

# TE KIRIKIRI / FRANKTON MASTERPLAN

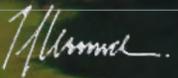
JANUARY 2020





Document Quality Assurance

**Bibliographic reference for citation:**  
a Miskell, 2020. *Te Kirikiri/Frankton Masterplan*. Report b a Miskell Limited  
for Queenstown Lakes District Council.

|              |  |  |
|--------------|--|--|
| Prepared by: | Tim Church<br>Urban Designer<br>a Miskell Ltd          |  |
| Reviewed by: | Dhanesh Amerasingam<br>Urban Designer<br>a Miskell Ltd |  |
| Status:      | Revision / version: 3                                  | Issue date: 31 January 2020  |

File ref: C18141\_009\_Masterplan\_Document\_

# 1. EXECUTIVE SUMMARY

## 1.1 THE VISION

**“Te Kirikiri/Frankton, where our pathways,  
the lake and the rivers meet.**

*At the heart of Te Kirikiri/Frankton is a hub that connects a bustling community of businesses, residents and visitors to Queenstown and the region. Embracing sustainable development, future generations live in harmony with the natural environment.”*

Frankton Masterplan vision, 2018

## 1.2 SETTING THE SCENE

Imagine it's 2048, what legacy would you like to leave for future generations in Te Kirikiri/Frankton?

Te Kirikiri/Frankton is a significant area for Kāi Tahu, known as a place of settlement and mahika kāi, and lies at the junction of ara tawhito (traditional trails) linking to the wider landscape. Te Kirikiri/Frankton has evolved a lot in recent years. From rural land and holiday cribs into a complex mix of activities for locals and visitors, with much more to come. It's a dynamic place but lacks a cohesive plan to bind Te Kirikiri/Frankton's existing and emerging community together.

Following intensive community and stakeholder engagement spanning almost a year, a Masterplan has been collaboratively formulated. This plan demonstrates how to integrate land use and transport to address the future needs of Te Kirikiri/Frankton.

The process of producing this Masterplan was underpinned by a rigorous and open engagement process, with a range of stakeholders including mana whenua, local businesses, residents, landowners and interest groups. This enabled a robust and rounded vision to be formed and a platform for ideas to be tabled, tested and crafted into a comprehensive plan. The process also included two rounds of public engagement, with the feedback being incorporated into the plan.

In late 2018, Way to Go (W2G), a partnership between QLDC, NZTA and ORC, decided to consider the future of Te Kirikiri/Frankton as a whole and establish a framework to join it all up.

Building on the Your Place, Your Plan early insights engagement undertaken in September 2018, the partnership embarked on a process to develop the Te Kirikiri/Frankton Masterplan and Integrated Transport Programme Business Case (ITPBC).

The project's goals are to:

- Ensure Te Kirikiri/Frankton remains liveable and a positive experience for visitors, residents and businesses.
- Integrate all plans, strategies and projects to create better outcomes for Te Kirikiri/Frankton.
- Give Local and Regional Government, Central Government and private stakeholders confidence to invest.

Together with Treaty partner Kāi Tahu and stakeholders, key outcomes for the Masterplan were established. In April 2019 community feedback was gathered to test the foundations of the Masterplan through question and answer sessions, market day stalls and an online survey. The outcomes that the community identified as being of most importance were:

- Enhancing Te Kirikiri/Frankton's role as a hub for the district,
- Integrating with the lakefront and rivers' edges,
- Living and growing in harmony with nature,
- Unified and integrated town and local centres,
- Enhancing the local networks,
- Nurturing inclusive neighbourhoods, and;
- Enhancing visibility of Kāi Tahu in the urban environment.



Geographical scope of the Masterplan area

# 1.3 DEVELOPING THE MASTERPLAN

Masterplans and Integrated Transport Programme Business Cases in New Zealand are typically prepared as two separate processes. Through the W2G partnership, Council, NZ Transport Agency and Otago Regional Council decided to adopt an integrated approach to determining the future direction of Te Kirikiri/Frankton. This unified approach provides a stronger case for investment and is essential to the timely and cost-effective delivery of the desired future outcomes for Te Kirikiri/Frankton.

While there are two principal deliverables, at its core, the project approach comprised three work streams: Engagement; the Masterplan; and the Integrated Transport Programme Business Case (ITPBC). Each of the work streams were closely related and dependant on the others. As illustrated in the diagram opposite, stakeholder engagement was fundamental to the success of the project and acted as a backbone and binding element of the project, effectively a touch point and an important part of the evidence base for the Masterplan and ITPBC. Establishing a shared vision and agreeing a set of investment objectives with the key stakeholders has been critical to developing a robust ITPBC and Masterplan .

The engagement work-stream comprised multiple layers, from interactive stakeholder workshops and broader public engagement exercises through to more targeted engagement with individual interest groups, stakeholders and aligned projects. The bulk of the engagement was formed around a series of workshops that provided gateways at significant decision points throughout the project, from the development of a vision and outcomes, through to a concept and spatial framework.

These workshops provided a means of bringing key stakeholders and the project team together to ensure a common understanding of the challenges and opportunities, and reduce decision making timeframes and risk of misinterpretation. It was also critical to ensure alignment with interdependent projects that were running in parallel and in some cases overlapping. These projects often relied on the same sources of data, as well as being essential to the delivery of both within the Te Kirikiri/ Frankton area and the wider District.

The robust and rigorous engagement process undertaken has provided stakeholders with a strong sense of ownership of decision making within the project provided a clear direction to the project team - enabling them to maintain momentum and see the project through to

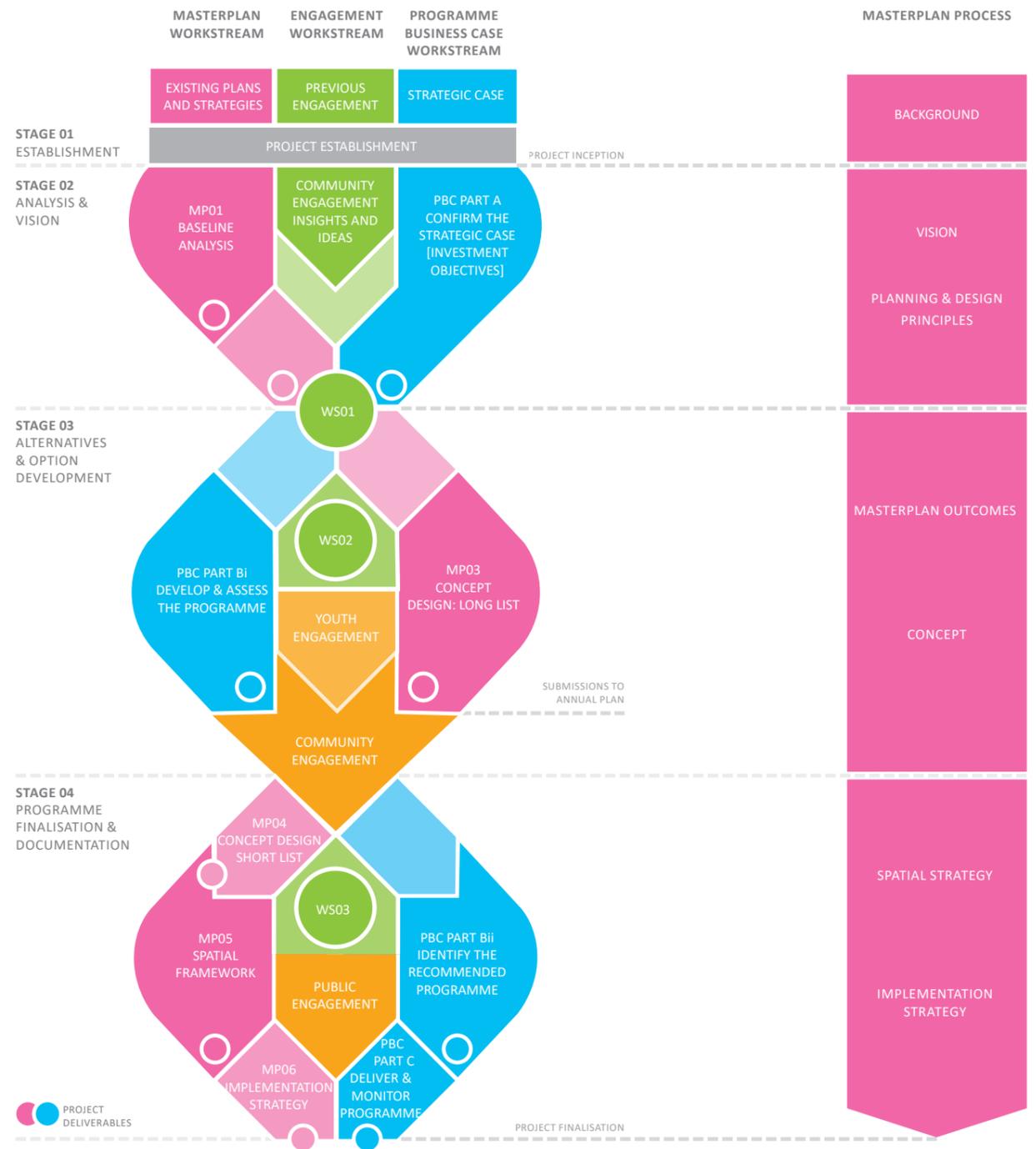
completion in a fashion that is consistent with the vision that was developed at the outset. Like any major change, it is not always possible to reach a full consensus and some stakeholder and community views may differ from those represented in the Masterplan. All viewpoints have been recorded and many of these can be considered in more detail and addressed as the action plan is implemented over time.

The Masterplan is a comprehensive plan of action that provides a vision and flexible spatial framework that will guide development over the next 30 years. Developing a Masterplan is a complex task of analysing, understanding and responding to the issues and aspirations of key stakeholders and wider community. Through the integrated approach, the Masterplan has progressed iteratively with the ITPBC, enabling stakeholders to understand longer term and complex issues of land use, built form and transport integration.

The Masterplan and ITPBC share a number of inputs and outputs, such as problem statements, objectives and option formulation. A key component of the Masterplan is the spatial framework. The spatial framework provides flexibility to respond to the changing needs of the community, environment and the economy. It is underpinned by the growth projections that anticipate a significant uplift in residential, commercial and visitor numbers over the 30-year timeframe of the Masterplan.

While the Masterplan for Te Kirikiri/Frankton has a relatively well-defined geographic scope, the complex land use and transport issues, including the outputs and influence of interdependent projects outside the area, means it has been critical for both the Masterplan and ITPBC to consider a broader 'area of influence'.

Ultimately the Masterplan and its various components will provide direction and a decision-making framework for the future. It is not intended to be a static document and will be reviewed and refreshed at key stages during its 30 year time horizon, enabling it to effectively respond to an evolving context.



# 1.4 DESIGN AND PLANNING PRINCIPLES

A series of design and planning principles have been collaboratively developed with stakeholders. These principles drew upon several sources, including background research, the vision workshop, targeted stakeholder engagement and the community engagement findings that preceded this Masterplan. The design and planning principles are a development of the vision statement and provide criteria for evaluating the Masterplan outcomes. The criteria have also been used to benchmark for how Te Kirikiri/Frankton currently sits with respect to the long-term vision and can be used to chart the impact that actions and interventions will have towards the delivery of the Masterplan over time. While the principles are robust and future focused, given the 30 year timeframe for the delivery of the Masterplan, it is expected that the Design and Planning principles will be reviewed, updated and amended as necessary to reflect new challenges, opportunities and aspirations that are likely to emerge over the next three decades. They can also be used as a basis of assessing the appropriateness of subsequent interventions during this time.

## COMMUNITY

WHANAUKATAKA



An inclusive environment where spaces and facilities are provided that enable the community to grow and connect.

### Criteria

- Provide facilities and spaces that promotes community togetherness and encourages social interaction
- Enhance the connection between the community and nature
- Provide a range of housing typologies to accommodate the breadth of the community

## WELCOMING

MANAAKITAKA



A place that feels safe, hospitable and accessible for all user groups.

### Criteria

- Provide reliable and regular public transport options
- Allow visual connections to cultural landscapes to inform building and spatial orientations where possible and design.
- Create desirable spaces that have high levels of climatic comfort and high levels of connectivity
- Ensure public space is adequately lit at night with active edges to provide passive surveillance
- Create a legible public space and street network where movement is intuitive

## CHARACTER

MANA MOTUHAKE



A distinctly local experience for residents to call home and visitors to be hosted.

### Criteria

- Strengthen sense of identity for locals while balancing the needs of visitors
- Retain and draw upon existing culture and history
- Promote seasonal activation of space that helps to solidify Te Kirikiri/Frankton's character
- Involve residents in the management of their streets and open spaces to provide a sense of ownership
- Enhance the fabric of communities by designing with sensitivity to existing character, scale and use
- Enable a sense of hospitality by ensuring adequate provision is made for visitor accommodation

## ENVIRONMENT

WAIRUATAKA



Foster people's connection to land and water where the community lives in harmony with nature.

### Criteria

- Create environments which encourage physical activity and prioritises walking and cycling
- Strengthen the sense of identity by maintaining and enhancing important views to sites of cultural and historic significance.
- Minimise the degradation of, and enhance, the environment through low impact water and waste management with a long term aspiration to improve water quality
- Foster people's relationship with water by maintaining an accessible public frontage
- Protect and enhance biodiversity by improving indigenous flora and fauna of value to Kāi Tahu
- Implement new technologies in environmental design and greener building standards

## IDENTITY

WHAKAPAPA



The public realm and built form reflect their local context: including culture, history, values and aspirations.

### Criteria

- Through design, educate, celebrate and acknowledge the shared cultures and history of Te Kirikiri/Frankton
- Provide opportunities for people to engage with the natural environment and its processes
- Create places that are memorable and identifiable as uniquely Te Kirikiri/Frankton
- Develop and implement a cohesive design language that responds to and enhances local character
- Use streetscape planting to strengthen desired character for connected spaces
- Adopt a sustainable and consistent material palette across Te Kirikiri/Frankton
- Incorporates Kāi Tahu design strategies

## INTEGRATED

TŪHONO



A functional and well defined town centre that is connected and complementary to the wider district and has the flexibility to adapt and grow.

