropriate design response to provide a gateway experience to those travelling to Queenstown from the north. With that being said, the Draft Masterplan identifies a public transport stop immediately adjacent the Bunnings site. Bunnings would want to be consulted with respect to upgrades to the SH6 to ensure that upgrade works to the SH does not conflict with vehicle access to the Bunnings site, in particular having regard to the nature of vehicles accessing the site (for example heavy goods vehicles, loading arrangements).
2. **Large Format Retail Land Use:** The Draft Frankton Masterplan identifies the Bunnings site for 'large format retail' (LFR) land uses. Under the current District Plan provisions retail activities are a non-complying activity in the Frankton Flats Special Zone B Activity Area E1. The intended landuse under the masterplan is therefore contrary to the Operative District Plan provisions. There has been a point of contention between Bunnings and Queenstown Lakes District Council ("QLDC") as to whether Bunnings is a 'retail' activity. Bunnings would contend that they are predominantly a trade supplier. Given Council's stance, and the recent Environment Court Decision, Bunnings would like to see provision made for trade-related retail activities in the LFR landuse area and that this is reflected in the current review of the QLDC District Plan provisions.
3. **Small to Medium Format Retail Land Use:** The front portion of Bunnings site is 'zoned' for small to medium format retail land use. This is inconsistent with the Bunnings activity which will occupy the whole site. Bunnings would support, subject to point 2 above, the land use of the entire site be for LFR activities.
4. **Residential Land Uses:** Bunnings note that surrounding land uses have been identified for residential use (Mixed Use including residential and Higher Density Residential). Whilst Bunnings acknowledge and supports the need to provide for increased housing demand in Queenstown area, and in particular the Frankton Flats area, this needs to be balanced to ensure existing land uses are protected from reverse sensitivity effects. Bunnings would like to see provisions incorporated into the District Plan to protect existing activities from reverse sensitivity effects which might arise from the expansion/intensification of residential landuses in the Frankton Flats area.
5. **Implementation Plan:** Bunnings considers that the final version of the Masterplan should include an implementation plan to set out how the Masterplan will be delivered over the next 30 years. In Bunning's view, this should include consideration of changes to the District Plan and other strategic planning documents to deliver on the vision set out in the Masterplan.

Once again, Bunnings appreciates the opportunity to provide this feedback and would welcome the opportunity to discuss it further with the Wakitipu Way to Go team.

Yours sincerely

Barker & Associates Ltd



Shannon Fallon
Planning Consultant

Mob: 022 121 5127

Email: Shannonf@barker.co.nz



Urban & Environmental



TRANSPOWER

Keeping the energy flowing

Gate 1
Gridco Road
Otara, Auckland 2023
P O Box 17 215
Greenlane, Auckland 1546
New Zealand
P 64 9 590 6000
F 64 9 589 2310
www.transpower.co.nz

Rebecca Eng
Tel: 09 590 7072
Email: environment.policy@transpower.co.nz

26 July 2019

Frankton Masterplan
Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

By email c/- franktonmasterplan@qldc.govt.nz

To whom it may concern,

Frankton Draft Masterplan 2048: Transpower NZ Ltd Feedback

This letter provides Transpower New Zealand Limited's (Transpower) feedback in relation to the Draft Frankton Masterplan (draft Masterplan). We welcome the opportunity to provide feedback on the draft Masterplan which proposes significant and potentially adverse changes to the National Grid in Queenstown.

Transpower and the National Grid

Transpower is a State-Owned Enterprise that plans, builds, maintains and operates New Zealand's National Grid, the high voltage electricity transmission network for the country. The National Grid links generators directly to distribution companies and major industrial users, feeding electricity to the local networks that distribute electricity to homes and businesses. The National Grid comprises towers, poles, lines, cables, substations, a telecommunications network and other ancillary equipment stretching and connecting the length and breadth of the country from Kaikohe in the North Island down to Tiwai in the South Island, with two national control centres (in Hamilton and Wellington).

The National Grid includes approximately 12,000 kilometres of transmission lines and around 167 substations, supported by a telecommunications network of some 300 telecommunication sites, which help link together the components that make up the National Grid.

The National Policy Statement on Electricity Transmission 2008 (NPSET), prepared under the Resource Management Act 1991 (RMA), recognises that the National Grid is a physical resource of national significance. It sets a strong policy direction for enabling the National Grid and managing land use and development in proximity to the National Grid. The NPSET must be given effect to within local authority RMA documents.

The National Grid in Queenstown Lakes

The National Grid assets within the Queenstown Lakes District are the Cromwell-Frankton A (CML-FKN A) 110kV double circuit transmission line and the Frankton substation, both of which are located wholly or partly within the draft Masterplan study area. The Frankton substation is located on Frankton-Ladies Mile Highway, directly opposite Grant Road.

The CML-FKN A transmission line is currently the only supply of high voltage electricity in to Queenstown. Maps showing the National Grid assets in the Queenstown Lakes District and within the Frankton area are included as Appendix A.

Ensuring secure electricity supply into the Queenstown Lakes District is critical to the continued development of the region. To ensure security of supply in the long term, Transpower has identified a new transmission line will need to be built, potentially within the next 15-25 years. When a new transmission line is required depends on the pace of development in the region and whether other supply or demand side options materialise.

A new transmission line may involve altered or expanded facilities at Frankton substation, or the development of a new site with interconnections between them. Developing options and implementing a solution is a complex task. It involves working closely with our customers, Aurora and PowerNet, to determine what is required, when it is required, whether there are viable alternatives and how and where the transmission and distribution networks will operate. The physical location of the assets is directly relevant to planning and implementing solutions.

Feedback on Frankton Draft Masterplan

The draft Masterplan proposes the National Grid substation at Frankton would be moved approximately 1.5 kilometres to the east, beside the Shotover River/SH6 bridge. This is adjacent to, or over, the current wastewater treatment ponds. The proposal would include dismantling the National Grid transmission line back to that point and extending Aurora Energy's and PowerNet's local electricity distribution assets from the existing site to the new site.

Transpower routinely considers proposals to move its assets to accommodate development. Based on a desktop review of the proposed location, we consider it is highly unlikely to be suitable for a new substation, due to poor road access for moving large items such as transformers, flood risk from the Shotover River, and potential geotechnical issues arising from the river flood plain/delta with significant liquefaction and nearby landslide risks.

Establishing a new substation is technically complex and expensive. A high-level estimate is in the order of \$25-\$35 million even without complicated or bespoke design solutions to mitigate site specific risks. Due to the way Transpower is regulated by the Commerce Commission, and that the assets are for the use of Queenstown customers only, the cost of the relocation would most likely need to be fully funded by the organisation requesting the change, being Queenstown Lakes District Council. The extensive costs would ultimately be paid by ratepayers and electricity consumers. Given our understanding of the constraints presented by the preferred site, we question whether the proposal would be in the best interests of Queenstown Lakes affected ratepayers and electricity consumers.

The proposal also needs to be considered in the context of its knock-on effects for the local electricity network in Queenstown. Moving the Frankton substation would have a knock-on effect on the local electricity distribution networks. It would likely mean all of the 33kV distribution cables feeding from the existing Frankton substation would also need to be moved, creating further costs for local electricity consumers. Relocation of the substation could also result in a voltage drop within the distribution network that might not be easily mitigated without significant cost to the local distribution companies and, ultimately, electricity consumers.

We understand Council is planning to speak with Aurora and PowerNet in this regard. Both companies distribute electricity from Transpower's Frankton Substation. We support Council engaging with Aurora and PowerNet, because their views on the technical and financial implications of the proposal are important.

National Policy Statement on Electricity Transmission 2008 and the Queenstown Lakes District Plan

The National Policy Statement on Electricity Transmission requires council to include buffer corridors around the National Grid transmission line and this is in progress with the District Plan review. There are objectives, policies and rules in the Proposed District Plan (Stage 1) that introduce restrictions on land traversed by National Grid transmission lines. Any proposal to remove transmission lines might be of particular interest to affected landowners in this context. Through a broader optioneering process, Transpower would also like to have seen Council explore the extent to which urban development in Frankton would have been possible with the transmission lines in their current position. Transpower has previously worked constructively with

developers in the Queenstown Lakes District Council to develop greenfield subdivisions without compromising the National Grid.

Summary

Whilst Transpower understands the draft Masterplan is intended to be high level, moving the substation and associated transmission line is a significant proposal to include in public consultation. Prior to publication of the draft Masterplan for consultation, Transpower had not been consulted in any detailed way regarding the practicality or economics of the proposal. Transpower would have welcomed the opportunity to provide earlier feedback and work constructively with Council on draft Masterplan options. We look forward to engaging with Council further as the draft Masterplan evolves.

Please contact me on (09) 590 7072 or environment.policy@transpower.co.nz if you have any queries or should you require clarification of any matter.

Yours faithfully

TRANSPOWER NZ LTD



Rebecca Eng
Senior Environmental Planner

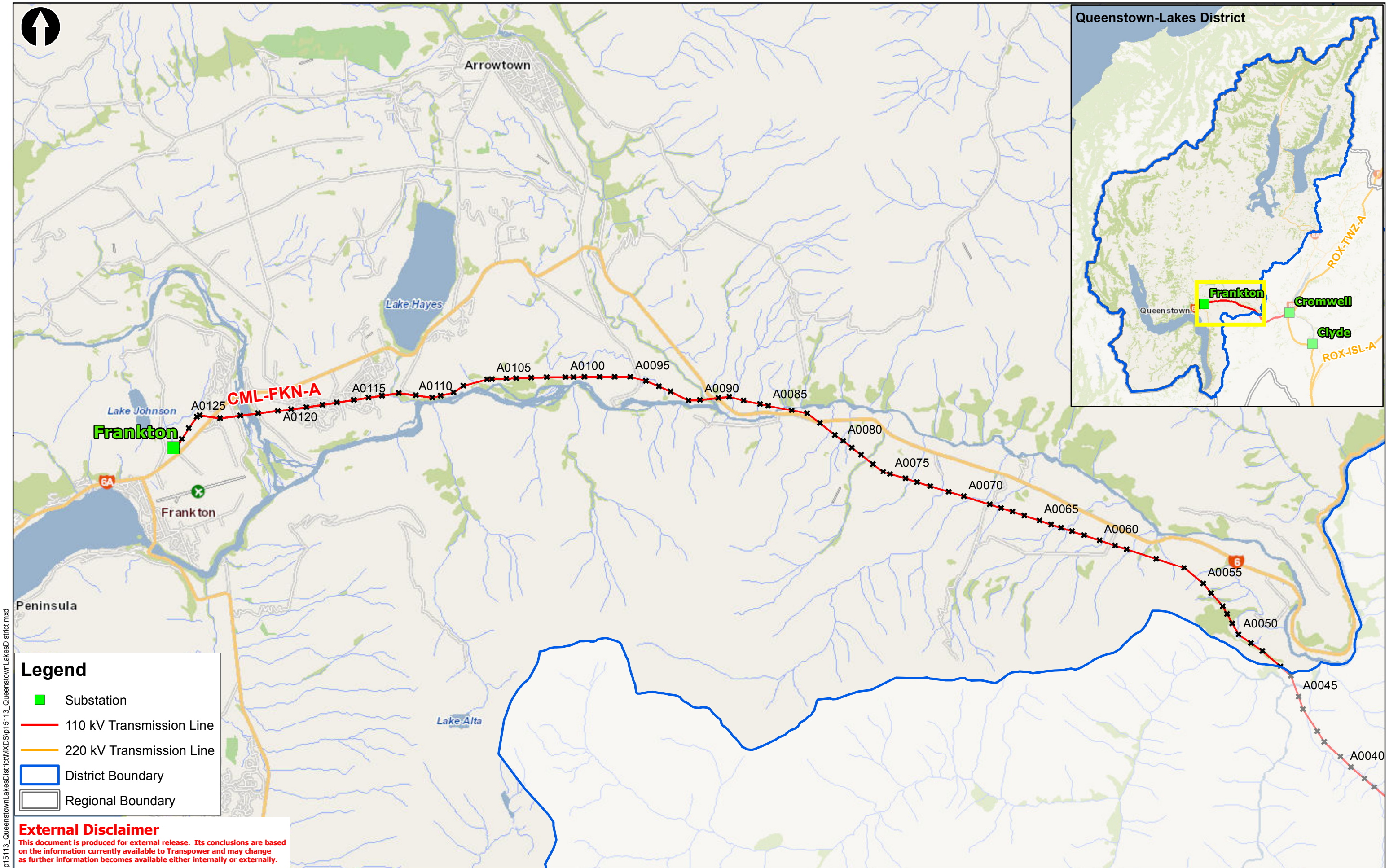
cc:

tim.eldridge@ghd.com

Tessa.Payze@qldc.govt.nz

Gabrielle.Tabron@qldc.govt.nz

APPENDIX A – NATIONAL GRID ASSETS IN THE QUEENSTOWN LAKES DISTRICT AND FRANKTON AREA



Legend

- Substation
- 110 kV Transmission Line
- 220 kV Transmission Line
- District Boundary
- Regional Boundary

External Disclaimer
This document is produced for external release. Its conclusions are based on the information currently available to Transpower and may change as further information becomes available either internally or externally.

Path: I:\Spatial\GIS\Projects\p15113_QueenstownLakes\District\MXDS\p15113_QueenstownLakes\District.mxd



LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSC)

SUBMISSION ON DRAFT FRANKTON MASTERPLAN

July 2019

The Lake Hayes Estate and Shotover Country Community Association (LHSC) appreciates the opportunity to submit on the draft Frankton Masterplan put forward by the Queenstown Lakes District Council. This submission is lodged on behalf of the Lake Hayes Estate and Shotover Country Community Association (LHSC). The LHSC has been established to represent the residents and ratepayers of Lake Hayes Estate and Shotover Country.

In order to prepare this submission on behalf of our community, the LHSC has sought feedback from the residents of our community. The Frankton Masterplan agenda item was discussed at the meeting of 22 July 2019 with each of the actions discussed and debated to inform this submission. The agenda for the meeting was advertised to anyone who attended a community meeting in the past and posted on the Community Association's Facebook page.

One piece of constructive feedback that many members expressed frustration with was that there is no scene setting document that shows how Frankton's role and functions fits into the wider Wakatipu and surround areas. This we heard at the meeting, is being developed in a District wide Spatial Plan. Much of the feedback in the submission is caveated on further information needed before full support is considered.

While we do not live in Frankton, our community accesses the many services within Frankton daily, whether it be recreation at the Events Centre, shopping, industrial and service activities, and community facilities such as the library. It is the main transport hub for the District, and the main link between our community and Queenstown or the South.

Our submission responds to the key actions and at the end discusses what is currently missing.

Description of Actions	Support/Reject - Feedback
1. Improving the arrival experiences into Queenstown via the airport, state highway and trail network, including the establishment of a new Airport-Wakatipu Lake Link and recognising wāhi tūpuna (ancestral landscapes) at the Shotover and Kawarau River crossings	Support - Reducing the severance effect, collocating multiple transport options, better waymarking, more transport alternatives for locals is welcomed. The bridge connecting Remarkables Park to Coneburn / Skifield could be needed to support a Frankton bypass sooner rather than later. Cultural historical connections and the integrating of this into new projects will offer a point of difference to traditional projects.
2. Upgrading State Highway 6 into a high amenity, 50 km/hr urban arterial, recognising the Ara Tawhito (Traditional Trail route) along Frankton Ladies Mile	Caveated Support – more detail needed regarding road cross section and what each lane will allow and cater for – i.e. PT & Passenger Transport Transit Lane?

