

Before the Independent Hearing Panel

Under the Resource Management Act 1991

In the matter of submissions and further submissions on the Urban Intensification Variation to the Queenstown Lakes Proposed District Plan

Statement of Evidence of John Leslie Thompson on behalf of Kelvin Capital Limited

Date: 09/07/2025

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**anderson
lloyd.**

Introduction

- 1 My full name is John Leslie Thompson. I am a Director of Kelvin Capital Limited (**KCL**).
- 2 KCL owns land at 685 and 689 Peninsula Road, Kelvin Heights, Queenstown (**KCL Property**). I have resided at the KCL Property for over thirty years.

Scope of evidence

- 3 This evidence is provided in relation to the Urban Intensification Variation to the Queenstown Lakes Proposed District Plan (**PDP**) (**Variation**).
- 4 This evidence addresses the Variation as it relates to the KCL Property and the wider Kelvin Heights area including:
 - (a) Chapter 7 Lower Density Suburban Residential Zone (**LDSRZ**);
 - (b) Chapter 27 Subdivision and Development; and
 - (c) The LDSRZ at Kelvin Heights.

Summary

- 5 I oppose the Variation as it affects the LDSRZ at Kelvin Heights. There should be no changes to the district plan that would enable greater levels of development at Kelvin Heights.

Evidence

- 6 Kelvin Heights is unable to accommodate more enabling heights and densities. It is not located sufficiently close to established commercial areas and does not have the roading, public services and infrastructure to facilitate intensification. In particular:

Traffic

- (a) My experience is that Peninsula Road and the intersection with Kingston Road are already extremely busy and are not able to accommodate the increased traffic that would be enabled by the Variation.
- (b) Importantly, the intersection with Kingston Road is the only way in and out of Kelvin Heights by motor vehicle. This means residents are at risk of becoming trapped when there is a serious motor vehicle accident. This happened most recently in April 2025, when traffic was

backed up to the BP roundabout, as detailed in the article **attached** as Appendix 1. A similar incident happened in July 2024 as detailed in the article **attached** as Appendix 2. More traffic will only increase the risk and occurrence of these types of accidents.

- (c) There are concerns the two-lane Kawarau Falls Bridge (opened in May 2018) will be at capacity by 2027 as detailed in the article **attached** as Appendix 3.
- (d) Peninsula Road does not have a cycle lane meaning cyclists have to share the road with cars and large vehicles. Parts of Peninsula Road do not have footpaths or streetlights and successive Councils over the past 30 years have shown little appetite to improve such facilities for the local residents. Kelvin Heights is simply not suited for a higher density of development.
- (e) The Variation does not propose any mechanisms or changes to address the traffic issues. The Council officers do not appear to have considered these transport constraints in their reports and have actually recommended submission points proposing helpful solutions (e.g. footpaths along Peninsula Road, improved public walking linkages and cycling lanes along Peninsula Road) be rejected.¹
- (f) Council's own evidence states the area has "relatively low accessibility ... in part due to its constrained access arrangements".²

Infrastructure

- (g) During the hearing of submissions on the Long Term Plan in 2024, Jenny Carter, speaking on behalf of Kelvin Heights developers, gave evidence that "the infrastructure out there is inadequate and needs upgrading".³ Submission 1236 also raises concerns that the sewer on Frankton Track "appears to be struggling with the current loading".⁴
- (h) Richard Powell's evidence is that **major** upgrades, including a new reservoir, are required to the Kelvin Heights Water supply and Wastewater schemes.⁵

¹ OS924.1 and FS1309.1.

² Statement of Evidence of Cam Wallace dated 6 June 2025 at 15.24.

³ <https://crux.org.nz/crux-news/developers-qldc-not-keeping-up-with-infrastructure-demand>.

⁴ OS1236 at 1.

⁵ Statement of Evidence of Richard Powell dated 6 June 2025 at 5.29 and 5.30.

- (i) Despite this, there are no budgeted or scheduled upgrades to the Kelvin Heights Water supply and Wastewater schemes to enable increased densities in this area.⁶

Visual amenity

- (j) I chose to live at Kelvin Heights because it offers spectacular north facing views of the lake, good access to sunlight and lower density development compared to areas close to commercial areas.
- (k) The proposed changes are completely contrary to the existing amenity and character of Kelvin Heights. They will compromise access to sunlight, visual amenity, landscape values and views from private land, Peninsula Road and the trail.