### Criteria

- Ensure ease of access between centres and fringe communities
- Acknowledge ancestral pathways associated with Mahika Kāi and the traditional economy of trade by creating well defined and connected centres
- Strengthen the arrival experience to Te Kirikiri/Frankton, considering arrival by water, air and road
- Provide adaptable and flexible design solutions that can evolve over time
- Utilise resilient design principles to safeguard communications, critical services and infrastructure
- Enable independence by providing spaces and transport suitable for different user groups
- Ensure private sector development is coordinated and contributes to the long term vision for Frankton

## FEASIBLE

WHAIPAIKA



Masterplan actions and outcomes are well defined, set against realistic time frames and budgets, and are well supported by the community and stakeholders.

### Criteria

- Masterplan outcomes should be mutually beneficial for residents and visitors, providing social and economic gains
- Actions are coordinated and appropriately sequenced to maximise outcomes
- Responsibilities and accountability for delivery is clear
- Actions leverage existing investment and do not undermine the long term vision and wider aspirations of the District
- Projected completion dates are realistic, and managed by identifying short, medium and long-term milestones

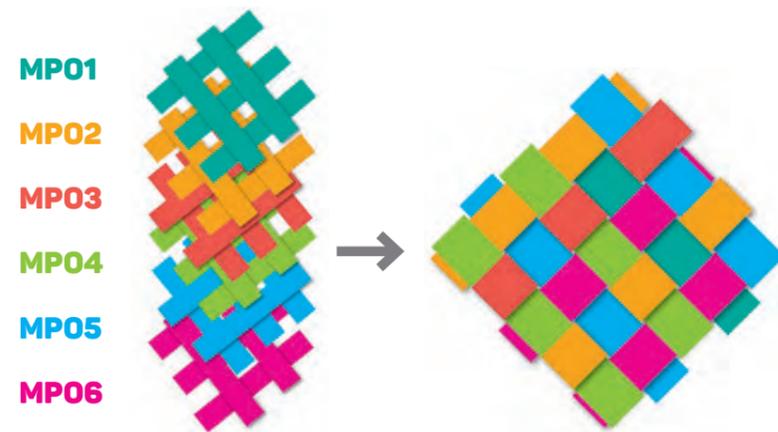
# 1.5 MASTERPLAN OUTCOMES

## THE MASTERPLAN OUTCOMES

As part of the formulation of the Te Kirikiri/Frankton Masterplan, six Masterplan outcomes have been identified and developed, drawing on the Vision and Design and Planning Principles. These layers are transformational and place based outcomes that have been tested by stakeholders through workshops and have formed part of the public engagement feedback loop. They are underpinned by a set of objectives that respond to the specific opportunities and challenges within the Te Kirikiri/Frankton area, as well as addressing community aspirations. While each of the Masterplan outcomes had its own tailored set of objectives, there are a number of interdependencies that are tied together as part of the spatial framework. The Masterplan outcomes developed include:

- MP01. Integrating with the water's edge
- MP02. Gateway into the district
- MP03. Enhancing the local network
- MP04. Integrated urban centres
- MP05. Living and growing in harmony with nature
- MP06. Inclusive neighbourhoods

## LAYERING THE MASTERPLAN OUTCOMES



### MP01 INTEGRATING WITH THE WATER'S EDGE

Objectives:

- Improve access for the community to the water
- Increase opportunities for recreation along the waterfronts
- Preserve and enhance views towards the water
- Utilise the water for transportation
- Capitalise on the amenity of the water edge for active transport
- Create a safe and accessible environment
- Enhance the water quality
- Promote climate smart solutions to improve resilience
- Strengthen the ecological connections from the waterfront into the core of Te Kirikiri/Frankton

### MP02 GATEWAY INTO THE DISTRICT

Objectives:

- Strengthen the sense of arrival into Te Kirikiri/Frankton by air, road and water
- Intensify uses and built form around the gateways to Te Kirikiri/Frankton
- Enhance the outward face of Te Kirikiri/Frankton along the state highways
- Create an intuitive and welcoming environment
- Enhance views towards the natural landscape features (water, mountains and hills) to improve legibility
- Reinforce a distinctly world class Te Kirikiri/Frankton character
- Support a transport oriented development by intensifying uses at transport nodes

### MP03 ENHANCING THE LOCAL NETWORK

Objectives:

- Implement efficient and direct connections between existing activity areas
- Provide reliable and demand responsive services
- Blend modes, provide choice and extend the network reach
- Support inclusive access for all of the community
- Lift the profile of public transport
- Create a public transport system that utilises the setting to enhance the experience
- Use innovation and technology to enhance the user public transport and the movement network
- Apply inclusive and barrier free design principles to create a more welcoming environment to the breadth of the community
- Prioritise pedestrians and cyclists in high use activity areas.

### MP04 UNIFIED AND INTEGRATED URBAN CENTRES

Objectives:

- Create direct connections between the principal activity areas within Te Kirikiri/Frankton
- Focus on complementary offer to Queenstown Town Centre and other places in the District
- Create a distinction between each centre to ensure that they complement and contribute to Te Kirikiri/Frankton as a whole
- Integrate a range of living options that are distinct and responsive to the setting within each of the neighbourhoods and local centres
- Ensure that each of the centres provides a range of accessible social infrastructure and facilities
- Match urban form and intensity of use with transport hubs to create transport oriented development.

### MP05 LIVING AND GROWING IN HARMONY WITH NATURE

Objectives:

- Utilise the natural assets for recreation and active transport
- Improve the amenity and environmental attributes of streets and spaces
- Create a distinctive sense of place by drawing upon local, historic and cultural characteristics
- Inspire behavioural change to encourage green living and working choices and integrated energy generation infrastructure
- Support community based sustainability initiatives
- Improve the community connection to nature by creating a range of accessible outdoor spaces
- Maximise opportunities to enhance the native flora and fauna.

### MP06 INCLUSIVE NEIGHBOURHOODS

Objectives:

- Increase residential options that cater across the spectrum of the community
- Provide community spaces that create opportunities for social interaction
- Create self-sufficient and adaptable neighbourhoods with accessible local services
- Support aging in place through inclusive neighbourhood planning and housing choice
- Create distinctive neighbourhoods that connect with and are shaped by the environment
- Improve the perception of safety
- Provide environments that promote a healthy lifestyle
- Create independence in the community by providing accessible and safe play and recreation

## 1.6 MASTERPLAN AND KEY FEATURES

The phased 30 year transformational vision for Te Kirikiri/Frankton is summarised through the key features listed opposite and described below:

1. Improving the arrival experiences into Queenstown via the Queenstown Airport, state highway and trail network, including the establishment of a new Frankton Flats-Wakaipu Lake Link and potentially recognising wāhi tūpuna (ancestral landscapes) at the Kimiākau/Shotover and Kawarau River crossings;
2. Upgrading State Highway 6 into a high amenity, 50 km/hr urban arterial, potentially recognising the ara tawhito (traditional trail) along Frankton Ladies Mile Highway and improving intersections and crossing points to reduce community severance and enhance safety along active travel routes;
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, public transport system operating on an orbital loop;
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;
5. Integrating the Queenstown Airport terminal and other landside operations into the public transport network and surrounding compatible land uses, including investigating opportunities for the long-term relocation of Lakes District Hospital facilities outside the Queenstown Airport noise contours;
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 Queenstown Airport rescue) on the Frankton Golf Centre site;
7. Providing more urban parks and greener streets, including creating more direct visual and physical links to Lake Wakaipu and enhanced waterfront parks and reserves with the establishment of 'Te Kirikiri/Frankton Gardens' as a long-term, legacy project that incorporates Kāi Tahu references;
8. Redeveloping Kimiākau/Shotover Delta into a Kimiākau Zero Waste Community Eco Park, district-wide reserve for informal recreational activities, kā rauemi (resource harvesting areas) and potentially a relocated Frankton Golf Centre;
9. Shifting current rural infrastructure towards the edge of Te Kirikiri/Frankton to improve amenity and reduce constraints (e.g. buffers from highways and transmission line corridors) and better accommodate future urban development;
10. Expressing Kāi Tahu values and narratives of Te Kirikiri/Frankton;
11. Recognising cultural heritage from the perspective of Chinese, mining and pastoral farming, including creation of the Arranmore/McBride Farm Heritage area.

The proposed establishment of the Five Mile urban corridor (view west along State Highway 6 near Grants Road intersection towards the Queenstown Event Centre) upgrades the Frankton-Ladies Mile Highway, between the Shotover Bridge and Frankton Village, to create a high amenity, 50 km/hr urban arterial, potentially recognising the ara tawhito (traditional trail) along this route. This will be integrated with masterplanned improvements to QEC, including maintaining views across Frankton Flats to the wider natural landscapes.



The proposed establishment of a Lake Link (view west from near the Queenstown Airport terminal) across State Highway 6 / Kawarau Road creates a strong pedestrian and cycle priority route, reducing the severance between Frankton Flats (e.g. Queenstown Airport, Remarkables Park Town Centre and Wakatipu High School) with the Frankton Arm (e.g. Ferry services, Remarkables Primary School and Frankton Beach) for the surrounding community. The Link will also create a higher amenity community and visitor focal point. It will also improve the arrival experiences into Queenstown via the Queenstown Airport, state highway, water services and trail network. Its design could recognise wāhi tūpuna (ancestral landscapes) and ara tawhito (traditional trails) of Kāi Tahu.



**KEY**

--- Masterplan area

**MOVEMENT NETWORKS**

● Public transport route/stops (separated lanes or priority)

● Orbital bus route/stops

● Gondola lines/base station (private)

● Ferry route/stops

— Street network

— Active travel network (walking and cycling)

— New road corridor

— Freight route

— Bridge crossing (Active travel and/or public transport)

--- 400m (5min) walking distance

PR Park and Ride

CS Site of Cultural Significance

\* Potential gateway feature

*Note: Dashed routes subject to further investigation*

**CONSTRAINTS**

--- Queenstown Airport noise contours (existing)

**LAND USE**

Higher density residential

Medium density residential

Lower density residential

Mixed use (includes residential)

Small to medium format retail

Large format retail

Commercial (excludes residential)

Light industrial and utilities

Community facilities (buildings)

Queenstown Airport Corporation (subject to separate process)

Active open space

QEC Recreation Masterplan area (subject to separate process)

Passive open space

P Urban park (location and size subject to levels of service)

Native revegetation

Tussockland/wetland

*Note: Land use mix assumes removal of crosswind runway*

**22 KEY FEATURES**

01 Frankton Campground redevelopment

02 Emergency precinct

03 Events centre extension

04 Public transport interchange (estimated location)

05 Community facilities

06 Arranmore/McBride Farm heritage area

07 Wastewater treatment plant expansion

08 Relocation of power infrastructure

09 Kimiākau Zero Waste Community Eco Park

10 Wastewater ground filtration

11 Constructed wetland areas

12 Proposed golf course

13 Commercial recreation (excludes noise sensitive activities)

14 Conference and arts centre

15 Quayside waterfront and jetty

16 Te Kirikiri/Frankton Gardens

17 Regional coach hub

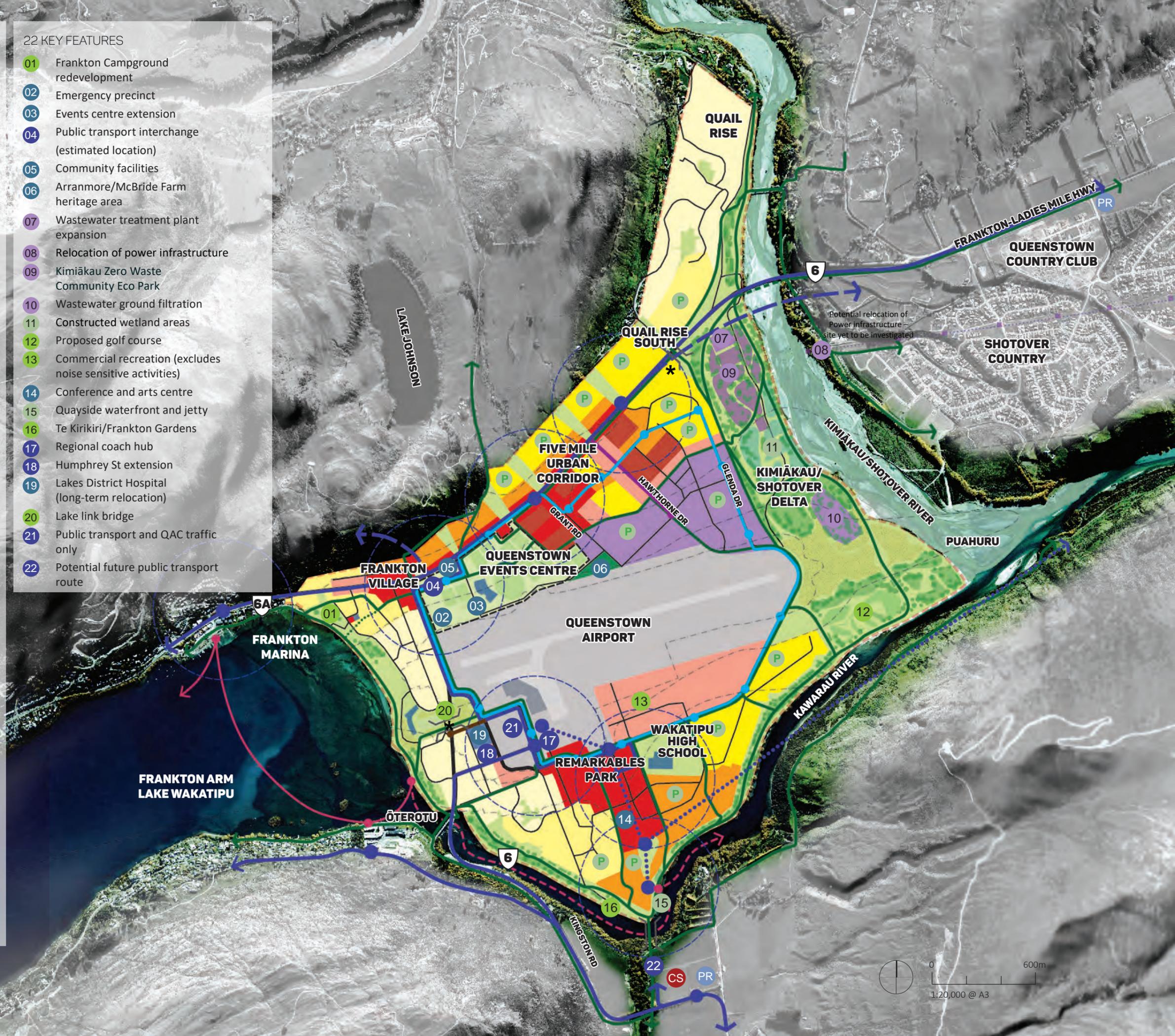
18 Humphrey St extension

19 Lakes District Hospital (long-term relocation)

20 Lake link bridge

21 Public transport and QAC traffic only

22 Potential future public transport route







# 1.7 CONTENTS

## 1. EXECUTIVE SUMMARY

|   |    |
|---|----|
| 1.1 THE VISION.....                     | 2  |
| 1.2 SETTING THE SCENE.....              | 3  |
| 1.3 DEVELOPING THE MASTERPLAN.....      | 4  |
| 1.4 DESIGN AND PLANNING PRINCIPLES..... | 5  |
| 1.5 MASTERPLAN OUTCOMES.....            | 6  |
| 1.6 MASTERPLAN AND KEY FEATURES.....    | 7  |
| 1.7 CONTENTS.....                       | 10 |