Highway and improving intersections to reduce community severance and improve safety along active travel routes	Suggest that a second alternative route into Queenstown via Arthurs Point may reduce the pressure on SH6 if there is a reduction in traffic lanes to enable a high amenity, multi modal street environment.
3. Using a range of transport options to improve access for people of all ages and abilities. This includes completion of the wider active travel network and linking several local and district centres together through a high frequency, high capacity public transport operating on an orbital loop	<p>Support – roll out of PT needs to be fast tracked or locals will lose the impetus that has been created i.e. currently no direct services from LH & SC to Queenstown with the area having low ridership numbers. Must show that the PT is a more efficient, cost saving and environmentally sustainable option. Consider direct links to key services in Frankton, rather than the existing bus stop. For instance, direct link between LHSC to the Events centre and Remarkables Park.</p> <p>Support linking of local and district centres, but this needs to extend beyond Frankton recognising that many people accessing Frankton do not live within the masterplan area. Support safer, connected active travel network that brings the paths to where the people wish to visit. More detail and rationale needed to understand the orbital loop idea.</p>
4. Strengthening the relationship between high capacity public transport corridors and more intensive land use activities and built form, such as redeveloping the northern Glenda Drive industrial area for residential living	<p>Caveated Support – difficult to change Glenda Drive business land use when activity has been established for many years and the availability of business zoned land maybe needed in the future. More detail needed on the business land capacity and where future business activity will be located i.e. Coneburn. More intensive corridors offering more housing choice and removing the need for dual car households as PT is in easy walking distance & there are more live, work, play options.</p> <p>Note – assumption made that Ladies Mile will be developed for residential living but no detail at the Council presentation. We note that increasing residential development capacity within Frankton should reduce pressure to develop Ladies Mile, which is supported. Increased residential development within Frankton is preferable given better proximity and linkage to services, and therefore reduced pressure on transport connections.</p>
5. Integrating the airport terminal and other landside operations into the public transport network and surrounding compatible land uses, including	<p>Uncertain</p> <p>A better PT experience is needed for the airport for locals and visitors.</p>

investigating opportunities for the long-term relocation of Lakes District Hospital facilities outside the airport noise contours	The Lakes District Hospital development requires an independent business case to assess options and to determine long term future. A central hub for social services provision linked to other health related services is also needed.
6. Enhancing recreational and community facilities at Queenstown Event Centre, alongside a new transport interchange and Emergency Precinct (e.g. emergency services, civil defence and airport rescue) on the Frankton Golf Course site	<p>Support – QT needs more sportsfields for competitive & recreational sport and better standard of facilities i.e. squash courts. More cultural offerings at the Events Centre would be welcomed. New transport interchange in a central location is a positive move. However, car centric roading layout such as roundabouts and a lack of pedestrian & cycle connections currently impact on this proposal. Emergency precinct is a good idea and central location. The location of the hospital and services currently works well, so both would need to be thought about as a package.</p> <p>Enhancement of facilities at Events Centre should not however be at the cost of facilities in other areas (such as Lake Hayes Estate/Shotover Country). Given the population growth there needs to be enhancement of Events Centre in combination with community facilities outside Frankton.</p>
7. Providing more urban parks and greener streets, including creating more direct visual and physical links to Lake Wakatipu and enhanced waterfront parks and reserves with our very own 'Frankton Gardens'.	Support – needs to go further however with better public spaces needed in all the shopping areas. Concern that the green spaces are too small and dotted, some larger more functional spaces are needed, with green connections. If there is an increase in density, then the open space amenity needs to improve. Where is Frankton's Village Green?
8. Redeveloping Shotover Delta into a district-wide reserve for informal recreational activities, mahinga kai (food and resource harvesting areas) and potentially a relocated Frankton Golf Course	Support – the cost of fresh food is some of the highest in the country. An organic food harvesting area would be welcomed, if managed well which could supply fruit and vegetables to people in the community that need it most (distributed through organisations such as Baskets of Blessing and Happiness House). Relocated Frankton Golf Course is supported for value for money golfing available to the local community.
9. Shifting current rural infrastructure towards the edge of Frankton to reduce current constraints (e.g. buffers from highways and transmission line corridors) and	Support- providing that there is fair distribution of cost-benefit to the developer and ratepayer.

better accommodate future urban development	
10. Expressing cultural values, narratives and heritage of Frankton from the perspective of Ngāi Tahu, Chinese, mining and pastoral farming, including creation of the Arranmore / McBride Farm Heritage Precinct.	Support – The Wakatipu Reforestation Trust needs more support to achieve the amount of planting required in this proposal. McBride Farm is in an awkward location between the airport and 5 Mile carparks & industrial development. Careful thought on whether this is an appropriate site is still needed.

Things missing from the Masterplan

- Young and Older Peoples Spaces – not much in the plan for both groups apart from increased trails and Frankton Gardens/Shotover Delta opportunity.
- Cultural Facilities – limited discussion about the value of the arts and where facilities could be co-located or displayed. Is there an opportunity to have a natural amphitheatre for outdoor music / theatre by the Lake?
- Civic Spaces – a meeting place for the low-key community events (see Village Green comment)
- Frankton Campground – is this the highest and best use for this space? Could this be utilised for another use and the funds transferred to enable affordable and pensioner housing ventures?
- Affordable Housing – burning issue in the District but no indication on where this could be located, enabled or provided for.
- Access and enhancement of Lake Johnson as a natural and beautiful water space connecting to Tucker Beach
- Pensioner Housing – is low density satellite villages the future? Could there not be land identified on PT routes for more intensive pensioner housing that is reasonably priced and has health and other activities nearby.

Conclusion

The LHSC request:

- That QLDC keep involving and communicating with the community to progress the aspirations described in the draft Masterplan, including regular updates to this Association
- That further work to progress the District wide spatial plan is prioritised to assist decision-makers and the wider community to determine how to manage growth more effectively

Overall, and as stated in this submission, the LHSC is widely supportive of the draft Frankton Masterplan. The LHSC would encourage the team to keep the momentum going with transport business case development, integration of land use activities and social infrastructure improvements.

Kind regards

Lake Hayes Estate Shotover Country Community Association.



SUBMISSION ON FRANKTON MASTERPLAN 2048

TO: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of submitter: Shaping Our Future Inc

Contact: Anita Golden executive@shapingourfuture.org.nz or 021 2221231

This is a submission on the Draft Frankton Masterplan 2048

Shaping our Future commend the Wakatipu Way to Go team on their work to date on the Frankton Masterplan 2048 and is supportive of a move towards public and active transport, increased recreation land and expressing the cultural values of the area.

Shaping our Future acknowledges that the scope of the Draft Frankton Masterplan but would recommend that the area is also considered as a central hub for the wider district and as such connections, arterials and access to services, shopping and recreation are considered for the residents of the wider Wakatipu Basin and district.

The following suggestions are based on information gathered by Shaping our Future from their forum process and communications with our members. Information has been gathered from all our reports but the mainly relate to:

[Frankton Community Forum](#)
[Lake Hayes and Shotover Country Community Report](#)
[Queenstown Transport Report](#)

1. Improving the arrival experience into Queenstown

Shaping our Future supports linking the different parts of Frankton together and reducing community severance across the state highway.

Consideration also needs to be given to options closer to the Queenstown Events Centre / BP roundabout area to ensure safe access / crossing for those people using active transport to commute into Queenstown and from the local schools / lakefront recreation and residential areas.

2. Upgrading State Highway 6 into a high amenity urban arterial

Shaping our Future the state highway is the main route for visitors, residents, emergency services and freight into not only Frankton but also Queenstown and connecting to the Southern region.

Even with an efficient, convenient, affordable and reliable public transport system there will still be an increasing amount of traffic and freight as residential areas to the north increase, commuting from Wanaka and Cromwell and visitor numbers continue to grow.

In particular Lake Hayes / Shotover Country residents access Frankton and / or Queenstown for recreation, working and shopping. Congestion is currently an issue and is likely to continue

to be so while they need to travel for their needs. Consideration needs to be given to emergency service, public transport and freight routes, along with access for those that will still need to use a private vehicle. Under / overpasses may be a better option.

Visitors to the area may well use public transport while in the area but are still likely to use private vehicles / motorhomes to continue their journey for many years to come.

A second bridge over the Shotover River would allow for future active transport and future growth on what is a main road into Frankton, Queenstown and connect through to the southern regions.

3. Using a range of transport options for improve access

Shaping our Future supports an efficient, affordable, convenient public transport system for Frankton and the surrounding areas.

Consideration needs to be given to connecting the different parts of the network eg regional bus hub with local bus hub, rental car parking / access / active transport with public transport options.

Shaping our Future also support improvements to the active transport network, particularly the connection to the Wakatipu High School from Lake Hayes Estate / Shotover Country (potential expansion).

The active transport network needs to be connected, and where possible, away from main roads for safe passage for all ages.

4. Strengthening the relationship between high capacity public transport corridors and intensive land use activities.

Shaping our Future supports higher density, high quality housing within Frankton to provide affordable, alternative options for residents.

5. Integrating airport terminal and other landside operations – opportunities for Lakes District Hospital

Health services in the Queenstown Lakes is raised as of importance within all of our community reports. Any steps to improve the health offering for the region is supported.

6. Enhancing recreational and community facilities.

Shaping our Future supports enhanced recreational opportunities at the Queenstown Events Centre to provide for not only Frankton but also surrounding areas.

As golf is part of the recreational experience available to the community a new site would need to be found for the Frankton Golf Course.

7. Providing more urban parks and greener streets.

Shaping our Future supports this action point

8. Redeveloping Shotover Delta

Shaping our Future supports this action point whilst also noting that encouraging birdlife under a flight path may be a risk.

9. Shifting current rural infrastructure

Shaping our Future supports this action point

10. Expressing cultural values

Shaping our Future supports this action point



31 July 2019

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

To whom it may concern

RE: Frankton Draft Master Plan (2048)

Queenstown Airport Corporation (QAC) would like to thank 'Wakatipu Way to Go'¹ for the opportunity to comment on the Frankton Draft Master Plan (2048).

Queenstown Airport is located at the heart of Frankton. QAC is the owner and operator of the Airport and has significant landholdings within the wider Frankton area. It is in its capacity as an airport operator, landowner and neighbour that QAC provides this feedback on the Frankton Draft Master Plan 2048.

Queenstown Airport Corporation

Queenstown Airport is owned and operated by QAC, which is a network utility operator and requiring authority under the Resource Management Act 1991. QAC is also a lifeline utility under the Civil Defence Emergency Management Act 2002, and is considered an 'Airport Authority' under the Airport Authorities Act 1966 (AAA). It is required under the AAA to operate and manage its airports as commercial undertakings, including carrying out improvements where necessary. QAC also has an obligation as a Council Controlled Trading Organisation (CCTO) to support QLDC in providing good quality local infrastructure that is appropriate to meet current and anticipated future needs and circumstances.

QAC was incorporated in 1988 and since then has been responsible for the management and development of Queenstown Airport, striving to deliver an operationally safe and efficient airport with world-class facilities and an outstanding customer experience that reflects the best of the region.

QAC owns a total of 137 hectares of land within the area covered by the Frankton Draft Master Plan (2048). A significant portion of QAC's land holding is designated in the relevant District Plan for aerodrome purposes. QAC also holds designations to protect the take off and approach paths associated with the functioning of the runway at the airport. Providing for the safe and efficient operation of the airport is one of QAC's key responsibilities. With this responsibility comes an obligation to actively monitor proposed and existing land use activities within the area to ensure that the operational requirements of the airport remain suitably protected and provided for.

¹ a partnership between the Queenstown Lakes District Council, NZ Transport Agency and the Otago Regional Council

Queenstown Airport

Queenstown Airport is part of a national network of critical infrastructure assets which connect residents and visitors to the Southern Lakes region. QAC is responsible for managing these strategic assets on behalf of its two shareholders to ensure they are financially viable and sustainable, generate appropriate returns on assets, and contribute to the region's economic development and the wellbeing of its communities.

With a rich heritage dating from 1935, Queenstown Airport is today New Zealand's fourth busiest airport. The airport is a strategic national and regional asset which contributes to the vibrancy and prosperity of New Zealand's economy, its tourism sector and the regional communities served by the airport. It is as important as other critical infrastructure, including roading, telecommunications cables and piping for essential services. More than 60 businesses and 700 people work across the airport precinct providing a broad range of services.

The airport provides a domestic and international entry point to Queenstown, one of the world's premium visitor destinations, and direct access to the Southern Lakes region which is home to some of New Zealand's most iconic scenery and experiences. Between 35-45% of all arrivals to the region come by air, supporting the economy and the needs of local residents, businesses and visitors.

Residents and visitors, domestic and international alike, have access to daily air services to/from Auckland, Wellington and Christchurch, as well as direct trans-Tasman services to east coast Australia through the ports of Brisbane, Coolangatta, Sydney and Melbourne. Auckland and Sydney airports are the major international hub airports for long-haul travel.

Queenstown Airport is also a base for various general aviation activities, including flightseeing and other commercial operations, search and rescue, life flights and other emergency services. It is New Zealand's busiest helicopter port and a popular choice for private jet customers who reside in or visit the region.

Queenstown Airport Master Plan

QAC is conscious of the need to manage future airport growth in a manner that is consistent with its sustainability framework and that adheres to its guiding principles of sustainable, adaptable, affordable and memorable.

QAC's ongoing work with, and support of, the communities across the Southern Lakes region is underpinned by a mindfulness of its social licence to operate and a commitment to social, economic and environmental sustainability through the Company's sustainability framework which guides its thinking in this space. QAC is committed to being a good neighbour and working with others to align long-term planning initiatives, address destination infrastructure constraints and find solutions to local social issues.

As a public air transport infrastructure business, QAC will continue its long-term planning and appropriately invest in infrastructure to maintain the highest levels of safety, efficiency and customer service. QAC's long-term planning is also necessary to future proof the airport infrastructure.

As a responsible airport operator, QAC regularly updates its demand forecasts to ensure that it is adaptable to changes in its business environment and remains aligned to the growth forecasts underpinning QLDC's local and district-wide spatial planning processes, and does not seek to outpace the natural demand for air services to the region.

The long-term planning work began for Queenstown Airport in 2016 and has been progressing since that time, including community and stakeholder engagement on master plan options and consultation on proposed changes to noise boundaries over the past 18 months.

QAC is planning for a gradual development at the airport to meet forecast natural demand from both residents and visitors. The master planning approach for Queenstown Airport is focused on expanding the current terminal infrastructure, rather than building a wholly new terminal, and it will continue to support domestic and trans-Tasman services using turbo-prop and narrow-body jet aircraft. QAC is currently part way through this significant phase of master planning for Queenstown Airport, and expects that this work will be completed by early 2020.

Frankton Draft Master Plan 2048

QAC is supportive of the work done by Wakatipu Way to Go in formulating this draft master plan for Frankton. Close and constructive engagement with a broad range of stakeholders is essential to this process. QAC has been an active partner in the discussions to date and welcomes the opportunity to continue to contribute and collaborate further with Wakatipu Way to Go and other key stakeholders as the master plan evolves, and to align the District's and QAC's long-term planning initiatives.

Connecting people through its infrastructure and helping to sustain the Southern Lakes region is at the heart of QAC's business. As such, and at a conceptual level, QAC supports the draft master plan, including the high-level goals and outcomes it articulates and advances for Frankton. Queenstown Airport has long been a part of Frankton. QAC welcomes the recognition of this place as providing an important first impression for visitors to the area and as a transportation hub, while providing for a coexistent, thriving and vibrant residential and commercial environment.

It does however, need to be recognised that the functional and operational requirements of the Airport influence and will have a bearing on the outcomes that can be delivered by the master plan. For example, it is preferable to avoid activities sensitive to aircraft noise within close proximity to the airport. At a general level, the Frankton master plan has achieved this outcome. There are however, a number of other matters that QAC would welcome the opportunity to work through with Wakatipu Way to Go to ensure that the wider outcomes prescribed by the master plan are compatible with the Airport's operational and functional requirements both as it exists today, and how it may evolve to meet the travel demands of the districts' community into the future.

Activities on the Lower Shotover Delta

The master plan identifies a number of potential new activities on the Lower Shotover Delta. The following are of particular interest to QAC:

- the resource recovery centre²
- the proposed light industrial and utilities areas³
- the Mahika Kai wetland area⁴
- the proposed golf course⁵

² Shown as number 9 on the master plan.

³ Shown as number 10 on the master plan.

⁴ Shown as number 11 on the master plan.

⁵ Shown as number 12 on the master plan.

The Queenstown Airport take off and approach path is located immediately above the Lower Shotover Delta. It is therefore imperative that the future use and development of this area is compatible with aircraft operations, particularly those in the final stages of descent (i.e. immediately before landing) or early stages of take-off.

QAC acknowledges that there are a number of potential opportunities to better utilise the Lower Shotover Delta for public access and recreation opportunities, environmental enhancements (such as wetland restoration) and light industrial uses. In doing so however, Wakatipu Way to Go needs to remain cognisant of the operational requirements of the airport and the need to avoid activities that may pose a safety risk to both aircraft and their passengers or people utilising the Lower Shotover Delta. Examples include:

- Activities that result in foreign objects and debris entering the flight paths (i.e. rubbish or golf balls);
- Activities which attract birdlife within the flight paths as this may increase the risk of bird strike; and
- Activities which encourage the congregation of large numbers of people for formal recreation purposes;

QAC would welcome the opportunity to work with the partners to further refine how these activities can be managed and located to ensure that they are mutually beneficial and result in a comprehensive and integrated approach to public recreation activities on the Delta.

Arranmore / McBride Farm Heritage Precinct

The majority of the Arranmore / McBride Farm Heritage Precinct⁶ is located within QAC's landholdings and is subject to the Airport Purposes Designation in the District Plan.

As part of the master planning process for Queenstown Airport, QAC is considering the long-term management options for this site. This includes potential opportunities for improved public access and enjoyment of the heritage assets located there. The proposed "precinct" therefore aligns with QAC's own preliminary thinking for this site, and QAC welcomes the opportunity to work collaboratively with Wakatipu Way to Go in progressing this aspect of the master plan. In making this comment, it is recognised that the operational requirements of the Airport may necessitate some specific controls on this area, and as landowner QAC considers its input to this aspect of the master plan to be of critical importance.

