

# APPENDIX 4: Other Related Transport Activities

Since the notification of Plan Change 19 there are a number of relevant other activities being carried out particularly in respect of implementation of the Wakatipu Transport Study.

## 1.1 Frankton Flats Road Network Development

### 1.1.1 Current Situation

The key land owners and developers on Frankton Flats - Remarkables Park, Shotover Park, Five Mile and Queenstown Airport (QAC) have been actively involved in developing master plans outlining the nature, scale and timing of their intended developments. The recent initiatives taken by Five Mile in commencing with Stage 1 of their township development has resulted in the need to form a new road to replace the former Grants Road and also to identify a preferred alignment and location for the Eastern Access Road which facilitates access to Shotover Park, Five Mile Stage 2 and Remarkables Park via a connection with SH6 at the north east corner of Frankton Flats.

The latter has relied upon co-operation between the major stakeholders and Transit New Zealand. The alignment of the Eastern Access Road has been fixed in principle with some adjustment of Road 2 (linking the existing Glenda Drive with a new arterial) to allow more space between its connection with the Eastern Access Road and SH6. This in turn has meant that there may be conceptual changes to development layout and connectivity with the Eastern Access Road particular in respect of the area immediately located above Road 2 and bordered by the state highway. It is envisaged that discussions with the major stakeholders will continue until agreement can be reached.

QAC is also involved in the planning of its Runway End Safety Area (RESA), which is likely to be provided to the eastern end of the runway. This has necessitated a design to be prepared for a road around the eastern perimeter of the runway to connect Remarkables Park with Shotover Park and Five Mile. Various options governing the alignment of the road have been prepared including alternatives around the edge of the airfield set into an extended embankment with the design speed being the critical variable. A tunnel under the runway has also been tabled for discussion.

As part of the plan change Council will need to more clearly define the location of roads in the northeast sector of Frankton Flats. This together with the positioning of the critical noise contour resulting from the airport may provide Council with the opportunity to reconsider the activity area boundaries.

The approach taken by Council has revolved around consulting with the major developers and facilitating dialogue between all parties and responding to their various submissions. Council is keen to take the initiative and get the road network designated as soon as possible, which will oblige the developers to position themselves and respond.

### 1.1.2 Tasks to be undertaken

#### **Determining Network Form and Road Hierarchy - North East Sector**

Using the development plans submitted by both Shotover Park and Five Mile, a preferred arterial network for the northeast sector of Frankton Flats is being developed, which will reflect the preliminary position, agreed for the SH6/Eastern Access Road. To this will be

added the new Grants Road alignment and also a portion of the arterial connecting the southern ends of Grants Road and the Eastern Access Road which is envisaged as ultimately running parallel to the north of the runway.

This information is critical to Council, as it will form the basis of consideration of submissions made to Plan Change 19. The proposed network will also require the determination of appropriate cross sections to reflect zoning and the relationship between building height and road width.

### **Arterial Network to west end of Frankton Flats**

Possible alternative arrangements regarding the arterial network to the west end of the runway still need to be explored. Initial thoughts were developed during the course of the formulation of the Wakatipu Transportation Study (WTS) process. The key focus of this element of the study will be the layout between SH6/6A intersection and the SH6/Airport Rd intersection.

The thinking around arterials must also take account of public transport, cycling and walking therefore offering an integrated approach. The use of arterials by buses will need to be identified and build upon the recommendations given within the passenger transport components of the WTS

Some alternative arterial layouts have been prepared and forwarded to QLDC for their feedback. Once Council has agreed to a list of options, they will be modelled and the outputs evaluated. We will determine a range of Performance Indicators against which the modelled data can be evaluated and used to illustrate the relative benefits/disbenefits of one option against another.

### **Development of the Entire Road Network and Operational Assessment**

Once the arterial network has been evaluated, the collector and local roads will be confirmed. A series of cross sections relating to the various types of roads has been developed building upon the initial work developed and will include consideration of access control and frontage treatment for all roads.

## **1.2 Designation of the Key Arterials**

Council has endorsed a recommendation to proceed with designating the key arterials under the provisions of Part 8 of the Resource Management Act 1991. Defining the exact location and function of the key arterials will assist in resolution and considerable work is currently underway on this. Defining the arterials will also assist in rationalisation of the location of the activity area boundaries, which is made complicated by the landholding boundaries, and the location of legal but unformed roads.

In which case it becomes even more important that designating the routes so that the community can effectively plan for optimised outcomes at Frankton Flats can occur. This is a key piece in the "jigsaw" in defining where, when and what function the key arterial road network has on Frankton Flats.

As Council has already endorsed designating the routes under the part 8 process of the Resource Management Act 1991, this can occur once there is agreement about location and function and this is explained in section 5.1 above. Eastern arterial including the RESA area discussions have occurred and Council has had a number of meetings with Shotover Park Ltd, Five Mile, QAC and Transit over defining the network to achieve both functional and appropriate locations.

In terms of process issues and the extent of the designated arterials we believe that a holistic approach should be taken and should include both sides of the airport. Preparation of the designation documents can commence once the network is clearly defined and there has been appropriate and recorded formal consultation with landowners and those that have an interest in the process generally.

Typically these designation processes can be quite lengthy and include a large amount of detail particularly in relation to alternatives, consultation and any known environmental effects. There is also the issue of the level of detail required in that recent designation processes have an increasing focus on effects and the need to make sure that it works from a traffic safety and capacity perspective.