## 2. BACKGROUND

|  |    |
|--|----|
| 2.1 PROJECT CONTEXT.....               | 11 |
| 2.2 MASTERPLAN SCOPE.....              | 12 |
| 2.3 HISTORIC AND CULTURAL CONTEXT..... | 13 |
| 2.4 POLICY AND PLANNING CONTEXT.....   | 17 |
| 2.5 SITE AND CONTEXT ANALYSIS.....     | 19 |
| 2.6 CONSTRAINTS AND OPPORTUNITIES..... | 21 |

## 3. ENGAGEMENT

|   |    |
|---|----|
| 3.1 APPROACH.....                           | 23 |
| 3.2 ENGAGEMENT MILESTONES.....              | 24 |
| 3.3 THE VISION.....                         | 25 |
| 3.4 DESIGN AND PLANNING PRINCIPLES.....     | 27 |
| 3.5 DEVELOPING THE MASTERPLAN OUTCOMES..... | 29 |

## 4. SPATIAL FRAMEWORK

|   |    |
|---|----|
| 4.1 KEY FEATURES.....   | 31 |
| 4.2 LAND USE.....   | 33 |
| 4.3 OPEN SPACE NETWORK.....                                     | 37 |
| 4.4 MOVEMENT NETWORK.....                                       | 41 |
| 4.5 MASTERPLAN PRECINCTS.....                                   | 45 |
| 4.6 PRECINCT 1: QUAIL RISE.....                                 | 47 |
| 4.7 PRECINCT 2: FIVE MILE URBAN CORRIDOR.....                   | 49 |
| 4.8 PRECINCT 3: FRANKTON VILLAGE + QUEENSTOWN EVENT CENTRE..... | 51 |
| 4.9 PRECINCT 4: QUEENSTOWN AIRPORT + ŌTEROTU/KAWARAU FALLS..... | 53 |
| 4.10 PRECINCT 5: REMARKABLES PARK.....                          | 55 |
| 4.11 PRECINCT 6: KIMIĀKAU/SHOTOVER DELTA.....                   | 57 |

## 5. IMPLEMENTATION STRATEGY

|                               |    |
|-------------------------------|----|
| 5.1 PHASING.....              | 59 |
| 5.2 ACTION PLAN SCHEDULE..... | 61 |

## 6. APPENDIX

|   |    |
|---|----|
| 6.1 SUMMARY OF ENGAGEMENT THEMES AND MASTERPLAN RESPONSE..... | 66 |
|---|----|

# 2. BACKGROUND

## 2.1 PROJECT CONTEXT

The Queenstown Lakes District is currently experiencing considerable and sustained growth from both local and visitor sectors. This growth is forecast to continue into the future. The scale and pace of growth is placing considerable strain on current infrastructure and amenity throughout the Queenstown urban area. This pressure will increase as the growth continues. There is, however, an opportunity to provide a clear and coherent Masterplan in key areas to ensure that the appropriate infrastructure is provided to support this growth, while also ensuring that the liveability of these areas is enhanced. The Te Kirikiri/Frankton area has been identified as needing a clear strategy to manage this growth. This strategy needed to be supported by an integrated transport plan to ensure an holistic approach is taken and that the future outcomes are what is desired rather than simply occur.

For several years the community have been observing and experiencing the effects of this growth first hand and have become frustrated at the missed opportunities and deterioration in the quality of the public realm. Equally, the development community in these areas are looking to QLDC and its investor partners to provide certainty around the future direction and investments within Te Kirikiri/Frankton so that they can have confidence that their developments can support and harness this investment.

As a transport gateway for residents and visitors, Te Kirikiri/Frankton shapes experiences for millions of people each year. Equally important is Te Kirikiri/Frankton as a centre for commercial and industrial activity, community facilities, recreation and social services. Te Kirikiri/Frankton is a pivotal hub for the district and region and currently lacks a clear vision and spatial framework that can proactively integrate transport planning with land use to meet future demands and improve liveability. Without clear ownership, the situation in Te Kirikiri/Frankton is unlikely to improve. However, with a clear, coherent and ambitious plan there are significant opportunities to build on and improve Te Kirikiri/Frankton through positive partnerships between the public and private parties that make up the local landscape.

While there have been various business cases and plans previously produced, there has been no overarching document that brings all of these together into an agreed sequence showing how they are integrated in a cohesive manner that provides clarity of outcomes and the subsequent future investment for all parties. The Te Kirikiri/Frankton Masterplan brings together a range of project work streams and shows, in a visual and evidence-based way, how they might be delivered in an integrated fashion in line with community aspirations. From an investment perspective, the Masterplan and associated Integrated Programme Transport Business Case (ITPBC) perform an important function of setting out a cohesive investment story for the area.

The intent and purpose of the Masterplan is to:

- Integrate all plans, strategies and projects affecting Te Kirikiri/Frankton;
- Provide Local Government, Central Government and private stakeholders confidence to invest;
- Align infrastructure planning and land use to create optimal outcomes for Te Kirikiri/Frankton; and
- Ensure Te Kirikiri/Frankton remains liveable, making for a positive experience for visitors, residents and businesses.

### GEOGRAPHIC SCOPE

At the south west corner of the Wakatipu Basin and northern end of the Remarkables mountain range, Te Kirikiri/Frankton lies on a flat, alluvial plain that is bounded by the Frankton Arm of Whakatipu-Wai-Māori/Lake Wakatipu and Kimiākau/Shotover and Kawarau Rivers. It is the gateway into the Central Otago and Southern Lakes areas, due to the presence of Queenstown Airport and its location on State Highway 6 and junction with State Highway 6A.

The area of influence beyond Te Kirikiri/Frankton has three arms that extend south west to Queenstown; north east into Shotover Country and Lake Hayes Estate; and southwards to Kelvin Heights, Hanley's Farm and Jacks Point. These incorporate a significant area of land that is also undergoing change and has strong interdependencies with the Masterplan area. What happens in Te Kirikiri/Frankton can support and potentially influence the staging of this change.

The Masterplan area and area of Influence is also subject to several other related business cases and studies that will have shared goals including:

- Queenstown Integrated Transport Programme Business Case
- Frankton to Queenstown Business Case
- Queenstown Town Centre Masterplan Programme Business Case
- Active Travel Business Case
- Water Services Business Case
- Te Kirikiri/Frankton to Queenstown Town Centre Business Case
- Wakatipu Active Travel Business Case
- Frankton Masterplan
- Queenstown and Frankton Parking Strategy
- Grant Road to Kawarau Falls Business Case
- Wakatipu Ferry Business Case



Geographic scope of masterplan area and area of influence

## 2.2 MASTERPLAN SCOPE

The aim of the Masterplan has been to identify and unify a broad spectrum of community and stakeholder aspirations through a collaborative process and distil them down to a single vision for the future of Te Kirikiri/Frankton. The Masterplan process considered various options and opportunities, as part of the development of a feasible plan that encompasses multiple aspects such as:

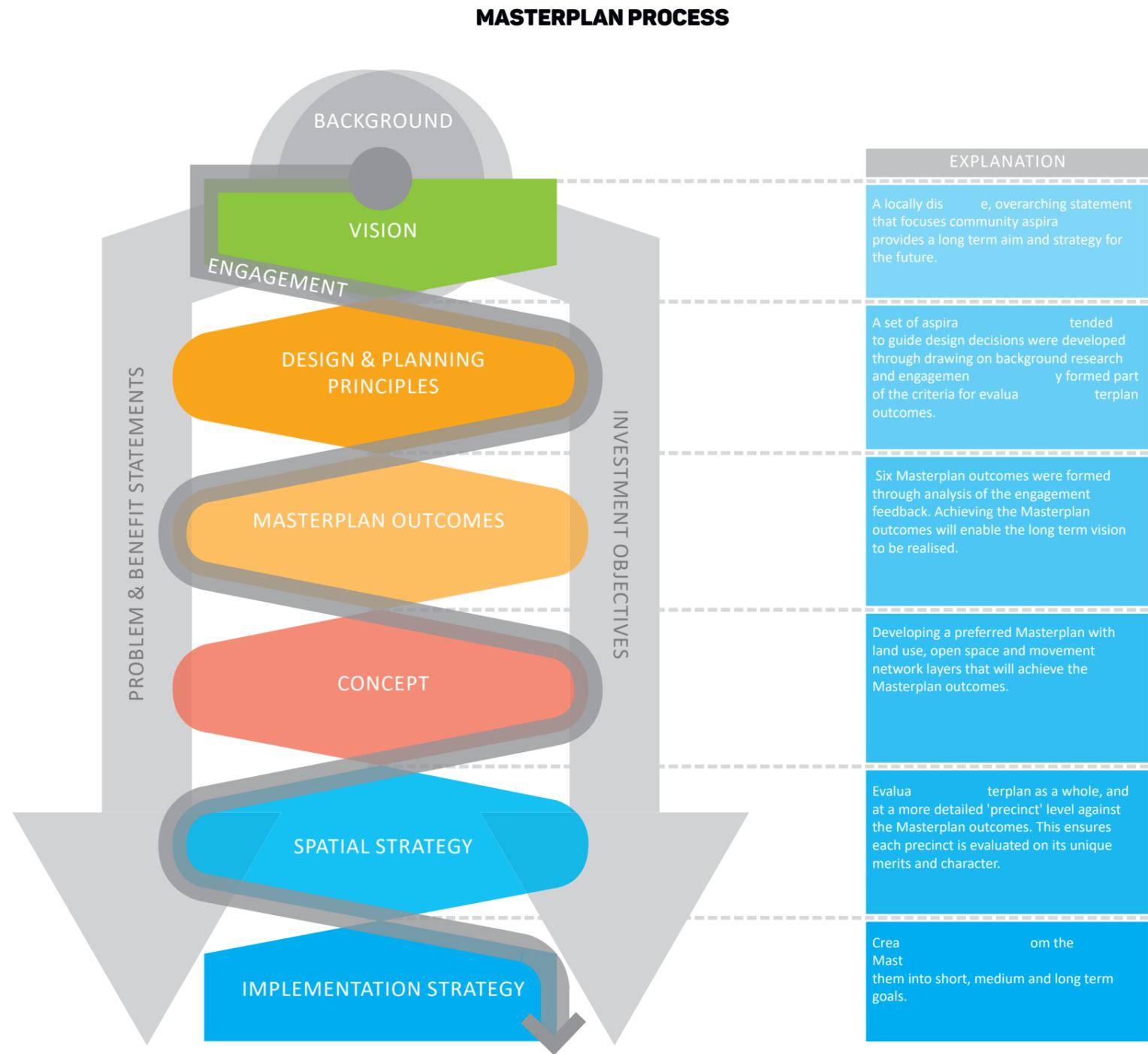
- Enhancing the quality of the public realm and experience of users; /
- Exploring opportunities to create a stronger sense of place; /
- Maximising connectivity and managing the interface with the lake front and water; /
- Providing access by all modes of transport; and
- Planning for growth in a coordinated way.

The Masterplan considers the multiple roles and functions of Te Kirikiri/Frankton; as tourist destinations, commercial centres, community facilities and a place of significance to Kāi Tahu. The Masterplan also investigates opportunities to enhance these existing roles while addressing known and anticipated problems arising from growth in the number of residents and visitors. The Masterplan for Te Kirikiri/Frankton will see a move away from the current vehicle-dominant centres, towards those more people-focused. This desire has been articulated clearly in previously developed studies and earlier community engagement. It also aligns well with Central Government's focus on mode neutrality, and encouraging walking, cycling and public transport through its Government Policy Statement on Land Transport (2018).

The Masterplan has been developed as a series of coordinated actions that feed into an overarching concept and ultimately a Spatial Framework. The Spatial Framework provides flexibility for decision making and illustrates how the Vision for the future will enhance local identity through incorporating sound planning, design and placemaking principles and building upon and enriching the vibrancy, environmental qualities and character of the area.

The Spatial Framework focuses on the physical interventions and considers the contextual, heritage, cultural, infrastructural and development overlays that will integrate the current and future potential opportunities. The Spatial Framework provides a strong visual story illustrating the various interventions and how they are prioritised and sequenced for implementation.

The diagram to the right illustrates the stages of developing the Masterplan.



## 2.3 HISTORIC AND CULTURAL CONTEXT

### WHAKATIPU-WAI-MĀORI AND SURROUNDS: A CULTURAL NARRATIVE

#### CREATION NARRATIVES

Whakatipu-Wai-Māori is one of the iconic lakes of cultural and statutory significance to Kāi Tahu. The name Whakatipu-Wai-Māori first features in the Waitaha iwi oral tradition of “Kā Puna Wai Karikari o Rākāihautū” which tells how the great lakes of Te Wai Pounamu (the South Island) were dug by the tīpuna (ancestor) Rākāihautū.