Conclusion

- 7 QLDC should refocus the Variation to areas that are able to accommodate increased heights and densities.

9 July 2025

John Leslie Thompson

⁶ Statement of Evidence of Richard Powell dated 6 June 2025 at 5.29 and 5.30.

Appendix 1 – April 2025 article regarding motor vehicle accident

Smash at Kelvin Heights turnoff

2 MINUTES READ

POSTED 3 APRIL, 2025

LATEST NEWS



Traffic backed up at the scene of yesterday's bad smash at the Kelvin Heights turnoff

Traffic was backed up to almost the BP Roundabout corner yesterday after a bad car accident at the Kelvin Heights intersection with State Highway 6 on the Queenstown to Kingston Road just before 4pm.

One person was taken to Lakes District Hospital suffering from moderate injuries with four others treated at the scene for minor injuries, a St John Ambulance spokesperson says. An ambulance, and an operations manager vehicle sent to manage the scene, attended after the call came in at 3.52pm.

be the best permanent solution, according to the Kelvin Heights Peninsula Community Association.

Similar concerns have been aired on community social media platforms by Hanley's Farm residents further south on the State Highway over what some residents claimed to have been near misses.

Both Frankton and Queenstown Volunteer Fire crews attended, applying initial first aid and helping with traffic control, a Fire and Emergency NZ spokesperson says,

Police say inquiries into the circumstances surrounding the crash are "ongoing". Some of those involved were being supported on the side of the road, a woman wrapped in a blanket.

It's unclear how the accident occurred at this stage, but the whole right and centre of the front bonnet and engine of a silver 2018 Toyota Rav 4 was completely smashed in. The airbags had fully inflated, and the vehicle was left facing a metre or so from the large rocky overhang adjacent to the intersection. The front right of the 1999 Volkswagen Golf was completely smashed in, dislodging the wheel.

The road had to be closed several times, initially to allow emergency services to clear the highway and then again from just before 5pm, during peak traffic, to allow tow trucks to remove both badly damaged vehicles. The road reopened at about 5.15pm allowing commuter traffic to flow again.

Not only the volume of traffic, but speed and poor sight distances suggest action should be taken at the Kelvin Heights State Highway

turnoff, the Kelvin Peninsula Community Association says in its last newsletter. It's aired major concerns to the Transport Agency calling for an upgrade, tighter speed restrictions, speed cameras and a roundabout after a "marked increase in the busyness of the intersection" has led members to "challenge the reluctance of NZ Transport Authority Waka Kotahi to upgrade the intersection on the short to medium term".

NZTA has told the association that it's aware of the increasing traffic demand and related safety issues and has "a watching brief on the Southern Corridor due to rapid growth in residential development".



A badly damaged Toyota Rav 4, involved in yesterday's bad smash at the Kelvin Heights turnoff, is removed from the scene



Police talk to some of those involved in yesterday's bad crash at the Kelvin Heights turnoff

Appendix 2 - July 2024 article regarding motor vehicle accident

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At least one person seriously injured in Queenstown crash

Stuff reporters

July 3, 2024 · 7:39pm

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Two-vehicle crash closes road in Queenstown.

STUFF

At least one person is in critical condition after a crash in Queenstown on Wednesday.

Emergency services responded to a two-vehicle crash around 6.45pm at the intersection of Kingston Road/State Highway 6 and Peninsula Road.

“Initial indications suggest at least one person is seriously injured,” police said.

The road is currently completely blocked and police encourage motorists to delay travel or take alternate routes since the closure will be there for some time.

- Stuff

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PAID PROMOTED CONTENT

Appendix 3 – Article – Queenstown Trails Trust



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Sunday, 25 February 2024

'Absolute chaos' coming for Queenstown commuters

By Tracey Roxburgh (/author/Tracey%20Roxburgh)

55323

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The Queenstown Trails Trust boss is predicting "absolute chaos" for commuters of all types within the next three years.

Mark 'Willy' Williams estimates 30,000 people will be living along the southern corridor — between Kelvin Heights and Oraka (formerly Lakeside Estates) — by the end of this decade, while the two-lane Kawarau Falls bridge, opened in May 2018, will be at capacity by 2027.

By then, the community will likely also be dealing with highly-disruptive NZ Transport Agency Waka Kotahi (NZTA) works at the BP roundabout — a project Mountain Scene understands is likely to take three years.