Emergency Precinct

The Frankton Draft Master Plan identifies a new emergency services precinct over the existing Frankton Golf Course. QAC is currently working closely with emergency service providers to identify a potential location for combined emergency services and a civil defence precinct on Frankton Flats. The operational requirements of the various emergency services (or more specifically, the maximum response times defined for each) will ultimately guide where this precinct is located within the wider Frankton Flats area.

⁶ Shown as number 6 of the master plan.

While QAC will continue to work with these stakeholders to identify the most mutually suitable location, it may or may not result in the location shown in the master plan being suited to such facilities. As such, QAC considers that the aspirational nature of the master plan should be more accurately reflected in its content, thus ensuring that community expectations can be best managed within this uncertain environment.

Public Transport Linkages

The Frankton Draft Master Plan shows various improved public transportation linkages throughout Frankton.

QAC is an active member of the Regional Transport Governance Group and is working closely with Queenstown Lakes District Council, Otago Regional Council and the NZ Transport Agency on short, medium and long-term solutions to improve land transport connectivity. In QAC's view, the proposed multi-modal transportation solutions shown in the master plan complement the work being undertaken by the Regional Transport Governance Group and is supported in principle by QAC. This includes the development of airport/lake link bridge⁷, a regional coach hub⁸, and gondola connections to and from the airport.

Early engagement with QAC will be essential during the implementation phase of these initiatives to ensure that they do not compromise aircraft operations and vehicle circulation patterns within the airport site. Most notably, the proposed location of a private gondola line and base station over its south western landholdings has the potential to adversely affect aircraft circulation and ground based operations on site. A poorly planned execution of the Frankton master plan could thus result in a restriction of the type, size and nature of aircraft operations that Queenstown Airport can accommodate and would have a commensurate effect on the QAC's ability to meet its operational and safety responsibilities.

Noise Sensitive Activities

The master plan foreshadows the future relocation of the Lakes District Hospital. QAC supports the long-term initiative to relocate this hospital outside of the Queenstown Airport aircraft noise contours.

QAC is also supportive, in principle, of community hubs that support the ongoing social and cultural wellbeing of the community. It is noted however, that some community activities are sensitive to the effects of aircraft noise and therefore, may not be appropriate in all locations within Frankton due to the current and future enabled level of aircraft noise in various locations within Frankton.

Urban Parks

QAC owns a large area of vacant land to the north of Queenstown airport. Two "Urban Parks" have been identified on this land within the master plan.

QAC's northern landholdings are currently part of the Frankton Flats B zone and more specifically, are part of Activity Areas D and E1. It is generally anticipated that these areas will be used for industrial and/or service type activities.

⁷ Shown as number 20 on the master plan.

⁸ Shown as number 17 on the master plan.

It is not entirely clear what is foreshadowed by the “urban park” overlay. While QAC will endeavour to include landscaping & small scale green spaces for the users of future developments within QAC’s land holdings in these areas, in QAC’s view the provision of “urban parks” are better placed within the mixed use and residential areas of Frankton where a higher level of amenity is anticipated and where they are better able to provide for the needs of residents.

Summary

In summary, QAC commends Wakatipu Way to Go and its partners for the collaborative way it has approached the development of the Frankton Draft Master Plan 2048.

At a conceptual level, QAC supports the draft master plan, including the high-level goals and outcomes it articulates and advances for Frankton. From a practical perspective, QAC would welcome the opportunity to continue its involvement in the Frankton master plan process to ensure that it integrates with the Airport’s operational and functional requirements both as these exist today, and how they may evolve into the future.

QAC looks forward to working closely with Wakatipu Way to Go to ensure that Frankton remains a thriving and vibrant community and an attractive, connected and efficient gateway to the Queenstown Lakes District.

Regards,

A handwritten signature in black ink, appearing to read 'R Tregidga', written in a cursive style.

Rachel Tregidga
General Manager Property & Planning

cc: *Kirsty O’Sullivan - Mitchell Daysh Limited*

SUBMISSION TO QLDC ON THE FRANKTON MASTERPLAN

Date: 26 July 2019

Submitter: Di Williams: Kelvin Peninsula Resident & Frankton Commercial Property Owner.

While I am supportive of many aspects of the Draft Frankton Masterplan (the Plan), the treatment given to the Frankton-Ladies Mile Highway corridor fundamentally deteriorates the area and does not appear to reflect the vision of the Queenstown community. **Therefore, I must oppose the Plan in its present format.**

- The formulation of a Frankton Masterplan is a positive for Queenstown, however, first & foremost the planning should be focused on Queenstown residents and their wishes for their town.
 - **The Plan should acknowledge the opportunity available for a truly integrated Frankton should the airport relocate.** The residents are being asked to be visionary regarding traffic but there is no vision being demonstrated with regards the airport location. Clearly the location of the airport destroys any chance of having a properly integrated Frankton due to it sitting exactly where a 'main street' would logically be located. The Establishment Report was drafted prior to community feedback on QAC's expansion plans and to community suggestions that the airport should relocate so in this respect its guidance is of limited value. While the matter is in limbo, the Plan should acknowledge the potential opportunity should the airport relocate.
 - **The feedback from community consultation was not that the main arterials, being State Highway 6 & 6A, should be 'closed in' and traffic slowed down.** Rather the community wanted efficient roading networks on which to move around easily. Slowing down traffic on Frankton-Ladies Mile Highway will add even further time to our journeys as traffic increases. The consultants have even mentioned lights along that stretch of road, but Queenstown communities have historically been opposed to traffic lights so this should be reflected in the Plan.
 - **The treatment of the Frankton-Ladies Mile Highway in the Draft Plan disregards the fact that the majority of people are travelling beyond Frankton (whether it be from Lake Hayes Estate into town & home again; or through-traffic from Invercargill to Wanaka) and will continue to do so, despite additional housing being constructed in Frankton.** Through-traffic aside, the majority of Queenstown residents will live beyond Frankton in two main directions across the Kawarau & Shotover Bridges and the State Highways are necessary to deliver them to their destinations, be it on public transport or in private vehicles. Traffic needs to be kept moving along such arterials, not slowed down which serves only to increase congestion. In the event that water and gondola travel lighten the load on the Highway, the remaining traffic should still be able to move around efficiently.
 - **Frankton already has a bypass (a situation so desperately being sought in the CBD) but this draft Plan makes Frankton's bypass ineffective as such! Why would we want to do that?**
 - **In order to address the access of non-vehicular traffic & pedestrians across Frankton-Ladies Mile Highway, the planned overbridge to the lake front should be repeated along Frankton-Ladies Mile Highway.** Alternatively, a wide, bright underpass would suffice as a next best option.
 - **The Plan should deliver on what the community requested in consultations, being open spaces and green areas. Instead of the areas adjacent to the roading corridor and set-backs being closed in with more retail buildings (refer the Draft Plan's new red areas along Frankton-Ladies Mile Highway) keep the roading corridor open, make it safer for all users and fill the shopping centre setbacks with bunds, trees & bushes that fully screen the shopping centres so that residents & visitors alike can enjoy their transit time with aesthetically pleasing views. A goal easily achievable within months! Why does this corridor have to be ugly?**
 - A lot of our money has been spent on this planning process and the consultants advise that there is extensive planning (and no doubt cost!) yet to occur. Community feedback & submissions must not be a 'tick the box' exercise – QLDC must insist that valid community input be reflected in the Plan.
-

SUBMISSION TO THE FRANKTON MASTERPLAN 2048

Submitter: Lindsay John Williams

26 July 2019

My name is Lindsay John Williams. I reside in the Wakatipu, but not in Frankton, and I own commercial property in Frankton. I have been a ratepayer, through various entities, in the Queenstown Lakes District since 1995. I am privileged to be deputy chair of the Queenstown Trails Trust, and while I state that to demonstrate my passion for and connection to active travel and the trail network and its importance in Frankton, this is my personal submission and may not necessarily reflect the views of the Queenstown Trails Trust.

Frankton is not just a destination, nor a brand. It is first and foremost a community. From river to river, lake to mountain, we are blessed with many civic-minded individuals, with passion and vision – local people who fought, and are fighting, to ensure that Queenstown didn't become another homogenous place filled with big city symbols, high rise buildings, unrecognisable as to its own identity and tīmatanga (beginnings). Listen to these good people, adopt their submissions, they are our taonga.

I believe good planning should achieve convenience and lifestyle for local people foremost. What is good and enjoyable for our visitors will follow what is good and enjoyable for our local people. Visitors travel to a place that has been made by locals for locals, that is the appeal. I caution against planning that is focused first on visitors, for that can only be contrived and is a pathway leading to loss of tuakiri rohe (local identity).

This plan is isolated from the wider community plans being developed and accepts the long-term presence of the airport dominating Frankton. These two factors make it very difficult to effectively develop a Frankton Masterplan. Many in the community are actively thinking about whether a long term plan for the airport is relocation. Questions are being asked as to whether it is feasible it remain in Frankton for another 30 years. There should be a referendum on that question.

Rename it the Frankton Masterplan 2050, after all it will likely only be adopted either close to or in 2020. Let's not start with a 2 year old vision. Its already mid 2019 and public submissions are being made now.

These are my specific opinions:

1. The Wakatipu lake link across SH 6. My criticism is that;
 - a. The link should not be an airport focused but rather focused on connecting the wider Frankton community to the Frankton lakefront.
 - b. There should be several such links across SH6 and one link is not true connectivity sufficient for a 30 year vision.
2. Frankton Gardens and the Quayside waterfront and jetty precinct are excellent ideas.
3. Humphrey St extension is a good idea provided it incorporates separate active travel routes with priority crossings.
4. Shotover Delta recreational opportunities.
 - a. I do not agree with relocating the Frankton 9 hole golf course into that area. I believe there are sufficient golf courses both established and planned to cater for that activity and its growth that it would take up a disproportionate area.

5. I do not support Frankton Ladies Mile SH6 corridor between the Shotover River and Frankton Rd as currently proposed.
 - a. I support rapid mass transport and active travel routes along the Frankton Ladies Mile SH6 corridor and around Frankton in a circular route.
 - b. I strongly oppose this becoming a 50km/hr urban arterial in the form proposed. This will impeded commercial, trade and business travel through this key hub area. It will unnecessarily increase freight, trade and business costs.
 - c. I strongly oppose building development alongside the corridor, I believe the building line should remain where it is including the nominal 50m set back. This corridor has open space fought for over many decades including through the Environment Court. That open space and views afforded must be preserved and any development along the north side should also be set back 50m. I fully agree with placing active travel and rapid mass transport within the open space area adjoining SH6.
 - d. We have seen the effects of main street development in central Queenstown where traffic is gridlocked and public transport cannot run efficiently as a result. There is now much effort being made to create a bypass in central Queenstown, at enormous cost. The proposed 'main street' corridor along the Frankton Ladies Mile corridor will eventually lead to the same faulty logic result in Frankton, but with no opportunity for a bypass. Simply don't do it!
 - e. I believe the existing roading arrangement should remain and be strengthened, whereby there are strong roundabout intersections enabling movement on/off the SH6 and into adjoining Frankton Flats and shopping centres. The 'main street' effect is best presented within the Frankton Flats and there are good examples already of that already occurring.
 - f. There should be active travel overbridges at several points to connect both sides of the corridor as future development progresses.
 - g. I strongly object to it being rather strangely referred to as the Five Mile Corridor and it is disrespectful to do so. It already has an historical name. Five Mile is the commercial marketing name of one shopping centre that occupies a minority frontage to the Frankton Ladies Mile highway. Road naming is a separate process which should not be arbitrarily corrupted by this plan and its authors. Why not Henry Liquor Corridor, NPD Corridor, Queenstown Central Corridor, or Placemakers Corridor? The Corridor already has a name and if the community ever agrees to a new name we should look to our beginnings to find an appropriate one whilst following due process.
6. Exclusion of second bridges across the Shotover and Kawarau rivers.
 - h. There should be a second bridge across both the Shotover and Kawarau rivers in this 30 year vision. Irrespective of what the NZ Transport Agency (NZTA) advises, this is our plan and its not up to NZTA to dictate to us. It is for us to tell NZTA and government what we want and let them work out what they can do over the next 30 years. We waited far too long for the new Kawarau bridge and if we don't signal these two additional bridges in a 30 year plan then we will always be behind the curve.
7. Industrial land loss.
 - i. The proposal to replace industrial zoning to the northeast corner of the Frankton Flats, in the area overlooking the sewage treatment ponds, is ludicrous. I don't accept that a good home is a shoebox with a view of the treatment ponds and main arterial road. We can do better than that. This is clearly being driven by NZTA ideology being that NZTA does not currently

intend to build a second bridge across the Shotover and would rather see our people cooped up in tiny apartments beside roads and sewer ponds. If a second bridge were built, coupled with rapid mass transport and active travel routes, we could accommodate our people in better quality surroundings along Ladies Mile as well as between the Kawarau and Hanley Farm. We could also retain our open space along the Frankton Ladies Mile corridor that is under threat from this draft plan.

- j. We presently have insufficient affordable industrial land, especially with a number of resource consent decisions permitting retail uses in industrial zones in Shotover Park. There should continue to be opportunities for trade and commerce in the Frankton Flats and reduction in industrially zoned land, which is in scare supply, should not occur.

Thank you for the opportunity to submit my views on the Frankton Masterplan.

Submission - Frankton Master Plan

No Silk Purse from a Hog's Ear

1. The Boffa Miskell Frankton Master Plan highlights the original failure in this plan, in that it is predicated on the Queenstown Airport remaining the central feature of Frankton. This one constraint manifests into its multiple failures, including:
 - 1.1. A constricted arterial route that will massively and negatively impact transport within the whole basin forever.
 - 1.2. Allocation of residential development into the coldest area on the flats and forcing further disconnected residential development throughout the basin.
 - 1.3. Creating the least “livable” environment possible, in direct contrast to the aspirations expressed by residents in the various forums used to inform this planning process.
 - 1.4. Absence of any community heart or centre.
 - 1.5. Elevating the cost per resident for all community infrastructure funded through rates by forcing additional residential development throughout the basin, where it could otherwise be concentrated into Frankton Flats.
2. The illogical location of the airport and resulting negative constraints forced into this Frankton Master Plan as a result of the airport location becomes clearly apparent when compared with Wanaka. The image below shows the airport landholding (including lot 6) superimposed onto Wanaka.



- 2.1. Much in the geography and scale is similar.
- 2.2. It is without question that to place a rapidly growing international airport like this into the heart of Wanaka would be one of the dumbest things that we could do. We venture it would be impossible to find any urban planners in New Zealand or the world who would recommend this as a positive development for Wanaka. It would clearly destroy much of what is good about Wanaka and massively constrain the potential growth of the township. It would inhibit the livability and quality of life that might otherwise be possible, not just for the central Wanaka shown, but for the whole of the surrounding district that would lose the potential for a healthy township.
- 2.3. Yet this is precisely what this 30 year vision for Frankton Flats is proposing. The dysfunctional outcomes evident in the Master Plan are directly attributable to the continued location of the airport in the centre.
- 2.4. In Wanaka, at least there would be an opportunity to create from scratch a new urban centre somewhere else in the surrounding district. But in the Wakatipu, there is no where else.
- 2.5. With a 30 year horizon, and with QLDC both the district regulating authority and majority owner of the airport, surely we could expect that our “vision” for the future must at least consider the possibility and potential for the airport to be moved, and what could then be planned for Frankton.
3. The constricted arterial route of Five Mile is a glaring failure.
 - 3.1. Every town in the country redesigns its CBD area to divert traffic around it. Dunedin, Timaru, Ashburton, Blenheim, Nelson, even Hokitika and Tekapo to name a few.
 - 3.2. For the past thirty years we have heard repeated proposals from QLDC on how we might divert traffic around Shotover Street in town. The latest of these even suggests the destruction of Queenstown Memorial Centre, one of the few community cultural facilities within our district, as an inevitable price to pay for the needed bypass route.
 - 3.3. In stark contrast, this Frankton Master Plan proposes the exact opposite. It suggests we take Five Mile, the busiest arterial route in the district with its hard fought setbacks giving buffer zones from urban development and so protecting views and providing room for alternative transport options such as cycle paths or bus lanes, and build it into the primary urban retail, commercial and high density residential zone for the district.
 - 3.4. Already morning commuter traffic backs up to Lake Hayes in its slow crawl into Frankton. Place the constriction equivalent of Shotover Street into Five Mile, and the district is uselessly log jammed.