Rākāihautū was the captain of the waka (ocean canoe), Uruao, which brought the Waitaha people to New Zealand on an early discovery expedition. After first arriving in Whakatū (Nelson), Rākāihautū split his party and headed southwards by an inland route, sending his son Rokohouia leading another party along the coastal margins in the Uruao. It is said that Rākāihautū used his famous kō (Polynesian digging tool) called Tū Whakaroria to perform divination rituals and subsequently form the major lakes of Te Wai Pounamu, including Whakatipu-Wai-Māori, Wānaka and Hāwea<sup>1</sup>. It is Rākāihautū and the Waitaha who lit the first fires of occupation within Te Wai Pounamu.

There are many other traditions relating to Whakatipu-Wai-Māori. An alternative narrative of the formation of the lake describes that the hollow which forms the lakebed was created when the people known as Te Rapuwai came upon the giant tipua (ogre) Matau as he lay there in a deep sleep. Matau had been responsible for the disappearance of many small hunting parties and had entrapped a beautiful maiden, Manatā. The father of Manatā offered her in marriage to the man who could bring her safely home. Matakauri, who was in love with Manatā, ventured forth, discovering that Matau slept when the northwest wind blew. On one such day Matakauri sought and found Manatā and, using his mere, Matakauri attempted to sever the bonds which held her, but try as he would he failed. Manatā began to sob bitterly, and as her tears fell on the cords, they melted away. Matakauri carried Manatā back to the safety of the village where they became man and wife.

However, Matakauri knew that while Matau lived no maiden was safe, so when again the northwest wind blew, he again found Matau in a slumber and set fire to the large growth of bracken that acted as a bed for the giant. Matau was smothered in flames, the fat from his body augmenting the fire, until the blaze was so fierce that it burned a hole more than 1,000 feet deep in the shape of a sleeping giant. The snow on the surrounding hills melted and filled the hole, which is known today as Lake Wakatipu<sup>2</sup>. At the head of the lake there is a mountain ridgeline that resembles the profile of Matau’s face and head.

For Kāi Tahu, traditions such as these represent the links between the cosmological world of the gods and present generations. These histories reinforce tribal identity and solidarity, and continuity between generations, and document the events which shaped the environment of Te Wai Pounamu and Kāi Tahu as an iwi<sup>3</sup>.

1 Kāi Tahu, Claims Settlement Act, 1998  
2 Ibid  
3 Ibid

#### NOHOAKA AND ARA TAWHITO

Whakatipu-Wai-Māori and the surrounding takiwā (district) supported nohoaka and kāika (villages) which were the destinations of Otago and Murihiku (Southland) whānau and hapū for many generations. These areas provided for the exercising of ahi kā (fires of occupation) and facilitated access to Mahika Kāi. This network of villages also lay upon the routes to access pounamu at Te Koraka, located beyond the head of the lake. Strategic marriages between hapū strengthened the kupeka (net) of whakapapa and thus rights to access and use the resources of the lake<sup>4</sup>.

Kāi Tahu Whānui<sup>5</sup> developed many trails (ara tawhito) throughout Te Wai Pounamu (the South Island) linking the numerous settlements and villages to one another and the Mahika Kāi resources. These pathways became the arteries of economic and social relationships including the transportation of treasured pounamu and Kāi (food). Trails included the Clutha/ Mata-au, used to transport pounamu back to the coast; the Waitaki River, itself a rich source of Mahika Kāi; Ōmakō/Lindis Pass which connected the Waitaki with lakes Wānaka and Hāwea; the Mataura River, noted for its indigenous fishery; and Haast Pass / Tiori Patea. The Mātakitaki River provided an alternative route to the pounamu resources of Te Tai Poutini/the West Coast. The Ōrau (Cardrona River) and the Kawarau were also part of the interconnected network of trails. Much of the current State Highway 6 corridor between Lake Hayes and Frankton aligns with one such trail.

There were numerous tauraka waka (landing places) for waka and mōkihi (reed rafts) on the lake and the islands upon it (Matau and Wāwāhi-waka). The tīpuna had an intimate knowledge of navigation, river routes, safe bays and landing places, and the locations of food and other resources on the lake, its tributaries and margins. The lake was an integral part of the network of trails which were used in order to ensure the safest journey and incorporated locations along the way that were identified for activities including camping overnight and gathering Kāi. Knowledge of these trails continues to be held and shared by whānau and hapū and is regarded as a taoka (treasure).

Settlements included the kāika Tāhuna (meaning shallow bay) near present-day Queenstown, Te Kirikiri Pā; a Kāti Mamoe kāika near the Kawarau Falls called Ōterotu; Tititea Pā and another called Takerehaka at Kingston. Tititea was located on the south side of the Kawarau River, near Ōterotu. One narrative describes how a chief named Putete had settled at Tititea with his new wife from Temuka. After some time, she died at Tititea, and her Kāi Tahu kin from Temuka heard of her death in such a manner that they interpreted that the Kāti Mamoe people of Tititea had killed her. In response, a taua (war party) of 280 warriors was sent to avenge her death, under a chief called Te Mahika. They left Temuka and followed the ara tawhito from the Waitaki River to Tititea. When they arrived, Chief Putete came out to meet the taua, remarking that despite their size they were not strong enough to successfully attack the Tititea Pā. That night, the attacking taua lit numerous fires and retreated under the cover of darkness. Kāti Mamoe pursued the taua, nearly

4 Ibid  
5 Kāi Tahu Whānui refers to the interconnected tribes of Waitaha, Ngāti Mamoe and Ngāi Tahu, which merged over the years through intermarriage and conquest.

catching them on the Crown Range. However, the wind was blowing off the range towards the pursuing men of Tititea, whereby the retreating taua set fire to the dry vegetation between them, eventually stopping the pursuit. The Crown range where this incident occurred is now named Tititea, in memory of the attempt by the fleeing taua to burn the men of Tititea there<sup>6</sup>.

#### MAHIKA KĀI AND OTHER RESOURCES

Pounamu is a treasured resource that was sourced from the head of the lake in the Dart and Routeburn river catchments. Countless generations transported it back to coastal settlements on waka and mōkihi for fashioning into tools, ornaments and weapons. The process of accessing and working the pounamu from these source was difficult, requiring resilience, industry and perseverance. These qualities are referenced in the whakataukī “E kore nei e taea i te rā ki te waru”, translating to “a day will not suffice for the rubbing” relating symbolically to the process of working the pounamu into its finished form.

Throughout the region, other important food sources were native fish (such as giant kōkopu), ducks at the river mouths, kāuru, aruhe and weka, which were harvested in the open valleys during the winter months. The flat plains south of the lake were noted for harvesting of weka<sup>7</sup>. Plants such as tikumu and taramea were readily available in the district, for making waterproof and matagouri thorn-proof leggings, fragrant cloaks and perfume<sup>8</sup>. Pora and harakeke were also harvested from this area<sup>9</sup>. Tussock, raupō and tī kōuka were also key resources, harvested to make mōkihi (temporary reed rafts) and whare rau (housing).

Whakatipu-Wai-Māori is an important source of freshwater, the lake itself being fed by hukawai (melt waters). These are waters with the highest level of purity and were accorded traditional classifications by Kāi Tahu that recognised this value. Thus it is a puna (spring) which sustains many ecosystems important to Kāi Tahu. All elements of the natural environment possess a mauri, a life force, and all forms of life are related. The mauri of Whakatipu-Wai-Māori represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life.

It is the protection and enhancement of the mauri of natural and physical resources that underpins Kāi Tahu Rūnaka interactions within the urban development space. Masterplanning processes such as Te Kirikiri/Frankton, should recognise the intrinsic relationship of Kāi Tahu with the landscapes of the wider region. Acknowledging this relationship will present opportunities for strengthening of cultural identity and place-making outcomes for all.

6 Beattie, 1945  
7 Anderson, 1998  
8 Anderson, 1982  
9 Taylor, 1952



Painting of O Te Rotu (Kawarau Falls) with Whakatipu-wai-Maori in the background between 1862 and 1867. Alexander Turnbull Library, ref: WC 327

## EUROPEAN AND CHINESE HISTORY

The first European to see Whakatipu-wai-Māori (Lake Wakatipu) was Nathaniel Chalmers in 1853, guided via the Nevis Valley by Reko, the celebrated Māori chief. Although Chalmers sighted the lake, it would be another three years before Reko would return with John Chubbin, John Morrison and Malcom Macfarlane to stand on the shore of what is now known as Kingston. An accidental fire lit from the discarded match of Morrison's pipe unintentionally cleared a path for people and animals to access the district in future.

The Remarkables first received their English name in 1857 by European Alexander Garvie during a reconnaissance survey of the district. The first to settle the Wakatipu Basin, however, were William Ree's and Nicholas Von Tunzelmann, deriving the European name of the Kimiākau/Shotover River after the English residence of Ree's business partner, Shotover Park. They set off from Dunedin in 1860, heading south in search of land to farm, and unknowingly settled in the middle of what was to become Otago's biggest goldfield.

The district underwent a massive shift during the 1860s, from a pastoral to goldmining landscape. In 1862, gold was found in the Arrow River by Jack Tewa (after whom Jack's Point is named), a shearer who worked on Ree's farm. With the shearing season at the forefront of his mind, Ree's implored Tewa to keep his findings a secret. Word spread, however, and two more of Ree's farmhands walked away with 9 ounces of gold during a walk from what was known as The Camp (now Camp Street) to the confluence of the Kimiākau/Shotover and Kawarau Rivers.

Queenstown became a roaring goldmining town, and Ree's replaced his woolshed with the Queen's Arms Hotel to service the massive influx of people to The Camp. This was later sold to an ex-Prussian guard and renamed Hotel Eichardt in 1869. It was rebuilt two years later and the same hotel remains today. Frankton was named after Ree's wife Frances. In 1863 Government surveyors drew up townships at Queenstown and Frankton. The Otago Provincial Council decided to locate the hospital, courthouse and administrative buildings in Frankton due to its central location in the district, and Ree's had the contract to erect buildings for the police, warden's court and gold receiver. Due to a backlash by Queenstown businessmen, a subsequent decision was made to move the focus back to Queenstown, and the surveyed town of Frankton was not developed. The already built courthouse was bought by the Presbyterian Church, and the Lakes District Hospital was built on its current site.

The Central Otago Gold Rush saw towns pop up across the district, many of which were Chinese settlements. Due to the transient nature of mining, some of these became ghost towns as people left for bigger and brighter opportunities. When European miners left Arrowtown for the West Coast Gold Rush in 1864, Chinese miners were invited to fill the places. Chinese men, mostly from the Guangzhou area, came in the hope of finding their fortune and escaping the poverty and over-population of their hometowns.

In later years, the ara tawhito (traditional trail) linking Lake Wakatipu with Southland became used by those who couldn't afford the boat or rail passage, and aptly known as Insolvent Track.

Grand plans by Europeans to reveal alluvial gold by lowering river levels were first suggested in 1864, and came to life in 1926 when Kawarau Falls dam became operational. However, one dam alone wasn't enough to lower water to a level where previously unworked reefs became exposed. Plans for additional dams folded, and though the Kawarau dam was closed four more times, not much gold was recovered. The bridge over the top enabled a connection between Queenstown and Kawarau station that was only previously accessible by water. Work on a road link along the eastern side of Lake Wakatipu to Kingston began in the same decade and was completed in 1936.

Queenstown Airport was first granted its license to operate in 1935, with commercial flights becoming common in the 1950s. It was also during the 1950s that Jet boats were seen in the rivers, and in 1965 the earliest iteration of the Shotover Jet business was born. In 1947 the South Island's first commercial ski field, Coronet Peak, opened.

### References

- Anderson, A. (1982). Māori Settlement in the Interior of Southern New Zealand from the Early 18th to Late 19th Centuries A.D. In *The Journal of the Polynesian Society*, 91:53-80
- Anderson (1998) *The Welcome of Strangers: An Ethnohistory of Southern Māori*. Otago University Press.
- Beattie, H. (1945). Maori Lore of Lake, Alp and Fiord. *Otago Daily Times*.
- Ngāi Tahu Claims Settlement Act (1998).
- Taylor, W.A. (1952) *Lore and history of the South Island Māori*. Christchurch, New Zealand: Bascands.

### Additional Reading

- Hewitt, R.L. (2013) Māori in the Upper Clutha and beyond: a starting point for further research  
<https://www.queenstownnz.co.nz/stories/queenstowns-pioneer-beginnings/>  
<https://www.queenstownairport.co.nz/corporate/about/history>  
<https://www.shotoverjet.com/about/history/>  
<https://www.spinnakerbay.co.nz/queenstown/travel-guides/william-rees-queenstowns-founding-father/>  
<https://nzhistory.govt.nz/page/kawarau-falls-dam-closed>



Early tourism and transport operator Mt Cook Company (1900's)



Old Frankton Church (1930, photographer Alexander Don)

Images from: <https://www.queenstown.com>



27th May  
1926

Construction of Kawarau Bridge (1926)

## 2.4 POLICY AND PLANNING CONTEXT

Te Kirikiri/Frankton takes a holistic view of the natural and physical resources of the Masterplan area together with community aspirations. Given this future and strategic focus, it is critical to acknowledge significant constraints and identify the strategic issues in the context of the planning framework for the District and provide an overview of the strategic direction from the District Plan relevant to Te Kirikiri/Frankton.

For the purposes of the Masterplan, a stock-take has been undertaken focused on the direction offered under the current review of the District Plan, which is in turn informed by the partially operative Otago Regional Policy Statement (2016) and other national directives.

### PLANNING CONTEXT

Te Kirikiri/Frankton is framed on all sides by Outstanding Natural Landscapes or Features. The Proposed District Plan (PDP) defines the extent of the urban areas of Queenstown, which includes all Te Kirikiri/Frankton, by an Urban Growth Boundary (UGB). Along its northern and southern edges, the UGB parallels the boundaries within the ONF/Ls.