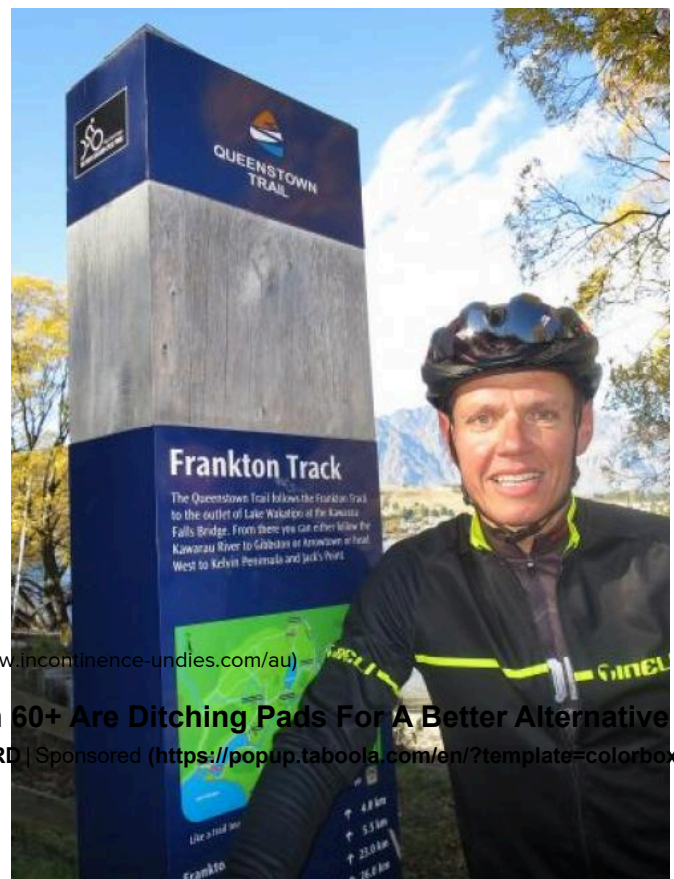
Meantime, active travel networks, which could take some pressure off the roads, are making painfully slow progress.

Given indications there'll be no more government funding coming for such trails, Williams is concerned those not already under construction may not eventuate.

He says of the multiple active travel networks proposed by the Way To Go partnership's business case, endorsed by NZTA, just one — from Arthurs Point to Queenstown — is under construction.

It's received funding through the 'Transport Choices' package, part of NZTA's climate emergency response fund and is expected to be completed next month.

Williams says while that's "great", because there's no active travel crossing over the Shotover River, cyclists and pedestrians still have to share the one-lane Edith Cavell Bridge with vehicles.



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"My biggest fear with that one is that as soon as the BP roundabout works begin ... all the traffic coming into town is going to try to come via Arthurs Point. **Mark Williams**

"That Arthurs Point bridge is going to become an absolute nightmare ... [it will be] three years of absolute chaos."

There's rising frustration, though, at a lack of progress on one of the "priority" active travel networks, in particular.

Dubbed the 'A7', it's to link Jack's Point to Remarkables Park.

Part of the first of two stages involved in the overall project, initially priced at \$134 million, which received \$14m from NZTA, it was originally pegged for completion in 2021.

It's still on paper.

To be governed and funded by NZTA, the latest update from NZTA, in December, says investigations are continuing on its "preferred routes".

The initial route, comprising an underpass through private property and a bridge over the Kawarau River, near Boyd Rd, has been ruled out due to poor ground conditions at the proposed bridge site.

Two new preferred options are being considered — the 'Western' route, running along the base of Peninsula Hill, and the 'Hillside' route, above the south side of State Highway 6, connecting to the historic Kawarau Falls Bridge, and on to the Lakeside Trail.

Williams appreciates there are a "lot of moving parts" required to get that trail up and running, but the clock's ticking.

Active commuters are doing a daily dice with death navigating the "bloody dangerous" state highway, made worse by increasing congestion.

"That's why this [active travel link] needs to happen right now."

Adding to the frustration is construction of the \$128m arterial road, the benefit of which Williams questions.

"You're still bringing traffic along the state highway, straight into Queenstown, where they've got nowhere to park.

"And you've encouraged vehicles, because you've not built any active transport, because all you've got is road.

"We've got to think about changing the way we do things moving forward."

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