- 3.5. Any assertion that public transport and alternative vehicle options will be sufficient to counter this congestion is fanciful. At the very least, this assumption locks in a massive risk factor into this design.
 - 3.6. This crazy plan to create the most intense retail, commercial, and residential zone directly onto the main arterial route is an inevitable consequence of retaining the airport in the middle of Frankton Flats and the need to be located outside the current Airport Noise Boundary.
 - 3.7. Surely that should give people with vision, or those tasked with creating the vision, cause for pause. It's not good enough to be told by those responsible for this planning process that their prescribed focus was only on Frankton and that the next 30 year plan must retain the airport.
4. Where will the people go? This Master Plan does provide for some additional residential capacity on the Frankton Flats beyond what is already zoned, but not nearly enough.
- 4.1. Some of the proposed new residential zone, such as the Glenda Drive area, falls within already developed light industrial zones, so it's not clear that they will in fact transfer to high intensity residential use.
 - 4.2. The only new residential area planned is that to the north of Ladies Mile. The nature of its location and proximity to the urban corridor limits the range and type of residential development that would be built there.
 - 4.3. This will be grossly insufficient to cater for the population growth for the district. With projected housing demand in the Wakatipu basin of 17,000 residential units over the next 30 years, there is clearly insufficient supply or variety available within this Frankton Master Plan to cater for it.
 - 4.4. The consequences will be the continued ongoing subdevelopment of the Wakatipu Basin and its outlining areas.
 - 4.5. The following map shows the existing residential areas within the basin. It highlights 32 separate residential developments, the suburbs of Queenstown.
 - 4.6. None of these have the commercial, cultural, recreational, or educational mix needed for a cohesive community. Each of their designs, with the exception perhaps of Jacks Point, precludes them ever having such internal cohesion.



- 4.7. The Queenstown Airport's domination of Frankton Flats has forced all residential development to spread throughout the Wakatipu Basin and to ever more distant options such as Kingston, Gibbston Valley and Cromwell. Special housing areas and suburbs are sprouting all over.
- 4.8. The Frankton Master Plan would entrench this well into our future.
- 4.9. This fractured dispersed residential development forces everyone living in these areas into cars and onto roads to get to school, work, shopping, sport or recreation.
- 4.10. It also stretches our infrastructure of sewerage, stormwater, electricity and telecommunications into a thin web across the whole district. This drains scarce community resources, increasing rates, and undermines any centralisation or consolidation of expensive capital equipment. It increases both the latticework spread and volume capacity required for all sewerage, water and other infrastructure networks.
- 4.11. The spread population both increases the resource impact per house in terms of land needed, cars required, roads built, and time wasted in travel, while at the same time reducing the viability of public transport, recycling, and the viability of community, sport and cultural centers.
- 4.12. The patchwork of housing developments throughout the Wakatipu erodes the landscape, environment and liveability for all. The outcome is distributed, isolated suburbs, expensive and energy dependent, as evidenced by the now necessary billion dollar transport strategy promoted by our current council.
- 4.13. This proposed Frankton Master Plan would ensure that this undesirable outcome would continue indefinitely by design. At the very time when we seek vision, a chance to better plan our resource use, our environment and our

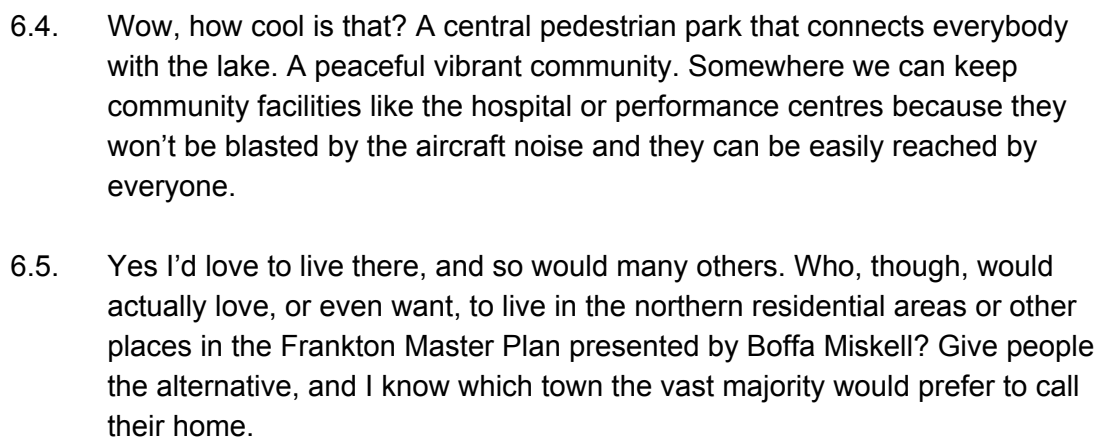
potential lifestyles, we are thwarted by a blind determined refusal to even consider the impact of retaining the airport within Frankton Flats or the potential to relocate it.

- 4.14. Somewhere in this process, someone must summon the courage, even if it is beyond the scope of their responsibility within this prescribed process, to open the scope of this planning process to include the possibility of relocating the airport.
- 4.15. The need and reasoning for more high density residential development within Frankton Flats are compelling.
- 4.16. Without this our district becomes a spread patchwork of special housing areas and suburbs, with none having the commercial, cultural, recreational, or educational mix needed for a cohesive community. The unique character of our district would devolve into an american style development that requires car centric transport into shopping malls clustered about the noisy industrial airport zone.
- 4.17. Contrast this with a european style alpine village or even Whistler in Canada, where people are in the center of the community.
- 4.18. The easy proximity to everything would make walking the preferred mode of transport. Children walk or cycle safely to schools that are close, to sports just down the road and to their friends who live nearby. Parents could walk to the supermarkets, stroll to the cafes or to their work. The cultural center shows and restaurants wouldn't need car trips and associated parking.
- 4.19. A vibrant, peaceful and livable community that becomes the living, sporting and cultural heart of our district. As a flat, sunny, substantial and central site, it is our cheapest place to build.
- 4.20. It is the most efficient place to locate the sewerage and other infrastructure, with the intensity making it the lowest cost per dwelling of any alternative and using the least construction or operating resources. It would substantially reduce dependency on vehicles and increase the viability of public transport, as well as increasing the use of active options such as cycling, scooters and walking.
- 4.21. An incomplete list of the many advantages of creating a high density residential zone in the heart of our district includes:
 - 4.21.1. The airport land is flat, inexpensive to develop for housing and close to services such as stormwater and sewage. The land can be developed to a comprehensive plan.
 - 4.21.2. Housing density will enable much of the housing to be affordable.

- 4.21.3. The housing would be within walkable distance to schools, shops, health facilities, recreational and community facilities, businesses and workplaces.
 - 4.21.4. The new housing together with all these facilities will form a nucleus for Queenstown.
 - 4.21.5. There is space for parks within the housing areas.
 - 4.21.6. The community will have easy access to the lake, rivers and existing green spaces.
 - 4.21.7. The community can be designed with internal transport routes that avoid the need to use the main highways.
 - 4.21.8. There is space to build or add to health, schools and community facilities.
 - 4.21.9. The concentration of population makes community facilities more useful and economic.
 - 4.21.10. There is space for a large transport hub. The addition of 20,000 more people in this area will make alternative transport options, such as a gondola, more economic.
 - 4.21.11. Frankton would become all that is envisaged in Shaping Our Future, a peaceful, connected community with access to all facilities, recreation and a beautiful outdoor environment.
5. We love to live here. But this Frankton Master Plan would systemically diminish the values we care about and which drive this love.
- 5.1. At the Shaping Our Futures forum in September 2018, which contributed to the process of developing this Frankton Master Plan, participants were asked what characterises our people and what were their aspirations for the community.
 - 5.2. Answers for the first included peaceful, welcoming, vibrant, passionate and community centred.

- 5.7. In contrast, the relocation of the airport and the intensification of Frankton Flats could provide an additional 10,000 dwellings for 22,500 residents.
 - 5.8. This would make it, as previously noted, a connected, livable, peaceful community. Within a one kilometer radius, residents would have a complete range of excellent facilities, from schools and hospital to sports and commerce.
 - 5.9. A vibrant, peaceful and livable community that becomes the living, sporting and cultural heart of our district.
 - 5.10. Instead, this “vision” presents a cold hub along the lines of Gorge Road. Somewhere to drive to and drive from. Functional, but unwelcoming. With increased traffic and loud aircraft noise growing to dominate one of every four minutes during extended peak hours in the busy midday and early afternoon period, this will increasingly become a hostile and industrial urban pressure zone.
 - 5.11. We have heard some refer to Queenstown Airport as the 'heart' of our community. When we live in this stunningly beautiful district with its vibrant and passionate people, it saddens us to hear that the industrial zone of Queenstown Airport is or should be our community heart.
 - 5.12. We think a real heart for our community, with people and place at its core, is something worth striving for.
 - 5.13. But for this, someone in this planning process, hopefully you, would need to broaden the scope of this discussion beyond the requirement to leave the airport where it is and plan around it.
6. What might be? This Frankton Master Plan is blind to the amazing opportunity that Frankton Flats offers our region because the scope has refused to allow consideration of Frankton without the airport. As key players in this process, we urge you to ensure that you know what you are missing, and what is being denied our community by pig headed restrictions.
 - 6.1. After engaging in the Shaping Our Futures workshop of September 2018, architect and urban designers David Jerram and Gillian Macleod wanted to show an alternative vision - one that would create a thriving and fantastically liveable village that could become the heart of our district.
 - 6.2. Instead of a patchwork of special housing areas and suburbs sprouting everywhere across the Wakatipu, none having the commercial, recreational, or educational mix needed for a cohesive community, they proposed an alpine village centered in Frankton.
 - 6.3. The image below shows their developed vision. It's not a final answer, as if the proposal to develop Frankton were adopted then a substantial consultation and urban design process would be needed, but it does give you

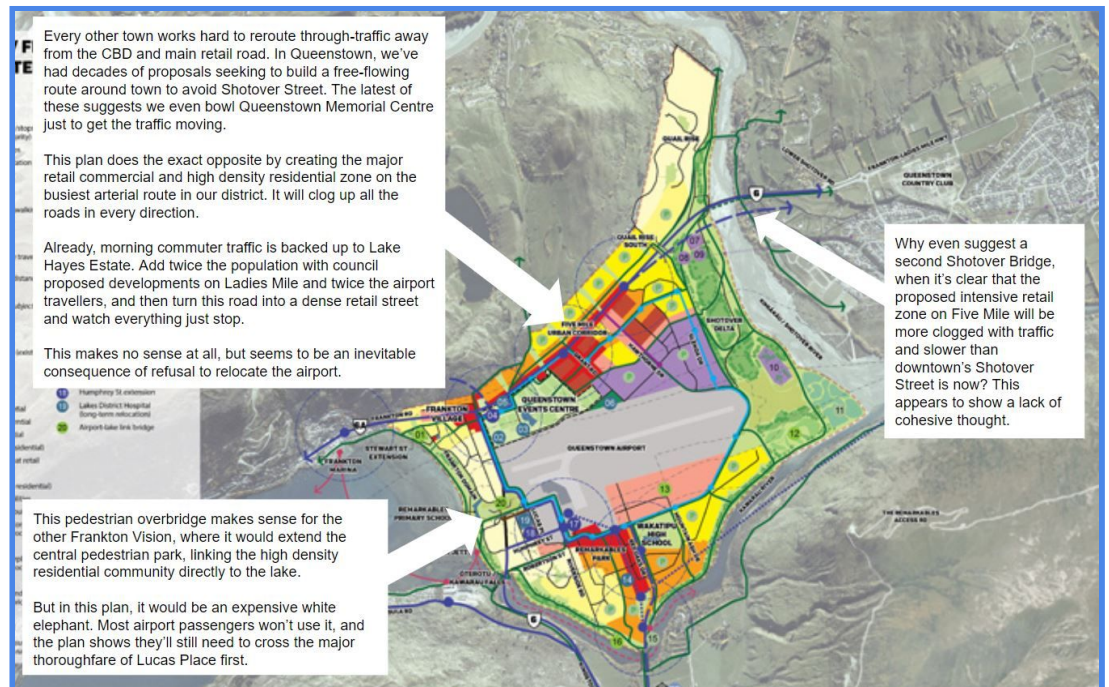
VISION - Frankton without the airport?



6.6. Compare this:



6.7. With this:



7. But would it be viable to move the airport?

- 7.1. We have extensively researched and investigated this very thing. What we found is surprising.
- 7.2. Our investigation indicates that relocating the airport would have significant positive effects across almost all sectors. It would not just be better for Frankton, but also for the whole Wakatipu, Wanaka, and the region. Better for the community, tourism, local transport, the environment, and global climate change. Better financially for housing affordability, for ratepayers, for the airlines, and for Queenstown Airport Corporation.
- 7.3. Financially it would be the most sensible thing to do by a long stretch. This research and findings have been published and are publically available online at www.flightplan2050.co.nz. We encourage you to check this.

8. Conclusion

- 8.1. Insist, before this Frankton Master Plan is adopted, on broadening the scope to the planning task to include:
 - 8.1.1. A study into the potential to relocate Queenstown Airport
 - 8.1.2. Completion of the yet to be done comprehensive district-wide spatial plan.
 - 8.1.3. Full preparation of an alternative Frankton Master Plan based on the Queenstown Airport having been removed - though retaining capacity for a vertical landing and take off area.

Thank you for your consideration.



John Hilhorst and Catherine Gilmour
19 Willow Place, Queenstown 9300

SUBMISSION ON: **FRANKTON MASTERPLAN**

To: **Queenstown Lakes District Council**
Private Bag 50072
Queenstown 9348

Details of Submitter: **The Southern District Health Board**

Address for Service: **Public Health South**
Southern District Health Board
PO Box 2180
QUEENSTOWN 9349

Contact Person: **Emily Nelson**
(03) 450-9159
Emily.nelson@southerndhb.govt.nz

Our Reference: **19Jul02**

Date: **18/07/2019**

Introduction

Southern District Health Board (Southern DHB) presents this submission through its public health service, Public Health South. Southern DHB delivers health services to a population of 335,900 and has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. Additionally there is a responsibility to promote the reduction of adverse social and environmental effects on the health of people and communities.

This submission provides feedback on the Queenstown Lakes District Council (QLDC) Frankton Masterplan.

General Comments

Public Health South (PHS) supports the masterplan process undertaken by QLDC. Multiagency engagement has led to the development of a plan with many stakeholder perspectives considered. The Southern DHB has participated in the Frankton Masterplan workshops.

Planning for growth and development in QLDC must include a health perspective as a way of addressing some of the environmental risk factors that contribute to poor health outcomes, as well as planning for health care services. Urban development must not be undertaken in isolation or at the expense of the health and wellbeing of the population. Planning for sustainable long-term growth must keep the wellbeing of the population at the centre of decision-making.

Urban environments can influence the health, sustainability and wellbeing of individuals and communities. A comprehensive approach to healthy urban planning should address all the health determinants relating to the physical environment and should reflect the core principles of the WHO *Health for All* strategy such as

community participation, intersectoral collaboration and equity.¹ New Zealand also subscribes to the 2030 Agenda for Sustainable Development that was adopted by all United Nations member states in 2015. It provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are the 17 Sustainable Development Goals (SDGs), which are an urgent call for action by all countries in a global partnership². While the goals are multi faceted the goal most relevant in this context is Goal 11 (Fostering Healthy Cities through Urban Planning), and to a lesser extent Goals 6 and 15 (clean water and healthy environments).

The NZ Ministry for the Environment's Urban Design Protocol³ provides a useful framework for guiding decisions to make urban areas healthier environments for nature and people, which provide a variety of housing, work, and lifestyle options and are economically viable. Good urban planning can encourage a sense of community and inclusiveness.

The growth of the district in both residential and visitor populations must be managed sustainably. While the Frankton Masterplan aims to implement a plan to manage this growth, the impact of tourism on community, livability and the environment must be acknowledged and managed. This includes assessing the impact of growth on transport, housing, air and water quality, as well as the quality of life of residents and the visitor experience. It is imperative that we look after the environment and our sense of place as these are the treasures people come to experience. The impact of 'overtourism' where there is a real or perceived effect of crowding and diminished quality of experience for visitors and local residents must be controlled.

Comments relating to the Masterplan Summary document

Point 1: Establishment of a new Airport-Wakatipu Lake link.

- SDHB supports initiatives that encourage the use of active and public transport. However we note that Airport-Wakatipu Lake link plan involves repurposing the land at Lakes Hospital. This would have significant impact on the provision of services and further consultation with SDHB is required around this proposal.

Point 2/3: Upgrading state highway 6 and improved range of transport options.

- We support the completion of an active travel network, and the strengthening of high capacity public transport. Accessible safe walking and cycling networks must be a priority for the future, for the health of the population and the environment. Public transport must meet the needs of residents in a timely and cost effective way. Reducing road congestion must be a priority to ensure liveability is retained as the district grows.

Point 6: Enhancing recreational and community facilities at Queenstown event centre.

- Enhancing recreational and community facilities at Queenstown Events Centre, to aid both physical health and social connectedness of the community is seen as positive.
- The development of a transport interchange that meets the needs of the community to encourage the use of public transport is supported.
- The relocation of the Emergency Precinct (eg. Emergency Services, Civil Defence and Airport Rescue) on the Frankton Golf course site is supported as in our view it is a central and well accessed site to enable rapid response of emergency services.
- PHS supports the establishment of a social services hub and will work with the NGO groups to advocate for the provision of an appropriate range of services there.