The UGBs are a key tool developed under the PDP to manage urban growth. The UGBs work in tandem with provisions within the PDP to promote compact, well designed and integrated urban form. They also enable the protection of rural landscapes from sporadic and sprawling development by avoiding urban development outside of the UGBs and importantly enable urban development within the UGBs.

Within this urban area is strategically important physical infrastructure, including:

- a. State Highway 6 and 6A (Designation #84) by the New Zealand Transport Agency
- b. Queenstown Airport, which has two main designations (designation #2 and #4) by the Queenstown Airport Corporation, that provide for:
- c. The development and operation of Queenstown Airport, that include establishing constraints on aircraft noise and parameters for building; and
- d. Establishing Obstacle Limitation Surfaces (OLS) to protect the safe operation of the Queenstown Airport from vegetation, structures, machinery and equipment.
- e. The QLDC Events Centre and Aquatic Centre (Designation #29) by the Queenstown Lakes District Council
- f. Transpower National Grid and Frankton electricity substation (Designation #1) by Transpower New Zealand Ltd
- g. Sewage Treatment Works (Designation #46) by Queenstown Lakes District Council

As noted, this important infrastructure is provided for with the PDP through designations. The effect of these designations is to both enable the development and operation of these important components of public work and protect them from other uses that might interfere with their identified purpose. The national significance of the National Grid, comprising the substation and 110kv overhead line network through Frankton, is reinforced by the National Policy Statement Electricity Transmission. Likewise, Regional Significant Infrastructure such as Queenstown Airport and the State Highway

network are afforded a degree of protection under the provisions of the PDP and Regional Policy Statement for Otago.

Appreciating that the Te Kirikiri/Frankton Masterplan is a result of a public and stakeholder inclusive process allowing for agreed changes to fall within the ambit of the Masterplan, the planning provisions recognise and protect most, if not all, of the above infrastructure and public works located within the area of the Masterplan. This includes boundaries of the ONF/Ls that encircle the Te Kirikiri/Frankton Urban area.

### STRATEGIC ISSUES

The PDP sets several strategic issues for the District, each of which are considered broadly relevant to Te Kirikiri/Frankton, and need to be addressed in the District's pursuit of sustainable management. The Strategic Issues are:

**Issue 1:** The social and economic wellbeing and resilience of the District's communities may be challenged in future if the District's economic base lacks diversification, supporting infrastructure and growth.

**Issue 2:** Growth pressure impacts on the functioning and sustainability of urban areas, and risks detracting from rural landscapes, particularly its outstanding landscapes.

**Issue 3:** High growth rates can challenge the qualities that people value in their communities.

**Issue 4:** Inappropriate activities (use or development) have the potential to affect the intrinsic qualities and values of the District's natural environment, particularly its outstanding landscapes, which are valued by the community and from which the District derives significant economic value.

**Issue 5:** The design of developments and environments can either promote or weaken safety, health and social, economic and cultural wellbeing.

**Issue 6:** Tangata Whenua status and values require recognition in the District Plan.

It must be stressed that the strategic issues reflect the issues of importance at the present time and for the intended 10 year life span of the PDP. The time horizon of the Te Kirikiri/Frankton Masterplan is 30 years, and thus three times that of the PDP. The broader lens of the Masterplan scope and comparatively longer timeframe to which it extends may result in a differing emphasis on particular subject matters, as well as the inclusion of subject matters that are not necessarily covered in the PDP.

### STRATEGIC DIRECTION

Derived from the Strategic Issues, the PDP establishes the over-arching strategic direction for the management of growth, land use and development in a manner that ensures the sustainable management of the District special qualities. Within the Te Kirikiri/Frankton urban area, the two most relevant group of strategic objectives relate to the development of a prosperous, resilient and equitable economy in the District<sup>1</sup> and that urban growth is managed in a strategic and integrated manner<sup>2</sup>.

### DEVELOPMENT OF A PROSPEROUS AND RESILIENT ECONOMY

Under the strategic objective relating to development of a prosperous, resilient and equitable economy the detailed objectives relevant to the Te Kirikiri/Frankton urban area, including the Remarkables Park mixed use centre is to function primarily as a major commercial and industrial service centre, and provides community facilities for the people of the Wakatipu Basin<sup>3</sup>. The detailed objectives also recognise the importance of diversification of the District's economic base and creation of employment opportunities through development of innovative and sustainable enterprises<sup>4</sup>. The planning framework of the PDP establishes Te Kirikiri/Frankton as a commercial area that integrates various nodes of development.

### URBAN GROWTH AND DEVELOPMENT

The importance of urban growth is reflected by the strategic objective whereby urban growth is managed in a strategic and integrated manner<sup>5</sup>. This is expanded within the detailed PDP objective SO3.2.2.1 to establish that:

Urban development occurs in a logical manner so as to:

- a. Promote a compact, well designed and integrated urban form;
- b. Build on historical urban settlement patterns;
- c. Achieve a built environment that provides desirable, healthy and safe places to live, work and play;
- d. Minimise the natural hazard risk, taking into account the predicted effects of climate change;
- e. Protect the District's rural landscapes from sporadic and sprawling development;
- f. Ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;
- g. Contain a high quality network of open spaces and community facilities; and,
- h. Be integrated with existing, and planned future, infrastructure.

Aligned with this objective are further provisions with the PDP that expand on how UGBs will be used as a tool to manage growth with the larger urban areas, including to create a compact and integrated urban form that is coordinated with the efficient provision and operation of infrastructure services<sup>6</sup>.

The demands on urban land within the UGBs is likely to be an issue in Te Kirikiri/Frankton over the life of the Masterplan and this is recognised with explicit direction within the PDP. Relevant policy guidance is provided for the need to allocate the land within the UGBs into zones reflective of the appropriate use and regard to important factors such as:

- Topography
- Connectivity and integration;
- Linkages with public transport;
- The need to provide a mix of housing densities and forms within a compact and integrated urban environment;

<sup>1</sup> SO 3.2.1, Chapter 3, Proposed Queenstown Lakes District Plan  
<sup>2</sup> SO 3.2.2, Ibid

<sup>3</sup> SO 3.2.1.3, Ibid  
<sup>4</sup> SO 3.2.1.6  
<sup>5</sup> SO 3.2.2  
<sup>6</sup> Objective 4.2.2A, Chapter 4, Ibid

- The need to make provision for the location and efficient operation of regionally significant infrastructure (national grid and Queenstown Airport);
- The need to provide open spaces and community facilities that are located and designed to be safe, desirable and accessible
- The function and role of the town centres and other commercial and industrial areas; and,
- The need to locate emergency services at strategic locations.

This planning framework is considered appropriate as an over-arching strategic direction to factor in the development of the Te Kirikiri/Frankton Masterplan.

### URBAN DEVELOPMENT CAPACITY

Related to the provisions development under the PDP, a national policy directive has been developed in relation to urban development capacity through the National Policy Statement on Urban Development Capacity (NPS – UDC). The NPS – UDC requires Council to provide enough development capacity within their District Plans to ensure that demand can be met. This development capacity must be commercially feasible to be developed and supported by infrastructure. Within the NPS – UDC priorities are established for high growth areas, The Queenstown Lakes District is a high growth urban area.

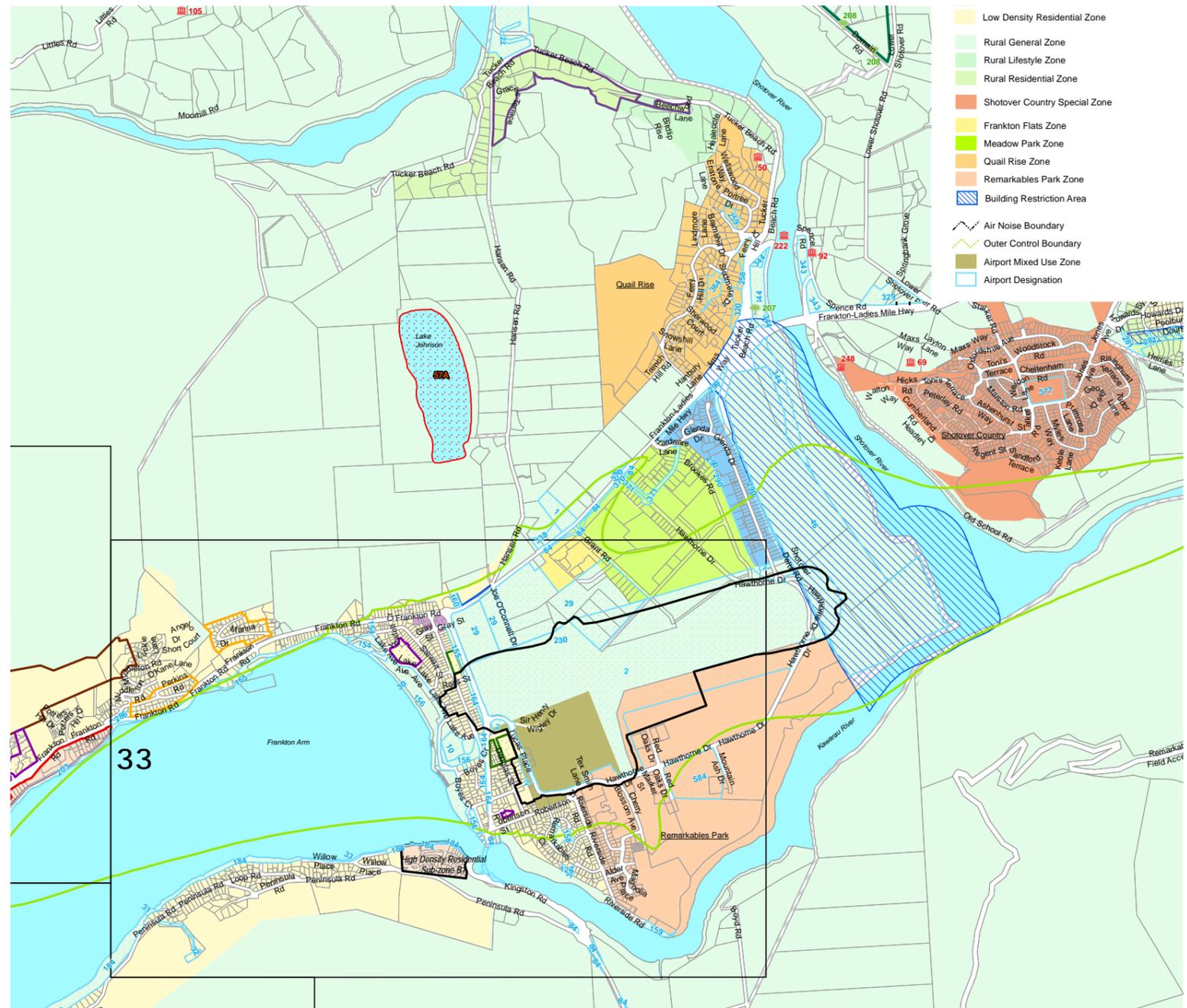
The Council has a duty when preparing Plans in terms of PDP policy PA1 to provide sufficient housing and business development capacity in the District’s urban environment over the short (less than 3 years), medium (within 3 – 10 years) and long (10 – 30 years) term. Te Kirikiri/Frankton is a significant part of the Queenstown urban area and will continue to perform an important role in providing enough land for business development under the NPS – UDC as a “major commercial and industrial service centre”.

### QUEENSTOWN LAKES SPATIAL PLAN

The District Plan is currently undergoing an elongated review, having been split into a number of stages. As significant elements have been only recently decided after the initiation of this Masterplan, opportunity to retrospectively influence them is not available. QLDC did begin a Future Development Strategy, however this has now been superseded by the Ministerial requirement for a Spatial Plan (Queenstown Lakes Spatial Plan) which is a multi-agency project led by MHUD, QLDC and Kāi Tahu.

This forward planning process allows consideration of the ten-year period, commensurate with the District Plan and includes matters such as the capacity for various types of development to be considered alongside infrastructure. It also provides an opportunity to consider the District’s growth out to a 30-year planning horizon (2048), which aligns with the district-wide strategic transport models.

In general QLDC’s transport planning team have fed into the relevant chapters in the latter stages of the District Plan Review, particularly the Transport Chapter, to further enable high level alignment with the GPS. Similarly, submissions have been made on the review of the QLDC Engineering Code Of Practice to promote the key GPS themes.

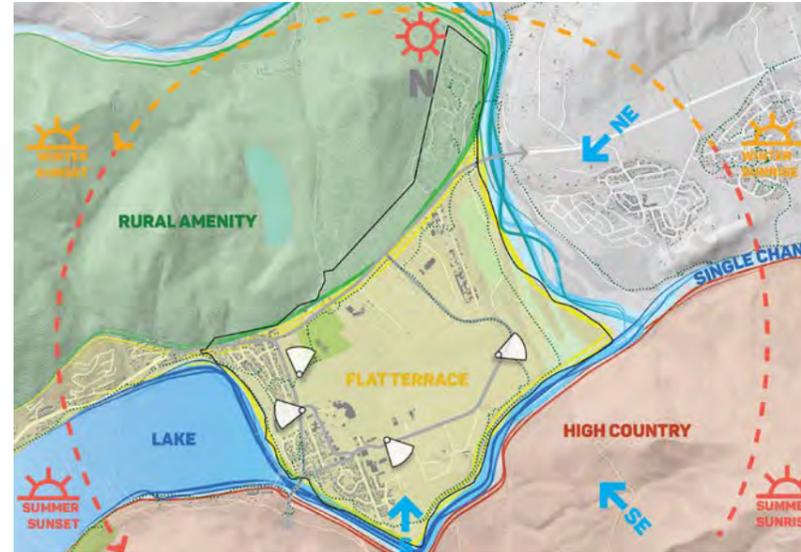


Maps 31 and 31a from QLDC Operative District Plan

## 2.5 SITE AND CONTEXT ANALYSIS

### OVERVIEW

Te Kirikiri/Frankton has been broken down into layers, allowing analysis of more specific qualities within the Masterplan area. Both biophysical and human influences are analysed through desktop research and ground-based assessment, revealing patterns, constraints and opportunities within the Masterplan area and its immediate context. This helps to define a set of parameters for the Masterplan to respond to and provides an evidence base to support decision making.