### **Process**

Therefore the process forward should be

- ▶ Confirm arterial road network
- ▶ Carry out consultation with landowners, QAC, Transit NZ and any other parties that have an interest greater than the public generally.
- ▶ Make any agreed changes based on consultation.
- ▶ Prepare Notice of Requirement documentation and Associated Assessment of Environmental Effects.
- ▶ Lodge with Lakes Environmental
- ▶ Probable hearings after that.

### **1.3 Remarkables Park Plan Change**

Remarkables Park has also submitted a request for a private plan change – referred to as the Remarkables Park Private Plan Change (RPPPC.). In comparing the two plan changes the following are comparisons are relevant.

#### **Comparisons**

- ▶ Both the Remarkables Park Zone and Frankton Flats Zone intend to operate with a hierarchical street network, including having the appearance of each street designed in a manner that reflects its desired position in that hierarchy. Both zones also propose extensive walking and cycling routes both through and to areas outside each respective zone, although the Frankton Flats Zone objectives, policies and rules are much more prescriptive and directive in terms of implementing this.
- ▶ The Transport provisions for Frankton Flats overall are more prescriptive than what they are for Remarkables Park. This is reflected in the relevant district plan provisions for each zone; Frankton Flats has four objectives and subsequent policies relating to transport, whereas Remarkables Park covers transport in one objective. There is no mention of managing travel demand and promotion of alternatives to the private car.
- ▶ Frankton Flats is orientated around discouraging use of the private car, both within and for trips out of the zone. The mixed-use nature of the zone is designed so people who wish to make local trips can walk, as housing is to be provided above shops. A transport hub is also an objective of Frankton Flats, in order to create a Park and Ride public transport (bus) link with other areas around Queenstown and the Wakatipu basin. These measures have been designed to alleviate private vehicle congestion along Frankton

Road. There is no reference in RPPPC to the integration of PT with other forms of movement.

- ▶ Whilst there is no reference to any park and ride in the objectives and rules in the zone provisions for Remarkables Park, there is reference to a possible future ferry service on the Kawerau River. The section 32 report for Remarkables Park also notes that a shopper bus services currently serves the area. It should be noted that in terms of movement there will be few in number likely to use such a service and it will be destination (ie Queenstown CBD) focused. It is clear that there is not as much emphasis in the Remarkables Park on discouraging private car use as there is in Frankton Flats which relies on the existing and conventional provisions in the PODP
- ▶ Both zones acknowledge and discuss the importance of establishing an Eastern Link Road. As the majority of this road would traverse through the Frankton Flats area, there are more provisions in the zone rules for it than there are in the Remarkables Park zone rules. However, both zone provisions agree of its strategic importance. ‘
- ▶ Due to the Frankton Flats Zone adjoining State highway 6, prominence has been given to limiting and establishing safe connections between the zone and the state highway.
- ▶ In drafting the provisions of PC19 Assessment criteria were specifically added relating to
  - Locations of facilities that provide access to public transport.
  - Methods of restraining long term parking use in areas associated with commercial development.
  - In terms of parking PC19 has a lower residential parking standard for residential.
  - Whether consideration of TDM Plans has been made.

#### **1.4 SH6**

It is understood that Transit New Zealand has commenced preparation of a notice of requirement to alter the existing SH6 designation. This includes relocating the Glenda Drive intersection to a much safer position to the west of the garden centre and making the existing Glenda Drive left in only.

In addition widening work at the intersections is necessary particularly to incorporate the roundabout for Grants Road. Transit New Zealand may wish to comment further on this process during the hearing.

#### **1.5 SH6A Multi Modal Improvements Project.**

Transit has recently called for professional services to identify and develop preferred improvement options for the SH6/SH6A intersection at Frankton and for the SH6A corridor from the SH6/6A intersection to and including the SH6A Stanley Street/Shotover Street intersection in Queenstown.

The project description in the Request for Tender is as follows: -

*This project is about identifying an acceptable option and developing a scheme macro-scope for the SH6A Frankton Road component of the strategy with the objective of establishing SH6A as a people corridor that integrates rapid public transport, vehicular traffic and pedestrian and cycle traffic. In broad terms, this project will focus on roading development along the SH6A Frankton Road corridor and the investigation and development of options that will:*

- ▶ *Ensure the establishment of SH6A as a people corridor that provides for and integrates rapid public transport, vehicular, pedestrian and cycle traffic,*
- ▶ *Recognise and provide for the enhancement of SH6A's role as a gateway to Queenstown Township – any treatments of SH6A will need to contribute to very high amenity values that will enhance visitor experiences of Queenstown, and*
- ▶ *Ensure the design and operation of SH6A will acknowledge the nature of land-use activities adjacent to the road.*

*The areas of land either side of the SH6A are presently dominated by residential and visitor accommodation activities. These, together with the gateway role will influence the acceptability of different options. Accordingly, it is essential that these streetscapes and urban design issues be addressed at this early stage of investigation.*

*As an adjunct to the SH6A Frankton Road component of the Wakatipu Transportation Strategy, the investigation, option design, and reporting of the SH6/SH6A Intersection at Frankton is to be delivered as a separate outlet. However, bus priority through the intersection is required to link in with the options proposed for SH6A. The Frankton Flats Options Report section of the Wakatipu Transportation Study discusses options for improvements to the intersection.*

Although not specifically part of the Plan change Area the project will identify physical measures of making the bar between the dumbbells provide for fully multi-modal transportation.