¹ WHO Regional Office for Europe. 1999. Health 21 – the *Health for All* policy framework for the WHO European Region. Copenhagen, European *Health for All* Series, No. 6

² Sourced from <https://sustainabledevelopment.un.org/?menu=1300> on the 15th of July 2019

³ Ministry for the Environment. (2018) *Urban design protocol* Retrieved from: <https://www.mfe.govt.nz/publications/towns-and-cities/new-zealand-urban-design-protocol/3-key-urban-design-qualities-seven>

Point 7: Providing more urban parks and greener streets.

- Providing more urban parks and greener streets, including creating more direct visual and physical links to Lake Wakatipu and enhanced waterfront parks and reserves is consistent with SDG Goal 11. Engaging with the natural environment enhances mental health and improves social connectedness. We encourage these spaces to be smokefree, accessible for those with disabilities, provide seating for breastfeeding and for the elderly, and drinking-water fountains.

Point 8: Redevelopment of Shotover Delta into a recreational reserve, mahinga kai, and golf course.

- The Shotover Delta is currently home to the Queenstown wastewater treatment plant and oxidation ponds. These ponds are going to be decommissioned over time. However, it is likely that this area will be contaminated for some time and is likely to become a HAIL (The Hazardous Activities and Industries List) site. This means it will need extra testing and have stringent requirements⁴ on it before it can be redeveloped to ensure that the contaminants are at an acceptable level before it can be used as a mahinga kai site. This process is likely to take a significant amount of time. Public health endorses above ground recreational use of the space, but there are some significant concerns that will need to be addressed for this area to be used as a mahinga kai site.

Point 10: Expresses cultural values, narrative and heritage of Frankton.

- PHS is encouraged by the plan's focus on expressing cultural values. Encouraging diversity and working towards an equitable society is central to the vision for PHS.

Key features 19: Lakes District Hospital (long-term relocation).

- We note the suggestion that Lakes District Hospital is relocated as part of the overall thinking around redevelopment for the Frankton area. The SDHB has not confirmed health service provision and landuse for the area at this stage. We are presently concluding a capital redevelopment of Lakes District Hospital which will see the provision of an extended Emergency Department and the installation of an additional diagnostic modality (computerised tomography). In addition to this, the redevelopment will see the construction of telehealth suites and additional space for district nursing services and outpatients. The redevelopment provides us with a facility that will meet expected demand over the short to medium term.
- We note the 30 year time horizon embedded into the conceptual thinking around the masterplan. Our own demographic analysis indicates we can expect major changes in the makeup of the demographic profile, not least the indication that the population of the Central Lakes catchment will be as big if not bigger than Invercargill City at that point in time (2048).
- Contemporary thinking about planning for health services focuses very much on developing models of care that will be fit for purpose in terms of overall service delivery with a very strong reliance on primary and community services in association with right sized inpatient facilities. At present we are in the early stages of implementing our Primary and Community Strategy which will ultimately see enhanced and expanded General Practice services (through the concept of Healthcare Homes), the establishment of Community Health hubs to promote and realise the concept of integrated care at a local level and the establishment of a Locality Network for the Central Lakes area which will be charged with planning health services for the catchment.
- No matter what the eventual disposition of health services looks like in the Wakatipu and Central Otago area there will still be a clear need for robust and effective transport networks (road and air) for the transport of patients (both acutely and routinely) because not all required services will be delivered locally. This needs to feature prominently in thinking and planning for the area.
- Whilst our respective duties as public service organisations may differ in nature we jointly have a specific duty to plan effectively for the provision of public services in the area and as such we would strongly recommend that we and the QLDC work closely on the future use of SDHB land in Frankton and planning for health services over the foreseeable future.

⁴ Ministry for the Environment Guidelines for Biosolid Application
https://www.waternz.org.nz/Folder?Action=View%20File&Folder_id=101&File=biosolids_guidelines.pdf

Summary

PHS thanks QLDC for the opportunity to comment on the Frankton Masterplan. Through this submission PHS proposes that QLDC consider the following:

- An integrated planning framework with wellbeing at the centre, with the residents prioritised above growth using the SDGs as the guiding framework.
- Use the urban design protocol to guide healthier development.
- Growth must be managed sustainably to ensure the impact on community, livability and the environment is acknowledged and managed.
- Urban parks and green spaces must be smokefree, accessible for all, provide seating for breastfeeding and for the elderly, and drinking-water fountains.
- Question suitability of Shotover Delta as Mahinga Kai. A stringent decontamination process will need to be followed which will take a considerable time to ensure safety.
- Southern DHB Executive and QLDC need to work closely on the future use of Southern DHB land in Frankton and planning for health services for the district.

Yours sincerely



Emily Nelson
Health Promotion Advisor

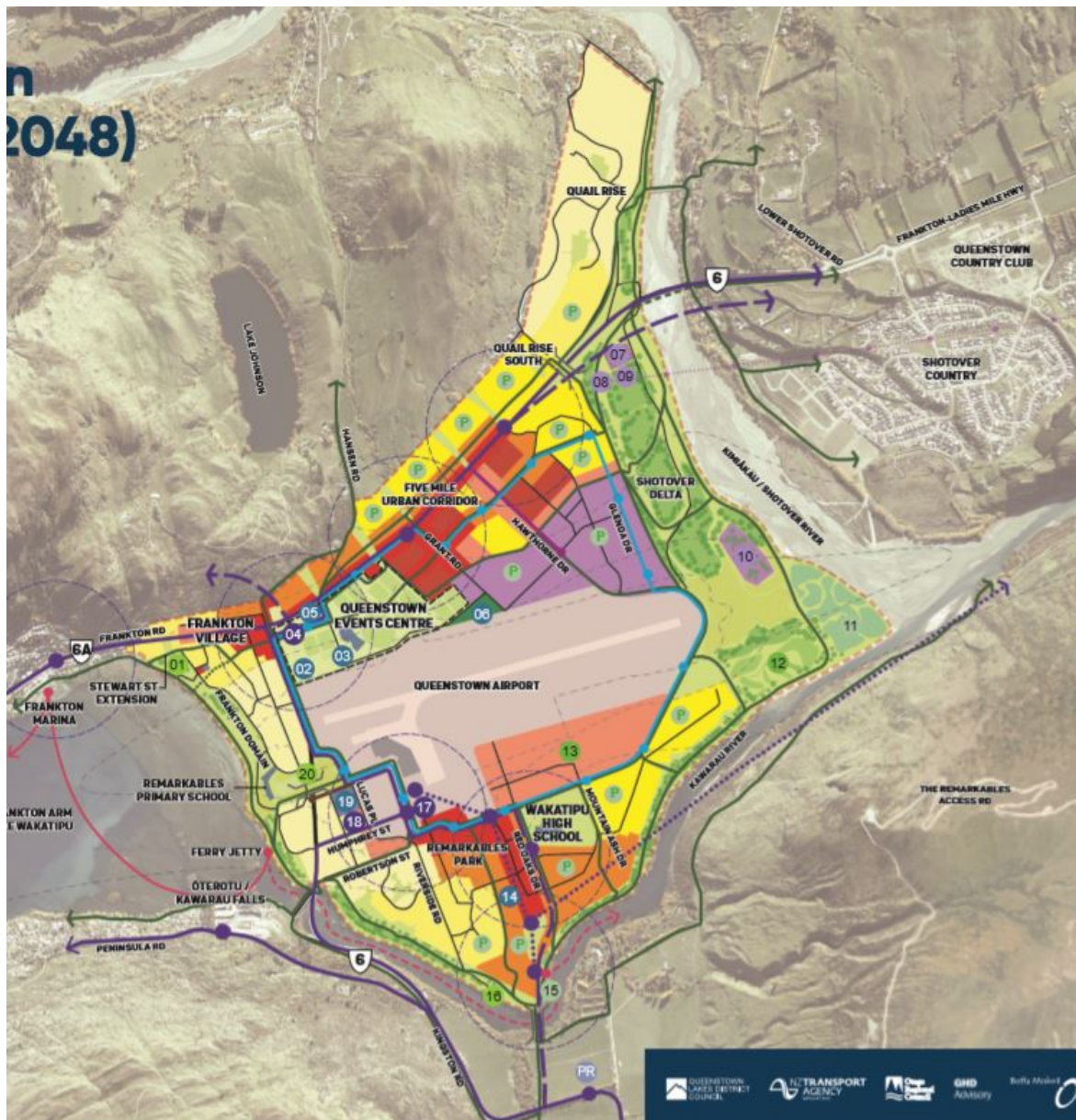


Figure 1 Plan as presented WW2Go

The Plan as presented- a misrepresented green area at the delta is actually a shingle flood plain



Figure 2 Shotover river in flood



Figure 2 overlay of delta as per LINZ map

The plan with a LINZ overlay representing the true nature of the river delta.

WAKATIPU WAY TO GO: SUBMISSION

1. My name is Gillian Macleod, and I am an architect, urban designer and long-term resident of Queenstown. I have followed closely and participated in the Shaping our Future public forums on the future of Frankton.
2. I wish to present my individual concerns about the masterplan.
3. As part of the master planning process, the “Shaping our Future” forum came up with issues shown as a wordle below on the left, and their vision, another wordle, on the right. It is with these insights in mind I would like to address my perceived celebrations and shortcomings of the proposed masterplan.



Figure 3 wordle from shaping our future forum issues



Figure 4 wordle shaping our future; vision

Celebration: Arranmore/McBride-promote to “action 1”

4. After 17 years campaigning for the recognition and preservation of the Arranmore/McBride precinct I am delighted to see it adopted as a key feature of the masterplan.

I look forward to the collaboration of council and the QAC in preserving these derelict buildings.

An urban trail linking these buildings from the events centre through to the Shotover Delta should be included.

(it is shown on some but not other plans, i.e. a very vague dotted line on “action 7”.)

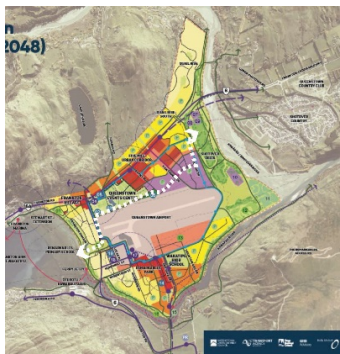


Figure 5 walking trail to be confirmed

Concern: The removal of Frankton Golf course and supplanting it with a tarmac and garages is outrageous.

- 5. Frankton golf course is an element of enduring identity for the people of Queenstown and Frankton.

Its key position on SH6 as an area of green space and trees represents one of the last pieces of “old Frankton” and it represents much of Frankton’s key qualities- sun, views, and flat green open space.

It was also I believe, a gift of the Jardine family to the community.

- 6. The community have resisted over and over, the land grab on the golf course and to a major extent the airport has won and commandeered much of it. But now the community wishes what is left to stay as it is for want of any purpose that serves the community better than a great green space.
- 7. This desire was acknowledged in the original assessment by Rationale investigating the setting up of the Master planning group, but those concerns appear to have been put to one side.

Frankton Golf Course	Frankton Golf Course is located in a key central position at the junction of SH6 and SH6A. General consensus that people would like to see it remain as a public green space.	<ul style="list-style-type: none">• NZTA plans for improvements to SH6 – SH6A corridor may have an impact on the golf course.• Does it present an opportunity for increased active travel connections and more of a mixed-use approach?
-----------------------------	---	--

Figure 6 Reference rationale background to Frankton

- 8. The golf course is a green space and should remain so. We in the community feel the constant pressure of encroaching development and seek solace in the accessible outdoors. All those who pass by the golf course take pleasure in it, just from looking at people of all ages playing with such enthusiasm in such a beautiful setting. Please don’t take this away

from us. It is something that has been around for a long time and we want it to stay green and with trees. The function of golf might change, but its purpose as a green recreational space should not.



Figure 7 wandering and reflecting

9. It is disingenuous to present this as a future green space, when it has been seized upon as a hub for transport and fire service operations, - buses, buildings and hardstand area. There is nothing green about this. It simply represents a convenient land grab by NZTA and the airport, and a desire to relocate the fire station taken out by new roading elsewhere on the plan. I struggle to see this as a community hub. It is a place for community dispersal.



Figure 8 what a service hub looks like

10. An emergency services hub, such as this image above of emergency services for Howard, Australia distinctly shows that any such “hub” is asphalt, parking and garaging.

To place such a set of buildings together with a transport hub on the cornerstone of Frankton’s identity would cement the character of Frankton as the hub of cement and dispersal.

The community needs such buildings, just not here. QLDC may need to look towards a joint venture with QAC, of which it owns 75%.

11. Outcome requested-do not locate emergency services and transport hub on this green space.

Concern: The new golf course and green space on the delta, really?



Figure 9 true river as per Linz map, and river in flood

12. It is similarly disingenuous to show the delta area as a large “new” green recreation space, when it is a riverbed that shifts and moves and being at the confluence of two rivers is doubly susceptible to flooding. It also houses our sewage infrastructure.

Is the council committed to remaking the new golf course after every flood? At present the LINZ map show the river running right through the planted wetlands area. It is another word for swamp, and it is misleading to show as recreational green space.

While I agree this is already an informal recreation area that has great opportunities to be enhanced and planted, with perhaps some toilets, it is in no way a central destination for the people of Frankton. While accessible by bicycle, it is awkward and remote to get there on foot or by car, which restricts its availability.

13. Has a place been considered to relocate the current shingle extraction that occurs here? I note action 9 is about “Shifting current rural infrastructure towards the edge”. Gravel extraction is already on the edge, and nothing is shown about the future of gravel extraction.

Concern: Green spaces on Frankton masterplan

14. The link over the SH6 is an idea worthy of further investigation. I’m not sure how it will be used, but I doubt it will be by people lugging suitcases as shown. It lacks real connection/conviction as to how it might serve the airport side of Frankton, thus the cost might be difficult to justify.

15. Unfortunately, there isn’t anything else new or exciting on the green space front.

We have the **events centre** (existing), we have the **foreshore** (existing), we have the **remodelled zoological** garden strip (existing) minus the animals so it’s now a botanical garden , we have the **golf course reduced to a traffic hub** and hardstand area and no real parks proposed on the scale or accessibility of Queenstown Gardens.

16. For Frankton to truly mature as a new town it needs a **great and proper green park** somewhere. All that housing and high density and nowhere to go outside except for shopping.
17. Unfortunately, there is no land that presents itself by location or ownership that would serve the purpose of decent community green space unless it can be wrested from private ownership. A lack of forward planning for Frankton means that outdoor space is restricted to the riparian and reserve strips around the waterways. Thus preservation of the golf course is absolutely essential.
18. The green urban parks noted on “action 7” on the north side of the highway could be cold holes when surrounded by 5 storied buildings and in the shadow of a large hill to the north. However, they are possible to achieve, and very careful daylight indicators will be required to make them useable.
19. Those parks on the south side of SH6 are perplexing. One appears to be on the site of councils recycling operation, and another on the new Bidvest building. Thoughts about where these might be relocated to? I suggest they are aspirational and have zero chance of being achieved on the 30-year time horizon.
20. While the golf course may not be the best location for community green garden space, being on the edge of Frankton, (although Frankton liveable space is a doughnut, so its on the doughnut) it is accessible, visible, it is ours and the only location of flat outdoor space other than the events centre.

The golf course must be preserved, especially as it borders the events centre and can accommodate any future needs of the centre, should that be the communities wishes.

The taking over of the golf course for a transport/fire services hub should not occur. Once a little bit is nibbled away then it becomes slowly consumed, as other services put their hand up for a piece, and the airport finds further uses for it. If the airport is to acquire lot 6, this may be where those activities relocate to. As council is also part owner of the airport it can co operate with the airport to provide these services on airport/council land.
21. Fires services should be logically located at the airport/ together with the proposed transport hub.

Concern: Frankton SH6 transport hub

22. I talked with NZTA at their consultation over a year ago and it was clear they had earmarked the golf course for a transport hub. It is an easy solution, but not the right one for the community.

Please find an alternative.

Concern: The new urban corridor /main street of Frankton-its not the centre of anything, but a conduit to everywhere else.

23. The definition of urban arterial is

“An arterial road or arterial thoroughfare is a high-capacity urban road. The primary function of an arterial road is to deliver traffic from collector roads to freeways or expressways, and between urban centres at the highest level of service possible.”

What exactly is this portion of SH6, is it an arterial or is it a main town centre road for Frankton?



I think it is trying to be both and that is not possible.

24. What is proposed for the current 100m green belt on the south side of this urban corridor as it appears to have disappeared in the image above?

Currently, it is a green and pleasant buffer with an articulated greenway that retains mountain views from the road. A long fought environmental battle in the courts established this buffer zone and view corridors. Have these view corridors been discarded?

25. Unfortunately, this portion of SH6 is not at the centre of anything; it is a conduit to everywhere else.

26. No massaging of high rise and public transport will disguise the fact that this is a through road feeding essential traffic to Queenstown, Jacks Point, the Wakatipu basin, Wanaka, Cromwell and beyond. It probably needs to remain a feeder road with parallel roads performing a main street function. Whether there is enough space to do this requires more investigation.