### NATURAL LANDSCAPE AND ENVIRONMENT

The area principally sits on a flat, alluvial plain with the steeper terraced banks of the Frankton Beach, and Kimiākau/Shotover and Kawarau Rivers naturally defining three of its edges. Queenstown Hill defines the fourth. All are classified as either an Outstanding Natural Feature or Landscape (ONF/L) and provide a distinct, high-quality scenic outlook and recreational opportunities. Each of the water interfaces are different, including the extensive Whakatipu-Wai-Māori/Lake Wakatipu, falls and single channel of the Kawarau River and braided Kimiākau/Shotover River. Weed (e.g. willows) and pest management remain key issues for all of them. Beyond the Kawarau River to the south, the taller Remarkables range and Peninsula Hill are also ONFs, providing an impressive scenic backdrop. The more distant Crown Range completes the sense of enclosure within the overall Wakatipu Basin. The landscape setting and the backdrop of the mountain ranges is a fundamental component of the character of the area, including creating a unique arrival experience for those entering the area.

With the Remarkables range to the south, Te Kirikiri/Frankton largely retains a sunny aspect. It has longer sunlight hours than south-facing Queenstown, due to its relief and relative distance from overshadowing of Queenstown Hill. The number of daylight hours are halved from summer to winter, so consideration will need to be given to maximising winter sun to ensure environmental efficiency.

Te Kirikiri/Frankton has an existing network of open space that fringes the lake and river edges with Frankton Beach and Domain being the current focus for recreational activities. The Kimiākau/Shotover River Delta is an extensive underutilised area currently mainly being used for recreational biking. Queenstown Events Centre (QEC) provides more formal recreational space, including indoor aquatics and dry courts and larger outdoor sports pitches. The format of QEC provides visual relief and maintain views from the Frankton - Ladies Mile Highway. The Frankton Golf Centre with nine holes and a driving range is located adjacent to QEC.

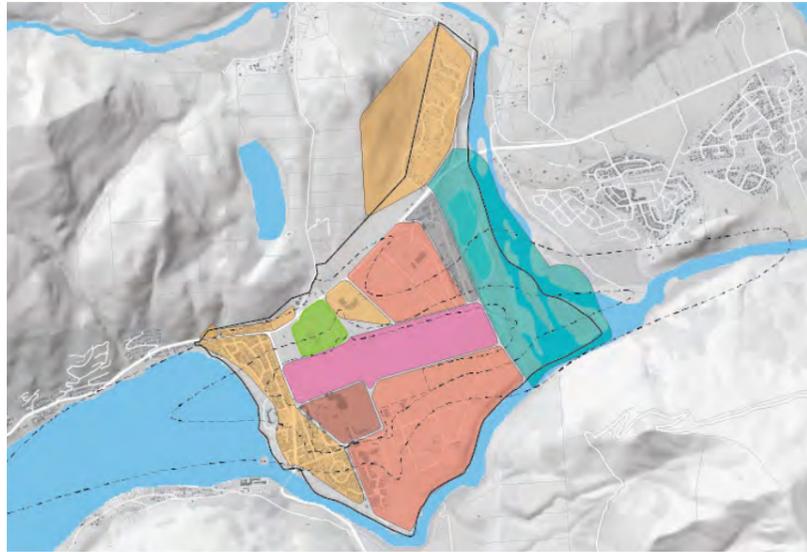


### LANDOWNERSHIP

Smaller lots (warmer colours) tend to be the more established parts of Te Kirikiri/Frankton, which have already been broken up into a diverse range of ownership. This is where incremental growth, such as the original parts of the town along the edge of Frankton Arm, and larger suburban developments, such as Remarkables Park, Quail Rise and the Glenda Drive industrial area, has already occurred. Larger tracts of land (cooler colours) remain under single ownership. The Queenstown Airport Corporation has a major land holding, occupying much of the central part of the masterplan area. Larger private development areas exist to the north and south of the Queenstown Airport, at Five Mile, Queenstown Central and Remarkables Park, which are progressively being fragmented through a staged release of land as their own masterplans are being realised. Several large, privately held, greenfield lots remain undeveloped on the northern side of the Frankton-Ladies Mile Highway.

Queenstown Lakes District Council own, in addition to road reserves, parks and reserve areas along the rivers and lake frontages, as well as the large recreation sites associated with the Queenstown Events Centre and Frankton Golf Centre.

Those areas of fragmented land ownership may make comprehensive development more challenging and incremental infill is likely to take longer to implement. However, this may result in a more incremental and varied outcome that is ultimately more characterful, organic and responsive to the local environment, provided it is guided in a coordinated way and the development is conducted in line with shared aspirations. The larger tracts of land naturally present bigger opportunities for more transformational projects. However, the challenge is ensuring that larger developments of today are future-proofed for integration with respect to the changing activity, transport and infrastructure needs.



### LANDUSE AND ACTIVITY

Three main urban centres have developed in relative isolated pockets across the Masterplan area with QEC and Queenstown Airport situated in between. These can be broadly characterised as follows:

- Frankton Village, located at the junction of Frankton-Ladies Mile Highway, Frankton and Kawarau Roads roundabout, provides basic neighbourhood centre and highway services, such as fast food and petrol stations;
- Remarkables Park Town Centre and Remarkables Place in the south caters to a variety of needs including retail, hospitality, education and currently hosts the Remarkables Market and Frankton Library. With its proximity to the international Queenstown Airport, Remarkables Place is starting to focus on a more visitor-orientated hotel and hospitality; and
- Queenstown Central and Five Mile developments provide several larger format retail anchors with a medium to small format retail street being developed in parallel to Frankton-Ladies Mile Highway. These developments are tending towards providing a more local offering associated with servicing the residential communities along State Highway 6/6A.

An industrial area and large format trade-based stores are located to the north east of Te Kirikiri/Frankton, between Hawthorne Drive and the terrace edge above the Kimitiākau/Shotover Delta, with zoned areas for expansion adjacent to Queenstown Airport. Larger industrial activities, such as a concrete plant, refuse transfer centre and warehouse operations occupy the northern Glenda Drive area.

Existing residential development is predominantly lower density, focused around Frankton Village. A more recent shift towards medium density development is focused around Remarkables Place and Queenstown Central with potential for further development through future stages of Remarkables Park, Quail Rise South and proposed Mixed Use Business Zones. The main community anchors are the QEC, that hosts many sporting and community events throughout the year; Wakatipu High School, currently the only secondary school in the Wakatipu Basin; and Lakes District Hospital.



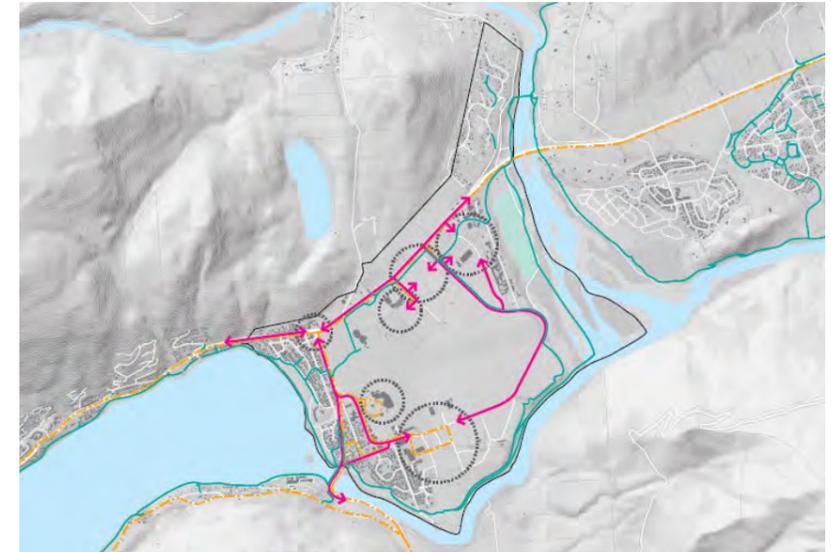
### BUILT FORM AND TOWNSCAPE

The area has a range of development typologies, which have occurred sporadically in a piecemeal, market driven fashion. While pockets of more comprehensive site planning have occurred, such as at Remarkables Park, Five Mile and Queenstown Central, it is often still in isolation and reflective of a narrower set of drivers and aspirations. The central location of the Queenstown Airport and its associated height and noise constraints has resulted in the emergence of several disparate areas of development with their own distinct character. The quality of buildings and streetscape is varied and is often a reflection of the location, activity and age. Remarkables Park and Queenstown Central have placed effort on creating a richer urban experience, with greater variety and more human scale to development.

While some more urban typologies have been developed within Five Mile, Queenstown Central and Remarkables Park, most are typically larger format commercial buildings at a height of two to three stories with lower site coverage to allow for large areas of surface car parking. Outside these centres, light industrial and trade supply warehouses are an equivalent height with larger footprints and more expansive parking and loading areas.

The residential area on the edge of Whakatipu-Wai-Māori/Lake Wakatipu is typically low rise, detached or semi-detached housing on generous sections. Properties within the more established neighbourhoods are generally open to the street with no predominant style or typology. The more recent residential developments tend to be townhouses and apartments. There is no cohesive or underlying character that informs the residential development beyond the typical qualities associated with the age, construction type and market trends.

Overall the building form does not have a cohesive character or form and has largely been driven by isolated development needs of standalone destinations. While there has been some coordinated planning, it is still only isolated to small areas within singular ownership, which reinforces the lack of integration between the areas and opportunities offered by the unique and contained landscape setting of Te Kirikiri/Frankton overall.



### MOVEMENT AND CONNECTIVITY

As a gateway to the District by land and air, and at the junction of State Highways 6 and 6A, Te Kirikiri/Frankton is an focal point for local and visitor activities. As such, the movement network plays a vital role in the functionality of the Masterplan area and the broader District.

The primary mode of transport within the District is currently by private vehicle. This, combined with only two vehicle bridge crossings over the Kimitiākau/Shotover and Kawarau Rivers into the Masterplan area, results in congestion for all modes, including cars, buses, coaches, freight and trade vehicles. Congestion is especially evident on the Frankton-Ladies Mile Highway and Frankton Road through to Queenstown.

Though there are public bus, tourist coaches and private ferry services, the mass transport network is limited, uncoordinated and infrequent; further encouraging the use of personal or self-drive, hire vehicles. As a result, the provision for car parking and storage/servicing of rental cars and campervans is extensive across the Masterplan area, particularly around Queenstown Airport. Some park and ride facilities are being utilised by the Queenstown Airport within the Masterplan area.

The Queenstown Trails network connects Te Kirikiri/Frankton to Queenstown and outlying residential areas, such as Shotover Country, Lake Hayes Estate and Kelvin Heights. The trails follow routes along the Lake and river edges and cross via historic bridges. Although well-used by recreational cyclists and walkers, they are not as direct for commuter cyclists. Much like the fragmentation of land ownership and uses, the active travel routes through the central parts of Te Kirikiri/Frankton lack permeability, crossing points and adequate facilities. The State Highway infrastructure traversing through urban areas reinforces severance and sense of disconnection. In general, the quality of the urban environment and road network being dominated by vehicles has created an environment that is car dependent and also unwelcoming and unsafe for pedestrians and cyclists.

## 2.6 CONSTRAINTS AND OPPORTUNITIES

| CONSTRAINT  | TOPIC  | OPPORTUNITY  |
|---|--|--|
| <p>The existing sense of openness and views towards the scenic landscape backdrop are a feature of the gateway experience and a community value. Provision of new infrastructure and an intensification process could potentially degrade this.</p>   | <p><b>Maintaining and enhancing views and gateway experience</b></p>       | <p>Strategically position built form to frame views and/or protect view shafts across existing areas, such as QEC, towards the surrounding landscapes. Create an urban environment that is befitting of the natural landscape character within foreground and mid-ground views, including helping to offset any loss of longer views through the internal provision open spaces and higher amenity public realm.</p>   |
| <p>The existing Outstanding Natural Features of Te Kirikiri/Frankton's lake and river boundaries have landscape values that need to be maintained and enhanced.</p>   | <p><b>Connection to the natural environment</b></p>                        | <p>Sensitive development and management of existing esplanade reserves can enhance natural landscape characteristics, instil greater landscape appreciation and improve their functionality for community and visitors. Strengthening accessibility from Frankton Flats to lake, rivers and wider mountain landscapes helps offset intensification and creates new local destinations, taking growth pressures off existing places like Frankton Beach.</p>  |
| <p>There is a need to ensure that the growing roles of various centres within Te Kirikiri/Frankton and Queenstown Town Centre do not overly compete and are complementary to each other.</p>  | <p><b>Relationship between centres and with Queenstown Town Centre</b></p> | <p>Te Kirikiri/Frankton helps to accommodate rapid growth within the District without compromising the special character and qualities of Queenstown Town Centre. Tailoring activity mix and built form provides for both local and visitor offerings in appropriate places, without an overemphasis on each. Convenient movement connections between centres better enables each to develop a niche role, while allowing for a broad range of user needs to be met. Creates new, high quality destinations and a stronger urban experience that encourages visitors to stay longer.</p>   |
| <p>The two bridges across the Kimiākau/Shotover and Kawarau Rivers constrain vehicle access into Te Kirikiri/Frankton from the east and south. This is creating bottlenecks during peak hours and highlights the potential for major access issues as Queenstown grows and/or the event of other disruptions. Provision of wider or additional vehicle bridges are costly, need to address landscape character effects and do not address other downstream constraints into other parts of Queenstown, particularly along Frankton Road.</p>  | <p><b>Bridge Connections</b></p>   | <p>Encouraging modal change through enhanced public transport, regional / tourist coach services and active travel infrastructure and management that provides direct, regular and convenient access for commuters and visitors would help alleviate the pressure for more essential road users, such as freight, trade and emergency services. Active travel bridges are lower cost and can be more readily integrated into the landscape to provide early wins. More emphasis on accommodating growth and provision of key attractions within the Masterplan area could minimise the need to travel outside Te Kirikiri/Frankton over the longer term. Retaining two key bridge crossings maintains the defined vehicle gateways into the Masterplan area and this experience could become stronger through landscape and urban enhancements that respond to the unique setting and Kāi Tahu history of the area.</p>  |
| <p>Shallow water depth at the Frankton Arm lake edge restricts larger water services from operating. More suitable areas at Frankton Marina, Ōterotu/Kawarau Falls and Quayside are currently disconnected from existing urban centres and Queenstown Airport through distance, State Highway severance, steeper topography and / or river rapids. Current requirements for car parking associated with water services could potentially undermine the natural character and user experiences along esplanade reserves. Queenstown Airport noise contours and safety zones limit the types of activities and the degree of intensification that can be accommodated along Frankton Beach and Kimiākau/Shotover Delta. Current parks and reserves along water edges are well used by the local community, although facilities provided are generally poor.</p> | <p><b>Water connectivity</b></p>   | <p>Water-based services can provide a unique mode of transport that provide a strong connection to the local environment and relief from the congestion on key road connections. Given the proximity of Lake Wakatipu and Kawarau River frontages to the activities within Te Kirikiri/Frankton urban area, particularly Remarkables Park and Queenstown Airport, there is an opportunity for water services to be expanded and better utilised as part of the suite of public transport options and tourism services. With lower density development along the lake edge, enhanced active travel connections across Kawarau Road and down the terrace banks will enable more intensive activities (e.g. Queenstown Airport, Wakatipu High School, Remarkables Town centre) and denser parts of the community to access the water amenities and services. Clear visual connections with the lake and river in conjunction with legible way-finding approaches would support this. The continued development of Remarkables Place, via Market Street towards Quayside, would support larger jet boat services via Ōterotu/Kawarau Falls and Kawarau River. The lack of larger water services within the existing Frankton Beach area will provide opportunities to increase the appeal for a broader range of recreational activities, such as kayak and paddle-boards, activating this area in association with more direct active travel connections to QEC and Frankton Village.</p> |
| <p>Landslides have recently occurred at Ōterotu/Kawarau Falls as part of establishing the new bridge crossing and have been mapped in the past where steep terrain and/or soil typology contributes to slope instability. As indicated by the previously recorded landslide activity, the eastern edge of the Masterplan area along the Kimiākau/Shotover River may suffer stability issues, and appropriate setbacks and/or stabilisation efforts should be employed here.</p>   | <p><b>Land stability</b></p>   | <p>Revegetation with indigenous species of importance to Kāi Tahu and further naturalisation of the esplanade reserves along the river and lake edges, in combination with Willow, wilding pine and other weed / pest management, could potentially improve the quality and stability of the land on the steeper terrace embankments and enhance their ecological outcomes and sense of place for Te Kirikiri/Frankton. This could also provide opportunities for recreation, active travel, Mahika Kāi and amenity for more intensively developed parts across the Frankton Flats.</p>  |

| CONSTRAINT   | TOPIC  | OPPORTUNITY   |
|--|--|---|
| <p>The proposed decommissioning of the oxidation ponds will likely need to retain some future resilience adjacent to the new wastewater infrastructure being provided under Project Shotover. Repurposing of this relatively large space will need to be cognisant of the operational requirements of the Queenstown Airport, such as noise and safety (i.e. management of potential bird strike) and Kāi Tahu cultural values. The considerable level change between Kimiākau/Shotover Delta and Frankton Flats needs to also be considered.</p>  | <p><b>Oxidation ponds</b></p>  | <p>There are opportunities to re-purpose the oxidation ponds to consolidate and cluster other infrastructure and gravel extraction activities towards the northern end of the Kimiākau/Shotover Delta, closer to SH6 access points. Alternative active travel routes could avoid this area by providing an access to the north of SH6, to maintain bridge crossing heights, or via a longer, more graduated trails southward, to connect with the balance of the oxidation pond land. Rehabilitation of the ponds could utilise the existing catchment areas and clean fill available within the Delta to provide informal recreation facilities, ecological enhancement and potentially kā rauemi (resource harvesting areas) through close engagement with Kāi Tahu and stakeholders. This could add considerable additional amenity to support the intensification of Frankton Flats and other growth within the Wakatipu Basin.</p> |
| <p>From the existing substation midway along the Frankton-Ladies Mile Highway, high voltage transmission lines run along the northern side of the highway, cross the Kimiākau/Shotover Delta and River, before tracking through the residential developments of Shotover Country and Lake Hayes Estate. Within the Masterplan area, the transmission line corridor crosses potential develop-able mixed use and residentially zoned land along SH6 creating complex access and buffer issues. However, the relocation of the existing transmission lines and substation is likely to be a significant and expensive undertaking and a feasible alternative location will need to be found.</p> | <p><b>Transmission lines and substation</b></p>                      | <p>There is potential to relocate power infrastructure from deep within the Masterplan area by truncating the transmission line corridor. This could open up a significant opportunity to realise the development potential and amenity across highly accessible parts of Frankton Flats, enabling landowners to make more efficient use of the land with improved connectivity and the removal of buffer constraints.</p>  |
| <p>There are some parts of the Masterplan area where the establishment of new residential activities will likely be constrained, given noise effects resulting from Queenstown Airport's operation, natural hazard areas and the need to provide for other land use needs across the District.</p>   | <p><b>Increasing housing supply and choice</b></p>                   | <p>Given extensive areas of existing and proposed larger suburban households are already provided for across the District, land available within the Masterplan area for new housing developments and/or infill housing presents an opportunity to provide different housing typologies. This could ease pressure on increasing housing demand for smaller, more affordable households in the area. The areas potentially available for residential and visitor accommodation activities tend to correlate well with key transport routes through and around the Masterplan area. This provides opportunities for intensification of housing where accessibility levels can be enhanced in parallel.</p>  |
| <p>Queenstown Airport height and noise restrictions apply to both the main and cross wind runways, preventing taller development typologies and more noise sensitive activities close to existing flight paths.</p>  | <p><b>Queenstown Airport height contour</b></p>                      | <p>Proposed removal of the cross-wind runway lessens the extent of both the building height and air noise boundary restrictions in greenfield or underdeveloped areas to the south and north of the Masterplan area. Those areas also align with existing centres and key public transport routes where accessibility levels could support more intensive land use activities.</p>  |
| <p>The flood hazard area extends over the low-lying land at the confluence of the Kimiākau/Shotover and Kawarau Rivers and this out-wash plain is unsuitable for built development of any form.</p>  | <p><b>Flood plain implications</b></p>                               | <p>Ecological enhancement of the areas within the flood plain may provide an opportunity to strengthen the biodiversity, natural characteristics and Kāi Tahu values (incl. Puahuru) of Te Kirikiri/Frankton. Careful consideration will need to be given to its proximity to the Queenstown Airport flight path and associated constraints with respect to bird strike and other safety considerations.</p>  |
| <p>State Highway 6 and Queenstown Airport create barriers for connectivity to and between centres and other major activities within the Masterplan area, including Wakatipu High School, Queenstown Event Centre and Lakes District Hospital.</p>  | <p><b>Integration between local centres and key destinations</b></p> | <p>There are opportunities to better utilise existing movement corridors around Queenstown Airport with more frequent and higher capacity public transport and dedicated active travel routes to reduce car dependency and improve connectivity between the existing and emerging centres, including the Queenstown Airport terminal. This could encourage more linked trips to enable centres to benefit from each other and reduce land take from the car parking required to service these internal trips. Providing a higher quality and legible street and active travel network with improved way-finding approaches could also help mitigate the perceived distance between these centres and other major activities. This would help present the Masterplan area as a more integrated, urban destination.</p>   |
| <p>State Highway 6 currently severs the Masterplan area on two sides with heavy traffic and limited crossing opportunities. This will likely become a bigger constraint as the community grows into available develop-able land, particularly adjacent to the Frankton-Ladies Mile Highway. Parts of this section of the highway are currently subject to an associated 100m Effects Area and a 40m Reverse Sensitivity Buffer, which also allows for more distant views to the Remarkables.</p>   | <p><b>SH6 and associated effects areas</b></p>                       | <p>There is potential to upgrade the existing rural State Highway to major urban arterial with appropriate speed zones, intersections and infrastructure improvements to reduce community severance, improve the perception of safety, better access adjacent development opportunities and encourage mode shift. With the potential to upgrade the major arterial into a higher amenity corridor comes the potential to make more efficient use of the buffer area. Opportunities exist to establish compatible adjoining land uses with active frontages that could further benefit from the treatment of a more urban street-like corridor. This approach could also improve the arrival experience, which is current characterised by larger, relatively blank building forms, complemented with strategically placed view shafts to the wider landscape setting.</p>   |

# 3. ENGAGEMENT

## 3.1 APPROACH

The aim of engagement process has been to ensure the plan for the future of Te Kirikiri/Frankton aligns with the aspirations of the local community, Kāi Tahu partners and key stakeholders, alongside responding to the constraints and opportunities within the Masterplan area and beyond. The engagement process for the Te Kirikiri/Frankton Masterplan is a continuation of the inclusive approach that was started with by W2G partnership at the outset of the project.

Following the initiation of the project, a Communication and Engagement Plan was developed outlining an inclusive approach that supported strong representation amongst project partners, key stakeholders and the wider community as the Masterplan and ITPBC were progressed.

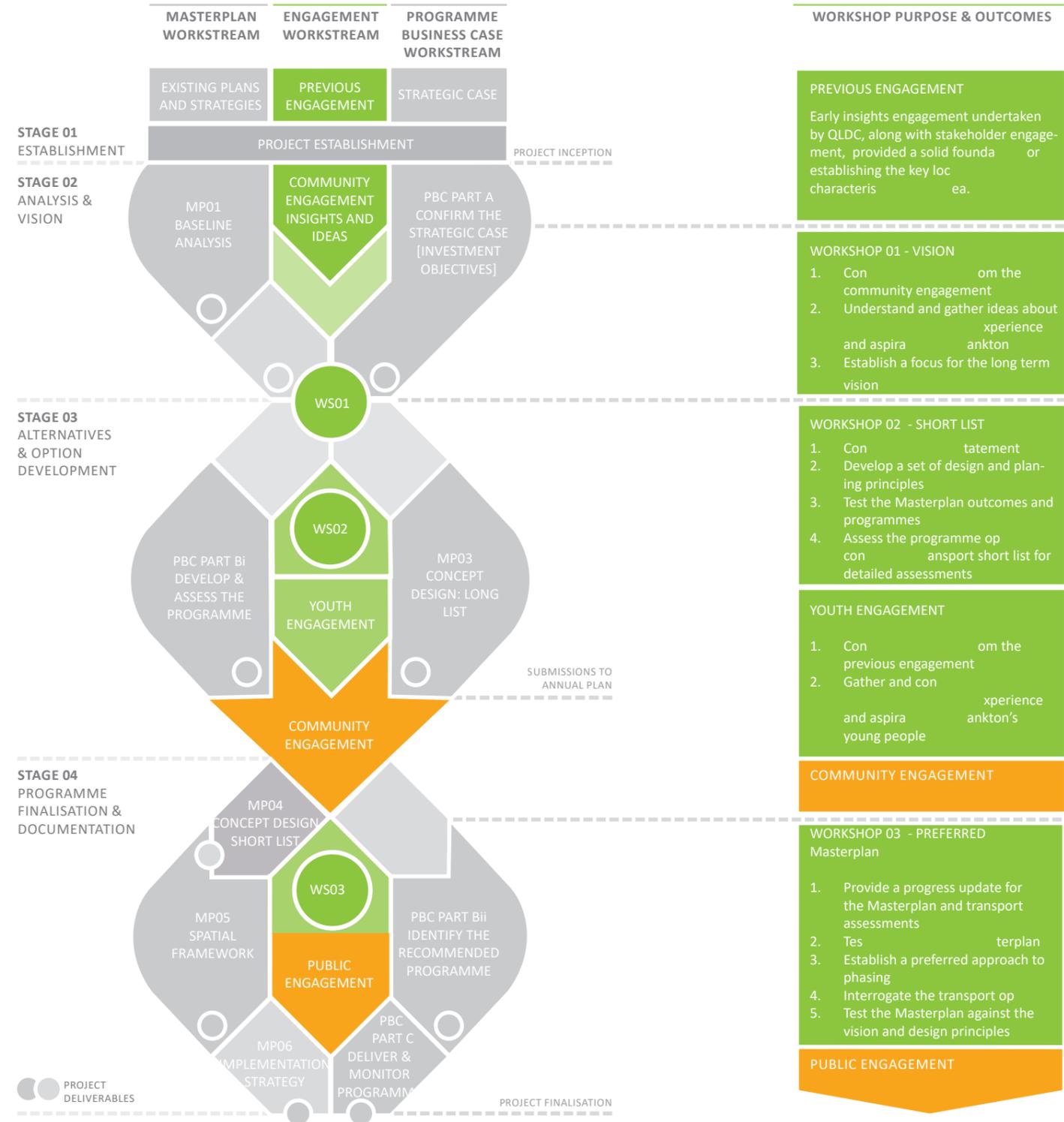
The project team has been mindful of the number of concurrent projects and initiatives, particularly with respect to overlapping scope, consistency and integrity of data sources and the risk of engagement fatigue. Therefore, the engagement on this project has been coordinated and at times consolidated with other initiatives in the Wakatipu Basin, including the Frankton to Queenstown Single Stage Business Case and Wakatipu Basin Active Transport Business Case.

The Communication and Engagement Plan was prepared in accordance with NZTA's Public Engagement Guidelines (2016) and QLDC's Significance and Engagement Policy (2014). It identified who to engage with, when to engage and the level of engagement based on the IAP2 spectrum of public participation. The Plan was a live document throughout the preparation of the Masterplan and was updated throughout the duration of the project to reflect updated or emerging stakeholders and amendments to the approach.

Engagement methods throughout the project have ranged from weekly meetings, workshops, public engagement exercises and coordination and collaboration between project teams, to more direct and targeted communication with stakeholder groups, individuals and landowners.