27. Under the presented scenario this road will be a cold and dark canyon full of people in vehicles trying to leave Queenstown- not the “live work play” image presented.

Celebration and concern: Public transport

28. I agree and applaud the move to public transport. However, airports do not exist without a huge amount of parking land for rental vehicles and patrons alike in a close-range vicinity. To take it all out, with no viable alternative for relocation is a breath-taking move. Rezoning of industrial land is a flow on effect of the proposed urbanisation and must be considered concurrently.

29. I agree with the transport hub at the airport. I understand the convenience of a transport hub location at Frankton, being “Greenfields” land; but I don’t agree with the loss of the golf

course green space and I am also unconvinced how this corner location works in terms of traffic flow.

Concern: Where is the “heart of Frankton”?

30. Why does Frankton want to be a hub and not a town? I don't recall asking to be a hub.
31. We all know what the real "hub" of Frankton is- it's the airport.
32. We all know what the real centre of Frankton is- it's the airport. Which is why in this masterplan no town centre has been identified, but an attempt at a main town road has been made- albeit unsuccessfully. No one in Frankton really knows where any town centre is because it is so dispersed between competing entities with the airport smack in the middle.
33. Therefore, the heart of Frankton can't be identified on any plan. Its heart is the airport. The whole of liveable Frankton is a doughnut shaped entity, with the airport spinning in the middle. Services and transport can only be accessed around the doughnut edges, no cross linkages are possible.
34. It is gobsmacking that the role of the airport is not even mentioned until "action 5: airport integration" released late in the piece and shown as a faded piece of landscape throughout the various scenarios.
35. This is not an exercise in placemaking, but in traffic management.
36. The proposed outcome: "at the heart of Frankton is a hub"; and "embracing sustainable development, future generations live in harmony with the natural environment" is beyond parody. How can the heart of Frankton -aka the airport- ever be considered sustainable development where future generations will live in harmony with the natural environment?



Figure 10 just to remind you what Frankton wants

37. At the joint presentation last week, much was made of Frankton's identity as a hub, when in fact this was a very small part of the community's vision. It's a sporting hub, Im not sure they

want it to be a dispersal hub for the whole of the lower south island. Most of the community want peace, and a vibrant green and safe and connected community.

38. Frankton will urbanise, but whether it urbanises well is dependent on one thing, and that is the moving of the airport.
39. All the issues of connectivity, arterials, green space, health services, fire services, community services, peacefulness will be resolved if we move the airport.
40. It is so simple to see this once one has tried to grapple with and find any positivity in the proposed masterplan when it doesn't dramatically improve anything-connectivity, green space, room for community services and peacefulness, on a better scale than the current situation.
41. As Keri pointed out at the meeting, none of these existing but "enhanced" green spaces will be any more desirable with planes flying over every 4 minutes above one's head.
42. As Rick pointed out, the urban arterial will be at a standstill, particularly if stuffed with high density housing.

Celebration: Noise boundaries not to expand.

43. One outcome of this master planning exercise that I do welcome is that it has all been predicated on the existing noise boundaries of the airport.
44. This means that all those involved (QLDC, NZTA and communities and developers) must have agreed that they will not shift in any future scenario. This is great news.

Conclusion.

1. Move the airport. Use the land to create a real city and community with real community facilities.
2. Keep the Frankton golf course
3. Do not turn SH6 into a "main street"- under the current or any scenario this will not work.
4. Continue to enhance river and lake network of trails.
5. Retain community services and hospital in Frankton under the move airport scenario.
6. Create a peaceful, vibrant, well connected community full of happiness and wellbeing.
7. Implement masterplan as detailed below.

[illegible]

B ARCH M URB DES(HONS) FINZIA

FEEDBACK ON DRAFT FRANKTON MASTERPLAN

To: Draft Frankton Masterplan Feedback
Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348
Email: services@qldc.govt.nz

Name: Equity Trustee Limited as trustee of the Diversified NZ Property Trust and Stride Investment Management Limited

Address for service: C/- MinterEllisonRuddWatts
PO Box 3789
Auckland 1140
New Zealand
Attention: Bianca Tree
Email: bianca.tree@minterellison.co.nz

Feedback on Queenstown Lakes District Council's Draft Frankton Masterplan

Introduction

1. Equity Trustee Limited as trustee of the Diversified NZ Property Trust (**Diversified**) and Stride Investment Management Limited (**Stride**) support Queenstown Lakes District Council's Frankton Masterplan (**Masterplan**) objectives of ensuring Frankton remains liveable and a positive experience for visitors, residents and businesses by integrating all plans, strategies and projects and giving private stakeholders confidence to invest.
2. As set out in this submission, Diversified and Stride have identified changes that are required to improve the effectiveness of the Masterplan and to achieve these objectives.
3. In Frankton, Diversified owns part of the Remarkables Park Town Centre, being 3.12 ha contained in Lot 1 DP 475347 (as shown on the map in Appendix 1), and the centre is managed by Stride. This land contains a number of retail business, including Smiths City, Hannahs, Unichem Pharmacy, The Coffee Club and St Pierre's Sushi.
4. Shopping and retail centres, like Remarkables Park Town Centre, form an important part of the commercial infrastructure of a society by providing access to goods and services, and are critically important to the success and vitality of Frankton as a hub for Queenstown Lakes District.

5. Beyond commercial opportunities, town centres are also a valuable source of employment and places for the community to meet. Remarkables Park Town Centre, for example, has over 30 specialty retailers and there has been substantial investment in the town centre to ensure that it is an attractive place to work and visit.

Scope of submission

6. Diversified and Stride's submission on the Masterplan:
- (a) opposes the split zoning of Mixed use and Small to medium format retail applied to the Remarkables Park Town Centre;
 - (b) supports the following features of the Masterplan being located in proximity to the Remarkables Park Town Centre:
 - (i) the Orbital bus route;
 - (ii) the Conference and arts centre;
 - (iii) the Public transport route; and
 - (iv) the Regional coach hub;
 - (c) supports the proposed Community hub in the Masterplan, while seeking this to be located within the town centre.

Diversified and Stride oppose the split zoning of Mixed use and Small to medium format retail applied to the Remarkables Park Town Centre

7. Diversified and Stride oppose the split zoning of Mixed use and Small to medium format retail applied to the Remarkables Park Town Centre. This is because it is appropriate to apply the Small to medium format retail zone across the entire established Remarkables Park Town Centre (within the area outlined in yellow in Appendix 2).
8. In particular, providing for the existing Remarkables Park Town Centre as Small to medium format retail zone would:
- (a) be consistent with the existing use and investment;
 - (b) provide a consolidated area with sufficient floor plates for retail development which will also enable and support multi-shopping trips, shared parking and active transport modes (walking and cycling);

- (c) locate the retail development in closer proximity to the Orbital bus route and stops, and the Regional coach hub; and
- (d) still provide for sufficient Mixed use zone land, including the Mixed use zone proposed to be located to the south of the Remarkables Park Town Centre.

Diversified and Stride support features located in proximity to the Remarkables Park Town Centre

- 9. Diversified and Stride support the proposed locations of the Orbital bus route, the Conference and arts centre, the public transport route (particularly along Hawthorne Drive), and the Regional coach hub.
- 10. These features are appropriately located in proximity to the Remarkables Park Town Centre and Wakatipu High School. The public transport routes and hub will increase accessibility for the community to and from the town centre. The location of the Conference and arts centre is also appropriate to support the role and function of the town centre and will help to create a successful hub in Frankton.

Diversity and Stride support the community hub subject to a change of location

- 11. Diversified and Stride support the proposed Community hub. However, it is considered that the location of the Community hub should be changed to better integrate with the town centre and place it in proximity to the residential population, and other community facilities including Wakatipu High School, the Remarkable Park Medical Centre, and the proposed Conference and arts centre. The Community hub should be located within the Mixed use zone adjacent to the Remarkables Park Town Centre.
- 12. Diversified and Stride appreciate the opportunity to provide feedback on the Frankton Draft Masterplan and would be happy to discuss any of the matters raised in this submission.

DATED this 26th day of July 2019

**EQUITY TRUSTEE LIMITED AS TRUSTEE OF
THE DIVERSIFIED NZ PROPERTY TRUST
AND STRIDE INVESTMENT MANAGEMENT
LIMITED** by its solicitors and duly authorised
agents MinterEllisonRuddWatts



B J Tree

Address for service of submitter:

**Equity Trustee Limited as trustee of the Diversified NZ Property Trust and
Stride Investment Management Limited**

c/- Bianca Tree

MinterEllisonRuddWatts

PO Box 3798

AUCKLAND 1140

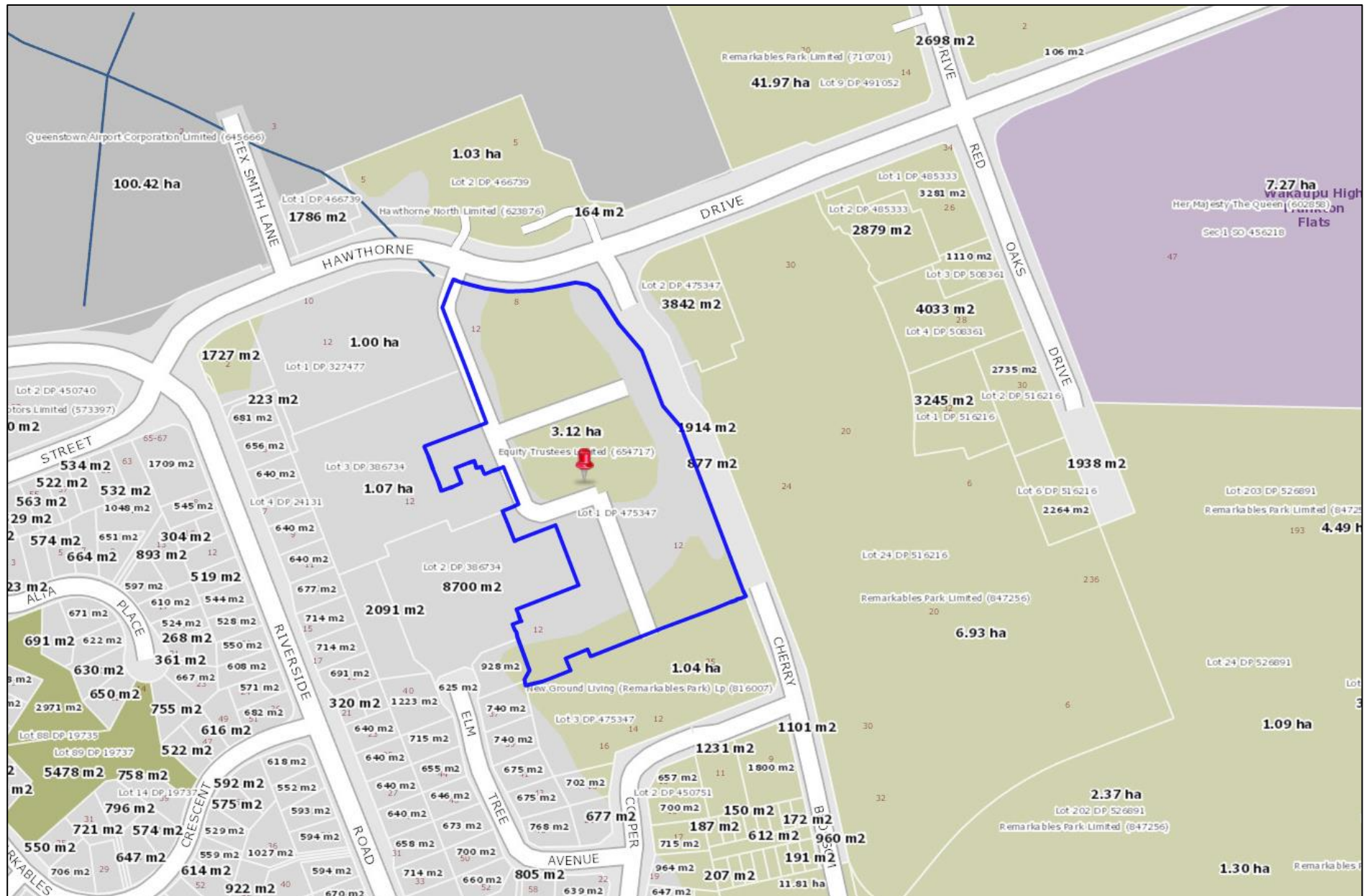
Attention: Bianca Tree

Telephone No: (09) 353 9784

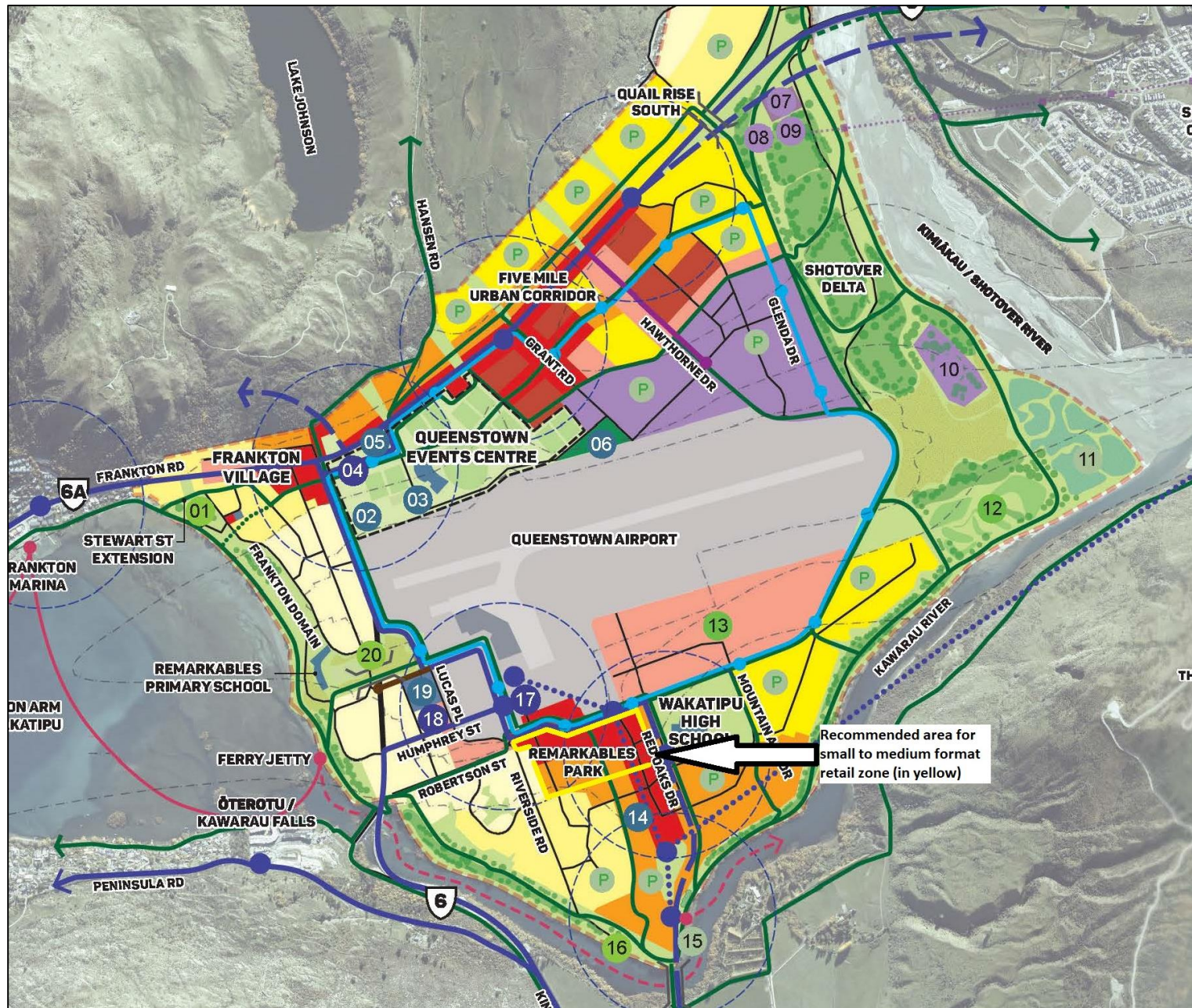
Fax No. (09) 353 9701

Email: bianca.tree@minterellison.co.nz

Appendix 1 – Remarkables Park Town Centre owned by Diversified (Lot 1 DP 475347)



Appendix 2 – Area sought by Diversified and Stride to be identified as small to medium format retail zone



Te Kirikiri / Frankton Masterplan: Submission by Remarkables Park Limited (RPL) and Shotover Park Limited (SPL).

Executive Summary

Introduction

Remarkables Park Limited (RPL) is the developer of the land in the Remarkables Park Zone (RPZ), situated on the south side of Queenstown Airport and extending from the airport to the Kawarau River and eastwards to the Shotover River.

This submission identifies some of the concepts RPL supports, others it does not support and also offers alternative suggestions in respect of some of the Masterplan ideas. Figures in brackets refer to numbers in circles on the Draft Frankton Masterplan (DFM)

1. Western Connections- Roading and Trails

- 1.1** RPL strongly supports the proposed Humphrey Street connection (18) between the Airport, Lucas Place and to SH6 South as the primary southern access to the Remarkables Park Town Centre and Queenstown Airport.
- 1.2** RPL strongly opposes any suggestion that the Western Access/ known as Lucas Place is not retained as the primary north western gateway to the Remarkables Park Town Centre (RPTC) and Remarkables Park
- 1.3** RPL supports a QAC terminal link road from the Western Access/Lucas Place to the Airport Terminal, and south to the roundabout intersection with Hawthorne Drive, Lucas Place and Riverside Road.
- 1.4** RPL supports a QAC terminal pedestrian link through the QAC staff carpark.

2. Frankton Kawarau Gardens (16)

- 2.1** RPL strongly supports the proposal to develop a Frankton Kawarau River Botanic Gardens at the end of Riverside Road, including Activity Area 2a of the Remarkables Park Zone to the existing adjacent reserve and redundant legal road reserve
- 2.2** RPL strongly supports a pedestrian link bridge from the Botanic Gardens (But 50m plus north of the indicative location) to the south side of the Kawarau River.

3. Urban Corridor

- 3.1** SPL strongly opposes the SH6 Urban Corridor proposal.
- 3.2** Urban Corridor – Hawthorne Drive
SPL recommends Hawthorne Drive section through RP as an Urban Corridor

4. Recreation Activities on the Shotover Delta (11 & 12)

RPL & SPL strongly supports the proposal to redevelop the Shotover Delta into a district-wide reserve for informal recreational activities including golf course development.

5. Utilities sited on the Shotover Delta (7, 9 & 10)

- 5.1** Recovery Centre- RPL & SPL oppose the location of the Recovery Centre on the Shotover Delta, at the worst, they recommend it should be sited in the location at (9) as part of a cluster of utilities

- 5.2** Waste Water Ground Filtration Area – RPL & SPL recommend this be sited closer to the utilities of (07) (08) (09). RPL further recommends, at an appropriate time in the future when uses in the Delta area are better managed and sign posted, that this area is not fenced
- 6. Transmission Line Substation (8)**
- 7. Queenstown Airport Precinct**
RPL submits that it is important that the Draft Frankton Masterplan identifies key features and indicative land uses within the airport precinct
- 8. Queenstown Airport Cross-wind Runway**
RPL submits that the timing of discontinuation of the cross-wind runway should be included in the Masterplan to allow for planned staging of other aspects of the Masterplan.
- 9. Land use at Remarkables Park**
RPL does not support the Draft Frankton Master Plan proposed uses for the RP Zone. RPL seeks that the draft Frankton Masterplan (DFM) either better reflects the Activity Areas of the RP Zone and/or shows the Activity Area lines superimposed over mixed use colour(s) that better reflects the wider range of mixed uses enabled across the RP zone.
- 10. New Kawarau River Bridge Proposal**
RPL does not support the suggestion of a future public transport vehicle bridge in the vicinity of the proposed Pedestrian Bridge from the Kawarau River Botanic Gardens.
- 11. Orbital bus route**
RPL supports the orbital bus route proposal as a supplement to the public transport route.
- 12. Regional Coach Hub (17)**
The regional coach hub is a concept that has considerable potential and warrants serious consideration. RPL proposes that the coach hub concept should be expanded into a Regional Coach and Tour Transport Hub.
- 13. Gondola Route**
RPL supports the proposed gondola routes included in the Draft Frankton Masterplan and is particularly pleased to also see a gondola terminal shown adjacent to the airport terminal and in the vicinity of the proposed Regional Coach Hub.
- 14. North Western Frankton – Shotover Park & QAC- non Airport land**
Shotover Park Limited (SPL) recommends the master planning proposal uses for the Northern Frankton Flats be further considered having regard to the PC 19 evidence and zonings.
- 15. General**
RPL notes that one of the Frankton Masterplan Project Goals is stated as: *“Integrate all plans, strategies and projects to create better outcomes for Frankton.”* RPL recommends this goal be expressed more broadly by way of a minor addition (underlined) so that it states: *“Integrate all plans, strategies and projects to create better outcomes for Frankton, Queenstown and the wider district.”*

Te Kirikiri / Frankton Masterplan: Submission by Remarkables Park Limited and Shotover Park Limited.

Introduction

Remarkables Park Limited (RPL) is the developer of the land in the Remarkables Park Zone (RPZ), situated on the south side of Queenstown Airport and extending from the airport to the Kawarau River and eastwards to the Shotover River.

The developed area includes: the Remarkables Park Town Centre including The Landing and the commercial recreation facilities on the north side of Hawthorne Drive; the Market Street precinct, with the Ramada Hotel; Wyndham Garden Hotels; Wyndham Apartments; the Remarkables House office building; Wakatipu High School; and the residential areas east of Riverside Road and south of the Remarkables Park Town Centre. In addition, two new hotels (Quest & Ramada Kawarau) and two new apartment buildings (Toru Apartments and Ramada Kawarau Apartments) are currently under construction. RPL, together with client developers has many other projects in the planning phase including convention facilities, offices, a gondola connection to the Remarkables Ski Field, a ferry connection to the Frankton Arm and Queenstown Bay, more high density residential and more hotels (some of which have already been consented). RPL together with client developers have owned and developed land in Frankton since 1988. An associate company, Shotover Park Limited (SPL) developed much of the commercial and industrial land on the north side of the airport including: the sites now occupied by Pak’N’Save and Mega Mitre 10, the sites on the southern leg of Glenda Drive and Brookes Road. RPL and SPL directors have a long-standing association with, and detailed understanding of Remarkables Park, Northern Frankton and the wider Queenstown area and their development issues.

RPL was among those who supported the need for a Queenstown wide master planning exercise. RPL was favourably impressed with the way the consultation and master planning process was conducted.

This submission identifies some of the concepts RPL supports, others it does not support and also offers alternative suggestions in respect of some of the Masterplan ideas.

1. Western Connections- Roothing and Trails

1.1 RPL strongly supports the proposed Humphrey Street connection (18) between the Airport, Lucas Place and to SH6 South as the primary southern access to the Remarkables Park Town Centre and Queenstown Airport.

A Humphrey Street connection to the Western Access route, Lucas Place and Hawthorne Drive has been supported at every roading workshop for at least the past 8 years. It bypasses a longer ‘rat run’ through Douglas and Robertson residential streets. By giving priority to Humphrey Street, it would allow for Robertson Street to become a stronger and safer active travel route and would significantly reduce the existing conflicts with car, truck and bus traffic on the eastern part of that route. If dual laned at its western connection to SH6 it would facilitate left turning traffic exiting to Kelvin Heights, The Hilton, Jacks Point and further south; it provides a shorter route for all southern traffic to Remarkables Park Town Centre, Remarkables Park and the Airport; and as such it would ease congestion at the current SH6 roundabout immediately to the north of Humphrey Street leading onto the Airport and Lucas Place.

1.2 RPL strongly opposes any suggestion that the Western Access/ known as Lucas Place is not retained as, the primary north western gateway to the Remarkables Park Town Centre (RPTC) and Remarkables Park.

The Western Access/ Lucas Place is a critical connection from the north to Remarkables Park Town Centre, Remarkables Park and Kawarau Falls residential. Importantly it is a public road, which by agreement between the QAC, RPL and QLDC is planned in the future to be four lanes. The proposed route through the Airport is also supported as an access route but it is important to recognise this is through private QAC land, and to avoid Airport Terminal traffic congestion it is unlikely that the QAC would want the large volumes of traffic heading to Remarkables Park to be routed through the Airport Terminal access.

The proposed new road alignment in front of the airport terminal would improve the passenger transport (PT) routes (including the proposed orbital bus route) and would also significantly enhance the effectiveness of the Hawthorne Drive Eastern Arterial Route, by making a more direct connection to the Airport Terminal.

The Western Access through Lucas Place needs to be further landscaped when it is four laned. This route will also be further enhanced by an existing agreement between RPL and QAC that when existing Airport facilities are relocated that replacement facilities are required to front on to this key arterial Western Access route and no back of house can face the street.

1.3 RPL supports a QAC terminal link road from the Western Access/Lucas Place to the Airport Terminal and south to the roundabout intersection with Hawthorne Drive, Lucas Place and Riverside Road.

An important feature that distinguishes Queenstown Airport is that it is already within easy walking distance of the RPTC including two existing hotels. Furthermore, the number of hotels at Remarkables Park is rapidly growing with two more currently under construction, an additional four hotels already consented and consent applications for two more hotels almost ready for lodgement. Moreover, the Conference Centre at Remarkables Park will also be within an easy walk of the airport. It is realistic to plan for a percentage of airport passengers leaving, or returning to, the airport terminal on foot and this should be facilitated and encouraged. The number of airport users who currently park their vehicles at Remarkables Park (or in the streets around Frankton when they can get away with it) and walk to the terminal, attests to the fact that these distances are readily walkable.

A direct route to the terminal would be an opportunity to develop street frontages and landscaping that integrate with views to the mountains and the lake to continue the sense of arrival at a special destination and to encourage more walking.

1.4 RPL supports a QAC terminal pedestrian link through the QAC long term pedestrian carpark

Queenstown Airport is one of the key gateways for visitors to Queenstown. The concept of opening up a pedestrian and visual connection from the passenger terminal to the lake (20) is quite visionary.

There have been some suggestions that the improved pedestrian connection is not important because travellers seldom arrive at, or leave, an airport on foot. However, the setting of Queenstown Airport and its proximity to other facilities used by visitors make it quite unlike a typical international airport. The natural scenery around the airport is such that it is not unusual for passengers arriving in Queenstown to find themselves being berated for stopping on the highway, or on their route to the terminal, to take in views of The Remarkables or for attempting to take photos while outside on the tarmac. This is not a common experience at international

airports. The unique setting of Queenstown Airport should be celebrated. Opening up the area in front of the terminal and creating a safe place for passengers to walk and take in the views of Lake Wakatipu and the mountains, and even approach the lake, would be justified, even if it transpired that most of the airport users were passengers and other visitors seeking to relax while waiting for a flight.

2. Frankton Kawarau Gardens (16)

2.1 RPL strongly supports the proposal to develop a Frankton Kawarau River Botanic Gardens at the end of Riverside Road including Activity Area (AA) 2a of the Remarkables Park Zone the existing adjacent reserve and redundant legal road reserve..

This is a beautiful natural setting for public gardens. The site has a long frontage to a beautiful river with outstanding water quality. It could provide unbroken views to the river as well as a peaceful haven for residents and visitors. The site is within easy walking distance of the planned Quayside Waterfront and ferry terminal, RP Convention Centre, numerous new hotels at Remarkables Park and a growing residential population. It is also adjacent to the Queenstown Trails Trust (QTT) Twin Rivers Trail. At present, a large portion of the land is completely undeveloped, has little planting and is not recognisable as a reserve; while the rest is fenced off and gets very little public use. This public land could very easily be transformed into a valuable community asset and is long overdue for redevelopment.

Given a large portion of these gardens will be within the Remarkables Park Zone (AA 2b) on land given by RPL, and all development on the south side of the Airport and east of Riverside Road is known as Remarkables Park, and RPL has offered to develop these gardens, in order to avoid naming confusion and in recognition of RPL's significant contribution that these Gardens be known as the Remarkables Botanic Gardens. An area within the gardens could be named after the Young family (who have leased a part of the reserve for many years).

2.2 Remarkables Park Limited strongly supports a pedestrian link bridge from the Botanic Gardens (But 50m plus north of the indicative location) to the South side of the Kawarau River.

It is also worth pointing out that the local Frankton community would likely be a major beneficiary of the proposed pedestrian link bridge from SH6 South to the Botanic Gardens. The bridge would provide a safe highway crossing for pedestrians and cyclists – particularly important when the Remarkables Primary School is on the lake side of the highway and could connect via this bridge and the Queenstown Trail to the school(while other community facilities such as the swimming pool, the Events Centre and the library are on the opposite side). A well-designed pedestrian bridge could also be used to signal arrival in the urban part of Queenstown / Frankton.

3. Urban Corridor

3.1 SPL strongly opposes the Urban Corridor SH6 proposal.

SPL's concerns with the Five Mile urban corridor concept are chiefly related to; the principal arterial function of this road and in particular its capacity to function as a State Highway, delivering vehicles from outside the district to both Frankton and downtown Queenstown Bay, and; to the importance of maintaining the outstanding views along this gateway to Queenstown that differentiate it from other urban areas. These views have long been supported by QLDC's Gateway policy, Environment Court decisions, and the relatively recent plan changes -

PC19- 12/12/14- (Northern Frankton Flats). To promote this location as an urban corridor is a complete contradiction of years of settled urban planning.

Transport:

SPL is mindful that the two sections of SH6 within Frankton serve not just “local traffic”, but also provide the only vehicle routes in and out of Frankton and Queenstown Bay for visitors from outside the area. If any decision is made to promote this section on the Northern Frankton Flats of SH6 as a much more intensively used urban road, SPL would recommend the concept be properly tested and have it demonstrated that this section of SH6 would still have the capacity to function as a State Highway “through road” for those entering or leaving Frankton and/or Queenstown over future years, and do so more effectively than at current peak hour times. SPL considers that it is essential that an analysis of the proposed road capacity be undertaken and that the results be compared with what could be achieved by implementing the four-laning of SH6 between Hardware lane and the BP roundabout in conjunction with implementation of the Public Transport (PT) proposals put forward in the Masterplan.

The SH6 urban corridor concept, as proposed, relies on PT to transport more people along what would become a reduced vehicle capacity road notwithstanding it’s primary State Highway. RPL supports enhanced PT being part of any long-term transport solution for the Queenstown district but, in relation to SH6, PT is likely to increase with congestion associated with “local use” of the road, rather than with its State Highway function. An effective mass transit system would be an essential prerequisite for any increased activity along SH6 east of the BP roundabout. However, it is important to recognise that PT will not provide a solution to the congestion that is contributed to by the ever-growing number of tourists who access Queenstown Bay by road. It is estimated that 70% of visitors to Queenstown arrive by road. Even with all the best plans and incentives to encourage people to use public transport it will be extremely difficult to change the behaviours of short-term visitors who have a rental or privately-owned car at their disposal and want to get to Queenstown Bay accommodation. The users of PT are likely to be generally limited to residents and to the portion of those tourists who arrive by air and bus and who can be persuaded that there are better options for local transport than hiring rental cars.

Views:

Despite the developments constructed along SH6 over the past decade, the views for a person arriving in Queenstown from east of the Shotover by vehicle are still dominated by The Remarkables Mountains, Peninsula Hill ,the foothills on the north side of the highway and Walter and Cecil Peaks to the west. To protect those views, as a result of an Environment Court decision and PC19, there are no commercial buildings close to the road between Hardware Lane and the BP roundabout. While some of the buildings at Five Mile, Queenstown Central and the Events Centre are relatively large, the wide set-backs from the highway mean that motorists can look over the buildings and the buildings do not dominate, or unduly interfere with, these unique mountain views. It is an exceptional arrival experience. If buildings of the scale depicted in the Masterplan were to be constructed adjacent to the south edge of the highway, they would create a mini-canyon. Large buildings built close to the road - especially on its southern edge - would have the effect of blocking out much of these views and in particular The Remarkables Mountains for anyone at street level and would completely change the arrival experience. In making long term plans for the built environment, it is important to remember what makes a place special. The proposed urban corridor is a conventional urban design response to growth. But the approach to Queenstown by road is unique and we should not be prepared to accept a conventional solution when other options are available.

Bypass Demands

Furthermore if this section of SH6 becomes an urban corridor, congestion will increase and traffic to downtown Queenstown will be further slowed. As a result it will only be a matter of time before there will be proposals to then create, albeit a very expensive, bypass to this urban corridor.

This point was strongly made in a Harvard Graduate School design course (A Porter attended in 2013) where the lecturer showed how this failed experiment has been repeated with disastrous consequences numerous times in North America. The typical scenario being, busy Highways to destinations (e.g. Town Centres) attracts businesses wanting exposure seek to cluster around a particular route, this leads to calls for it to be a Transit Orientated Destination (TOD), this is initially successful around the new TOD. However it usually chokes off traffic to the original destination, usually a town centre, which suffers badly as a result; ultimately the new urban corridor becomes so congested that another bypass is proposed. This bypass becomes busy and the whole process once again repeats itself, with businesses shifting from the former highway location to the bypass, and leaving the former TOD a less successful business location.

3.2 Urban Corridor – Hawthorne Drive

RPL recommends the Hawthorne Drive section through RP being further developed as an Urban Corridor

At the SOF/ QLDC Frankton consultation an attendee suggested the concept would be better suited to Hawthorne Drive through Remarkables Park. While this concept had not previously been promoted by RPL, it clearly achieves the positive objectives for an urban corridor, consistent with Remarkables Park Zoning and master planning, which already provides a series of mixed use precincts, five of which adjoin Hawthorne Drive. As such Hawthorne Drive through Remarkables Park is already developing as an Urban Corridor with passenger transport and slower traffic through this intensive urban area including a town centre, high school, hotels, residential accommodation and three sets of future traffic lights on key Hawthorne Drive intersections, etc all without the negatives of constraining traffic accessing downtown Queenstown.

4. Recreation Activities on the Shotover Delta (11 & 12)

RPL & SPL strongly support the proposal to redevelop the Shotover Delta into a district-wide reserve for informal recreational activities including golf course development. This valuable area, flanked by two rivers is well positioned for sun, has for too long been treated as a “back-door” to Queenstown where a number of unsightly and unsuitable activities have been allowed to be undertaken. The Delta’s true value lies in it being recognised and developed as an environmental and recreational resource for the community. RPL has previously advocated that this land could be developed for playing fields and would agree with the suggestion of the existing Frankton golf course being relocated to this site.

The alignment of the proposed vehicle access to the south end of the Delta is not clear but RPL submits that, in addition to vehicle access along the Delta from the Shotover Bridge, a vehicle connection (and a strong pedestrian connection) should be made from Hawthorne Drive and/or from RPL or QAC land in that vicinity.

RPL does not accept that proximity to a Queenstown Airport flight path should limit the Delta land from being used for active recreation. Suggestions to the effect that aircraft noise may

detract from the enjoyment of recreational uses on the Delta need to be balanced against the benefits of siting recreational spaces close to the people who will use them regularly. In this case the proposed golf course could be linked by walking and bike trails and by the orbital bus route to all of the schools and future residents of Frankton Flats. Although aircraft noise may be considered to be something of a distraction, the proximity to the population of likely users makes for a proposition that is far preferable than, say, travelling by car to a public 9-hole golf course at Gibbston or beyond Jacks Point. It is also highly relevant to remember that the existing Frankton public 9-hole golf course is sited considerably closer to aircraft activity at the north west end of the runway and aircraft noise does not appear to be a major concern for users. Indeed, many existing users are reluctant to see this course relocated at all. The proposed location on the Shotover Delta, at the south east end of the runway, has greater separation from the airport (in terms of both distance and height), and aircraft noise is unlikely to be any more than a minor irritation for users.

5. Utilities sited on the Shotover Delta (7, 9 & 10)

5.1 Recovery Centre- RPL & SPL oppose the location of the Recovery Centre on the Shotover Delta, at the worst, they recommend it should be sited in the location at (9) as part of a cluster of utilities

It is unfortunate that sewage treatment structures have been established so close to the river and in direct view of users of the Shotover Bridge but, given the level of recent investment in this facility, relocation, even in the long-term, is not likely to be a viable option.

In relation to the proposed Resource Recovery Centre (9) RPL submits that it would be far preferable to choose an industrial zoned site within Frankton and away from the river delta for this use. The proposed activity needs to be confined within a fenced site that has good vehicle access for both residents and trucks (similar to the existing Glenda Drive site). It should not be sited on the Shotover Delta, where there is always a risk it will attract birds which are a risk in terms of a “bird strike” for flights in and out of Queenstown Airport, and there is the further risk that the activity will, in time, expand and spread to adjacent, “vacant”, publicly owned land. Neither should it be sited on land that is potentially flood prone or in a location that attracts truck and trailer traffic into a recreational area.

If it is necessary to site the Resources Recovery Centre on the Delta Land RPL & SPL agree with the concept of clustering them together with waste disposal and sewerage treatment utilities on the Shotover Delta in one area, but submit that there needs to be a comprehensive landscaping concept for screening such developments from the northern arrival point to Frankton and Queenstown (SH6 at the Shotover Bridge). These unsightly structures should also be screened from the Queenstown Trails and from the vehicle access to the recreational activities proposed for the Delta.

5.2 Waste Water Ground Filtration Area – RPL & SPL recommend this be sited closer to the utilities of (07) (08) (09). They further recommend, at an appropriate time in the future, that this area is not fenced

A good deal of work has recently been undertaken establishing the Wastewater Ground Filtration Area (10). RPL notes that the area has been fenced with high, wire-mesh fencing – presumably to prevent recreational motorcyclists from entering the filtration fields. However, RPL submits that this facility would integrate much better with the proposed predominantly recreational uses for the Delta if the rows of barbed wire along the top of the fence were

removed. The existing fence, with the rows of barbed wire removed, would still function effectively to keep out motorcyclists and the public and the facility would look less like a detention compound or a high biosecurity risk area, until such time when uses in the Delta area are better managed and sign posted and the area can be left unfenced. Past expert advice SPL has received is that these filtration areas do not create surface wet areas, are not health hazards and can therefore be in public unfenced areas.

6. Transmission Line Substation (8)

RPL notes that a proposed Transmission Line Substation is shown in the vicinity of the sewage treatment plant and the Resource Recovery Centre. The purpose of the new substation is not clear. If a new Transmission Line Substation is required, presumably it would be for Transpower and RPL submits that it may be preferable to site it on the east side of the Shotover River so that, at some point in the future, the transmission lines that currently cross the Shotover River, and the transmission pylons either side of the river, could potentially be removed from views at this important entry to Queenstown. Permitting a new substation to be sited in the location shown on the west side of the Shotover River is likely to result in the overhead transmission lines remaining a permanent part of this view of Queenstown. A more elevated site, above flood level, on the east side of the river should be preferred for a future substation. Transmission lines could then either be buried through the river bed or supported under any new bridge proposed along this section of the river.

7. Queenstown Airport Precinct

RPL submits that it is important that the Draft Frankton Masterplan identifies key features and indicative land uses within the airport precinct

Queenstown Airport is sited on the largest single landholding in Frankton and this land is in the middle of the Frankton Masterplan area. The recommendation is to correctly identify Airport uses and proposed uses in the same way that the Masterplan has identified such uses and features within other large areas; such as Remarkables Park, 5 Mile, Shotover Park and the Shotover Delta. Examples of uses within the airport precinct that should be identified on the Masterplan include the passenger terminal and its proposed expansion plus the areas to be occupied by scenic flight operators, helicopter operators, emergency services, aircraft servicing and hangars. The locations of these activities significantly affect the future roading network. Other Masterplan transport proposals, such as the public transport route, the orbital transport route and the location of the proposed regional coach hub, appear to have been based on existing airport activities staying in their current locations. QAC's initial master planning exercise indicated that there could potentially be alternative locations for some of those activities. It is important QAC is consulted so as to include the intended locations in the Frankton Masterplan in order to allow the district to properly plan for future development of the Frankton area.

8. Queenstown Airport Cross-wind Runway

RPL submits that the timing of discontinuation of the cross-wind runway should be included in the Masterplan to allow for planned staging of other aspects of the Masterplan.

Through QAC's master planning exercise, indications were given that use of the cross-wind runway, which is used by, smaller aircraft predominantly in certain wind conditions, would be phased out over the next few years. Phasing out this activity would reduce the effects of aircraft noise on parts of Frankton to the north and south of the airport. It would assist the better development of those areas and the realisation of the Frankton Masterplan -

particularly enabling residential development to the north of the airport – it would be beneficial if the discontinuation of use of the cross-wind runway could be confirmed and identified in the Masterplan.

9. Land Uses at Remarkables Park

RPL does not support the Draft Frankton Master Plan proposed uses for the RP Zone. RPL seeks that the draft Frankton Masterplan (DFM) either better reflects the uses enabled by Activity Areas of the RP Zone and/or shows the Activity Area lines superimposed over mixed use colour(s) that better reflect the wider range of mixed uses enabled across the zone.

While some parts of the (DFM) are in accordance with some existing uses e.g. Wakatipu High School, Hawthorne Drive, adjacent road and trails, or planned uses to occur, e.g. Quayside Ferry Terminal and Waterfront (15) and Remarkables Gondola, much of the rest of the plan is neither in accordance with the wide range of mixed uses enabled by RP Zone, relatively recently updated by PC34 in 15/11/2012, or with the RP Master Plan that was shared with the Frankton Master Planning facilitators. The RP zoning has been the outcome of years of intensive planning work with the Council, independent commissioners, and Environment Court decisions based on very considerable expert evidence and should not be ignored. Furthermore, they have been achieved at great cost and would be vigorously defended by RPL and its clients given that zoning has been heavily relied upon and acted on in terms of existing development and consented and planned developments.

In particular RPL seeks that further consideration is given to the DFM as it applies to the RPZ in terms of :

Commercial / Visitor Centre

- 9.1 Reflecting the role of RP to provide the town with a significant retail office, entertainment centre servicing both visitors and locals. In this respect RP is zoned to provide a complementary centre to Queenstown Bay in that it provides further capacity and infrastructure to accommodate Queenstown visitor growth including hotels; the Conference Centre, Gondola(s), Ferries, Sports & Recreation Centre, Entertainment, small and medium retail(suited to visitor and local demand), Community Centre, medical facilities, trails and roading, lots sized for larger developments and services. RPL and clients have made and are continuing to make substantial investments in all of these facilities.

Retail

- 9.2 Retail (red in the DFM) in particular is significantly understated and Retail is a widely integrated mixed use activity in the RPZ. RPZ Retail provisions are Activity Area 5 - Permitted Activity (the RPTC & Market Street), AA3 - Controlled Activity Quayside AA.2a, 2b, 2c, 4, 6 & 7 – Discretionary Activity. AA8 provides parking adjacent to Market Street.

Visitor Accommodation

- 9.3 In particular the DFM makes no reference to visitor accommodation at RP yet the RP Zone proves for extensive visitor accommodation, principally hotels, and supporting infrastructure as noted in 9.1 above. A significant number of hotels have established or will establish at RP over the next few years.

Medium Density Residential

- 9.4 Medium Density Residential (mid yellow on DFM) is shown in RPZ Activity Area 1; which is a virtually fully developed house and twin unit zone (max 2 storeys dwelling). Medium density and height in particular are undefined. In RPL's view it would be unreasonable for owners of houses in this AA1 to be subjected to higher rise "in fill" developments. Medium density residential however is more applicable plus other enabled mixed uses in the adjacent AA4 land.

Mixed Use

- 9.5 Mixed use (orange on the DFM) – As noted all of the RPZ is effectively a horizontal mixed-use zone comprising multiple integrated precincts with varying mixed use (not always including residential) combinations. The retail (red) and a mixed use (orange) shown on the DFM plan are principally zoned AA5 and AA3 respectively. These Activity Areas are being developed for retail, office, entertainment, conferencing, hotels, and in AA4 community facilities and retirement with some (but not predominantly) high density residential.

High Density Residential

- 9.6 High Density Residential (Bright yellow on DFM) – While this area is anticipated to include a lot of high density residential principally in AA4, 6 & 7 these Activity Areas are mixed use zones also enabling, as controlled or discretionary activities, visitor accommodation, education, retirement, medical, health and commercial recreational facilities.

Mixed Use Precinct

- 9.7 Mixed Use : Hawthorne Drive - The area bounded by Hawthorne Drive on the south side and extending up to 60m north of Hawthorne Drive comprise parts of AA6 and AA7. As such they enable a wide range of mixed uses including Visitor Accommodation, Residential, Health, Retirement, Education and Commercial Recreational, and Commercial as a discretionary use. The Frankton Master Plan shows this area as only "Commercial (excludes residential)". This narrow use is not in accordance with the zoning or RP Master Plan but RPL would have no objection to "Commercial" being upgraded in this location from discretionary to controlled or permitted use status so long as the existing zoning is retained. Accordingly, while RPL realises that the Masterplan does not change the Activity Status of the land under the District Plan, RPL strongly opposes the Master Plan showing the deletion of this mixed use strip – especially when one of the thrusts of the Masterplan is to locate high density mixed use along the route of the orbital bus service including ongoing evolution of Hawthorne Drive as an "Urban Corridor". RPL submits that the existing AA6 & AA7 strip on the north side of Hawthorne Drive should be shown as coloured orange and shown as "Mixed Use (includes visitor accommodation, residential and commercial)".

Commercial Recreation and Commercial – north of Mixed Use Precinct (north of Hawthorne Drive)

- 9.8 The Draft Frankton Master Plan (as noted above in 9.7) shows an area north of Hawthorne Drive coloured pink and labelled – "Commercial (not residential) and includes the number (13) – Commercial recreation expansion". North of the mixed use Hawthorne Drive strip extending up to the southern boundary of the Airport is currently zoned AA8 principally for

commercial recreation and parking, RPL would however support Commercial (a non noise sensitive use) being included as an additional use for this area.

10. New Kawarau River Bridge Proposal

RPL does not support the suggestion of a future public transport vehicle bridge in the vicinity of the proposed Pedestrian Bridge from the Botanic Gardens.

Apart from the very substantial cost, a bus route crossing the river here would not be a good fit with the proposed Botanic Gardens and Quayside Waterfront walking and relaxation precinct. Neither would it add many public transport benefits that would not be provided by the enhanced passenger transport route that is shown as using the existing Kawarau Falls Bridge servicing Remarkables Park and Wakatipu High School. The concept of a pedestrian bridge supplemented by a park and ride and a passenger transport stop on the Boyd Road side of the river would be a much better, and financially more viable, solution. Such a facility would provide an excellent point of access to Remarkables Park and Frankton for visitors arriving by vehicle from the south and for residents of Kelvin Heights, Jacks Point and Hanley Farms, who could park and walk across a footbridge to access facilities at Remarkables Park.

11. Orbital bus route

RPL supports the orbital bus route proposal as a supplement to the public transport route.

RPL would strongly support a service operating futuristic vehicles such as autonomous electric 20-seater buses in order to attract maximum usage and minimise operating costs. The flat, circular route would appear to be ideal for establishing a trackless tram in time. RPL would also envisage that, as the Convention Centre and gondola are established at Remarkables Park, the orbital route will be altered to include stops at such key facilities.

12. Regional Coach Hub (17)

The regional coach hub is a concept that has considerable potential and warrants serious consideration. RPL proposes that the coach hub concept should be expanded into a Regional Coach and Tour Transport Hub.

It could include, not just inter city services and coach trips to destinations such as Milford, but also all trips to tourist activities, such as bungy jumping, sky diving, or wine tours etc - including those serviced by smaller coaches and minivans. Tourists accessing any of these activities would be encouraged to use one of the Public Transport services to travel between their accommodation and the Regional Coach Hub/ Tourist Transport Hub. This would see more tourists using PT more often and would also reduce (or remove) the number of large coaches using Frankton Road to do their hotel pick-ups and drop offs at the start and end of each day. It could also see a reduction in the number of buses stopping in Shotover Street (and surrounding streets) throughout the day to pick up groups of participants for individual tourist activities.

13. Gondola Route

RPL supports the proposed gondola routes included in the Draft Frankton Masterplan and is particularly pleased to also see a gondola terminal shown adjacent to the airport terminal and in the vicinity of the proposed Regional Coach Hub.

One of the best means of dissuading arriving airline passengers from picking up a rental vehicle at the airport is to provide them with a range of transport options that can offer other advantages. Having Public Transport and Orbital bus route stops at the airport terminal is

important but having gondola cabins travelling through the arrival hall, with a new cabin arriving every 15 seconds, could be a real game changer. Glass walled cabins capable of carrying passengers in relative silence, with direct views to the western face of The Remarkables connecting directly to the convention centre or their hotel or to the Quayside ferry terminal for jet ferry trip to Queenstown Bay hotels etc would make an arrival in Queenstown a truly unforgettable experience and may do much to reduce the high uptake of rental vehicles by arriving passengers.

14. North Western Frankton – Shotover Park & QAC- non Airport land

SPL recommends the master planning proposal uses for the Northern Frankton Flats be further considered having regard for the PC 19 evidence and zonings.

Shotover Park Limited is surprised to see much of the proposed land uses for the Northern Frankton Flats significantly diverging from the Environment Court settlement of PC19. The PC 19 land uses were determined by having regard to a substantial amount of expert evidence much of it predicated on Queenstown's need for light and heavier industrial land use areas. Much of the land has already been developed with buildings that could be expected to have a useful life of 30 years and in the case of Shotover Park there are covenants in place to protect those uses, including not enabling residential to co locate in these areas, which will more than likely lead to residents objections to noise and other industrial activities.

15. General

RPL notes that one of the Frankton Masterplan Project Goals is stated as: ***"Integrate all plans, strategies and projects to create better outcomes for Frankton."*** RPL recommends this goal be expressed more broadly by way of a minor addition (underlined) so that it states: ***"Integrate all plans, strategies and projects to create better outcomes for Frankton, Queenstown and the wider district."***

RPL is grateful to have been included in the consultation sessions to date and would be pleased to further discuss these submissions and suggestions if there is to be an opportunity to do so.

RPL also expresses thanks for the consideration given to file this submission after the closing time.

Alastair Porter, CEO on behalf of
Remarkables Park Limited / Shotover Park Limited
ap@porter.co.nz