The engagement approach was underpinned by the following objectives:

- Improve project outcomes by seeking and integrating stakeholder feedback into the project design;
- Clearly communicate the strategic and local need for the project and the benefits of the project for Te Kirikiri/Frankton and the wider Wakatipu Basin;
- Raise public awareness of the project and clearly articulate the ability to provide feedback and how this will be used;
- Identify and notify all stakeholders that could be affected by or are interested in the proposal and when and in what form they may be interested in engaging;
- Have engagement approaches that reflect the different types and needs of stakeholders;
- Provide stakeholders the information they need to understand and provide feedback on the project;
- Provide a transparent process in which stakeholder feedback is given fair consideration as part of decision making on proposals and that this is clearly articulated; and
- Articulate that this will lead to positive transformation for Te Kirikiri/Frankton, whilst still retaining those elements that make this a special place.



## 3.2 ENGAGEMENT MILESTONES

A well-considered and integrated stakeholder engagement approach has been fundamental to the successful development of the project. The establishment of a shared vision and agreeing a clear and concise set of investment objectives with the key stakeholders was critical to developing a robust and tailored Masterplan and ITPBC. A series of workshops provided gateways at decision points throughout the project as a means of bringing stakeholders together to form a common understanding of the challenges and opportunities, and develop a strong sense of ownership of the project and its outcomes.

### ESTABLISHMENT WORKSHOPS

Workshops for the establishment of the Masterplan were undertaken in May and June 2018 as part of the formulation of the Establishment Report. These identified issues, opportunities, and themes that informed the Masterplan.

### EARLY INSIGHTS COMMUNITY ENGAGEMENT SUMMARY

Community engagement was undertaken at the outset of the project to understand aspirations and challenges as well as setting the scene for future engagement.

According to the summary report, the top things people love about Frankton are its central location, the sunshine and scenic views, that it is convenient to get around and retains a strong local feel. The greatest challenges from locals' perspectives are traffic congestion, insufficient road infrastructure, Queenstown Airport growth, noise pollution, car parking overflow, ad hoc growth of commercial areas, the loss the local feel and lack of central community facilities.

The local community would like to see Frankton evolve into a well-connected hub, with a strong community heart and more opportunities for sport and recreational activities. There was also a strong emphasis on Frankton becoming a transport hub with efficient public transport.

### MASTERPLAN WORKSHOP SERIES

Four workshops were undertaken, each with a well-defined set of outcomes that contribute jointly to the Masterplan and ITPBC. The approach, focus and key outcomes sought from each of the workshops is set out here;

#### Workshop 1 – Establishing the Vision

Workshop one was an interactive and ideas-based workshop that drew together the key tenets of a distinctive long terms vision - experience, aspiration, local qualities and focus. The workshop built upon the Early Insights community engagement, which provided the source for understanding the local qualities. The intended outcomes of the workshop were:

1. Confirm the themes from the community engagement
2. Understand and gather ideas about the positive qualities, experience and aspirations of Frankton
3. Establish a focus for the long term vision

The workshop was focused on future opportunities for Te Kirikiri/Frankton in line with the visionary theme of the exercises.

The workshop was structured around several group and individual exercises to enable participants to debate and discuss their ideas freely and with a range of other stakeholders. As the topics were quite broad, it was important for there to be multiple levels of discussion so that a consensus for the future direction and vision could be reached by the end of workshop.

The exercises were set up to allow participants to express their personal opinions, debate and prioritise, however role playing enabled participants to understand and appreciate the future opportunities from a range of perspectives. Each exercise built on the previous one and encouraged participants to contemplate the needs of the broader community while forming a consensus around the direction the vision should take. Three exercises were undertaken that covered the following subject matter:

- A legacy for future generations
- Priorities for Frankton's future community
- Creating an image of future Frankton

#### Workshop 2 – Developing Design Principles and Masterplan Outcomes

The second workshop of the series was an integrated and interactive session that confirmed the findings from the first workshop and agreed the foundations of the Masterplan to develop options and programmes. The outcomes sought from the workshop were:

1. Confirm the vision statement
2. Develop a set of design and planning principles
3. Test the Masterplan outcomes and programmes
4. Assess the programme options and confirm the transport shortlist

The workshop comprised a set of fast paced and focused exercises that moved from strategic concepts down to specific actions and priorities. Stakeholders were tasked with providing expert advice and opinions, balancing their views with those of the wider community. The workshop utilised a range of exercises and recording techniques to build a comprehensive picture of ideas, preferences and discussion. This included role playing, mapping, data collection, scoring and programming.

The first half of the workshop was centred on higher level Masterplan outcomes to help build the bigger picture, with the second half dealing with more targeted land use and transport matters in tandem.

The three principal exercises undertaken were as follows:

- Agreeing Design and Planning principles and creating a baseline scenario for Frankton
- Developing a longlist of actions to deliver the Masterplan Outcome
- Identifying a short list of transport programme options

#### Workshop 3 – Preferred Masterplan and Transport Programme Options

This workshop critiqued the preferred draft Masterplan and gathered feedback on proposed staging over time. A range of interactive exercises were undertaken with the focus shifting from the strategic scale into assessments of precincts. The key outcomes sought from the workshop were:

1. A progress update for the Masterplan and transport assessments
2. Testing and critiquing the draft preferred Masterplan
3. Establishing a preferred approach to implementation and phasing
4. Interrogating the transport options
5. Testing the preferred Masterplan against the vision and design principles

The exercises enabled the project team to understand which components were supported by the stakeholder group, changes that should occur, or if additional ideas were either not represented or unclear. It was also an opportunity to clarify critical interdependencies between Masterplan actions and parallel projects underway within the district. The workshop exercises revolved around the following:

- Testing and validation of the overall Preferred Masterplan
- Identifying the defining characteristics of each precinct/character area
- Creating a phasing plan to best deliver the Masterplan

#### Youth Engagement

Given the emphasis on creating a legacy for future generations, it was considered fundamental that young people were involved in developing the vision. Three schools participated in the workshops, including Wakatipu High School, Remarkables Primary School and Queenstown Primary School. The principal outcomes sought from the workshops were:

1. Confirm the themes from the previous engagement
2. Build a clearer picture of the young people within the community
3. Gather and confirm the positive qualities, experience and aspirations.

Two exercises were undertaken in each of the selected schools, with approximately 50 children, ages 8-14, participating. The first exercise was an individual task where participants explained how they fit into the community and what they thought the existing qualities of Frankton were. This provided a better understanding of the diversity that exists within the community.

The second exercise was the same as the stakeholder vision exercise in workshop one, and encouraged participants to contemplate what Frankton might look like in 30 years' time. While there were some common themes, the younger participants tended to be a lot more aspirational, positive and less inhibited by problems of today. Engaging with the younger members of the community allows a better understanding of Frankton's user group and their values. It provides an opportunity for them to gain knowledge and meaningfully contribute to improving the quality of life within their community. It also provides an opportunity to balance some of the ideas and priorities of the key stakeholders from a completely different, but equally important perspective.

### 3.3 THE VISION

A vision focuses community aspirations and provides a long term aim. It embodies a strategy for the future, that everyone can sign up to and work towards over a period of time. It should be concise and locally distinctive. Given the disparate nature and pace of development in Te Kirikiri/Frankton, establishing a shared vision that draws existing and future development together is critical. The vision will set a direction and act as the backbone to a decision making framework that ensures that planning and growth are coordinated in a manner that balances outcomes, but that ultimately still delivers on the original intent set out by the community and stakeholders.

#### DEVELOPING THE VISION

A model to help stakeholders assemble a vision statement was developed and designed into the outputs from the first workshop. Based on research of successful vision statements, the project team's approach broke the vision statement into four components - experience, aspiration, local qualities and focus. Each of tenets of the model are important parts of creating a powerful and locally distinctive vision statement. This approach to formulating the vision statement enabled the stakeholders to drive the process, and fully understand and influence the outcome. It also enabled engagement that had been undertaken during the establishment stage of the project to be incorporated.



This diagram shows the approach taken to formulate the vision statement; breaking it down into aspirations, local qualities and experience which combine to determine the focus.



**“Te Kirikiri/Frankton, where our pathways, the lake and the rivers meet.**

*At the heart of Te Kirikiri/Frankton is a hub that connects a bustling community of businesses, residents and visitors to Queenstown and the region. Embracing sustainable development, future generations live in harmony with the natural environment.”*

# SUMMARY OF WORKSHOP FINDINGS

## DETERMINING THE FOCUS

An interactive exercise called "Postcards from the Future" was designed to help stakeholder's debate and discuss their preferred focus for the long-term vision for Frankton. Participants were asked to form new groups and select eight postcards that represent Frankton in 30 years' time. The groups were allowed to interpret the images however they liked and were asked to note on the reverse of the card why they chose them.

After selecting the initial 8 postcards, the groups were asked first to remove half of the postcards and then subsequently select a single postcard that represented the focus for the long-term vision for Frankton. The process of elimination and prioritisation afforded interesting debate. Of a possible 120 postcards the five groups independently selected one of the two images to the right. These represented a mixture of environmental, character and community outcomes.

A similar exercise was undertaken as part of the youth engagement. The postcards selected by primary and secondary school pupils were relatively distinct from one another in terms of theme and nature, with primary school pupils selecting images relating to the landscape, places and setting, whereas high school pupils were much more focused on activities, objects and architecture. The youth groups tended also have a more varied and arguably more balanced view of the future needs compared to the adult stakeholders. On the whole there were a lot of overlaps particularly with regard to the need to create a family friendly setting and a strong sense of connection to the natural environment.



**TOURIST ATTRACTION**  
**PEACEFUL**  
**HOUSING CHOICES**  
**HOLIDAY SPIRIT**  
**WINTER WONDERLAND**

**33%**  
**WELL-BEING**  
**BRING PEOPLE TOGETHER**  
**ARTS**  
**COMMUNITY**  
**TOURIST ATTRACTIONS**  
**BIG GAMES/ EVENTS**  
**NATURE**  
**SAFE**  
**RELAXING**



**20%**  
**SHORT DISTANCE**  
**ECO FRIENDLY**  
**REDUCE CARS**  
**TRANSPORT**  
**FUTURISTIC**  
**CONNECTED TO NATURE**  
**GOOD TRANSPORT SYSTEM**

**20%**  
**CLEAN WATER**  
**FUN PLAY**  
**LESS POLLUTION**  
**NATIVE FOREST**  
**SUSTAINABLE**  
**SAVE ENERGY**  
**FRESH AIR**  
**NATURAL ENVIRONMENT**



## 3.4 DESIGN AND PLANNING PRINCIPLES

A series of design and planning principles have been collaboratively developed with stakeholders. These principles drew upon several sources, including background research, the vision workshop, targeted stakeholder engagement and the community engagement findings that preceded this Masterplan. The design and planning principles are a development of the vision statement and provide criteria for evaluating the Masterplan outcomes. The criteria have also been used to benchmark for how Te Kirikiri/Frankton currently sits with respect to the long-term vision and can be used to chart the impact that actions and interventions will have towards the delivery of the Masterplan over time. While the principles are robust and future focused, given the 30 year timeframe for the delivery of the Masterplan, it is expected that the Design and Planning principles will be reviewed, updated and amended as necessary to reflect new challenges, opportunities and aspirations that are likely to emerge over the next three decades. They can also be used as a basis of assessing the appropriateness of subsequent interventions during this time.

### ENVIRONMENT

WAIRUATAKA



Foster people's connection to land and water where the community lives in harmony with nature.

#### Criteria

- Create environments which encourage physical activity and prioritises walking and cycling
- Strengthen the sense of identity by maintaining and enhancing important views to sites of cultural and historic significance.
- Minimise the degradation of, and enhance, the environment through low impact water and waste management with a long term aspiration to improve water quality
- Foster people's relationship with water by maintaining an accessible public frontage
- Protect and enhance biodiversity by improving indigenous flora and fauna of value to Kāi Tahu
- Implement new technologies in environmental design and greener building standards

### COMMUNITY

WHANAUKATAKA



An inclusive environment where spaces and facilities are provided that enable the community to grow and connect.

#### Criteria

- Provide facilities and spaces that promotes community togetherness and encourages social interaction
- Enhance the connection between the community and nature
- Provide a range of housing typologies to accommodate the breadth of the community

### IDENTITY

WHAKAPAPA



The public realm and built form reflect their local context: including culture, history, values and aspirations.

#### Criteria

- Through design, educate, celebrate and acknowledge the shared cultures and history of Te Kirikiri/Frankton
- Provide opportunities for people to engage with the natural environment and its processes
- Create places that are memorable and identifiable as uniquely Te Kirikiri/Frankton
- Develop and implement a cohesive design language that responds to and enhances local character
- Use streetscape planting to strengthen desired character for connected spaces
- Adopt a sustainable and consistent material palette across Te Kirikiri/Frankton
- Incorporates Kāi Tahu design strategies

### WELCOMING

MANAAKITAKA



A place that feels safe, hospitable and accessible for all user groups.

#### Criteria

- Provide reliable and regular public transport options
- Allow visual connections to cultural landscapes to inform building and spatial orientations where possible and design.
- Create desirable spaces that have high levels of climatic comfort and high levels of connectivity
- Ensure public space is adequately lit at night with active edges to provide passive surveillance
- Create a legible public space and street network where movement is intuitive

### INTEGRATED

TŪHONO



A functional and well defined town centre that is connected and complementary to the wider district and has the flexibility to adapt and grow.

#### Criteria

- Ensure ease of access between centres and fringe communities
- Acknowledge ara tawhito (ancestral pathways) associated with mahika Kāi and the traditional economy of trade by creating well defined and connected centres
- Strengthen the arrival experience to Te Kirikiri/Frankton, considering arrival by water, air and road
- Provide adaptable and flexible design solutions that can evolve over time
- Utilise resilient design principles to safeguard communications, critical services and infrastructure
- Enable independence by providing spaces and transport suitable for different user groups
- Ensure private sector development is coordinated and contributes to the long term vision for Frankton

### CHARACTER

MANA MOTUHAKE



A distinctly local experience for residents to call home and visitors to be hosted.

#### Criteria

- Strengthen sense of identity for locals while balancing the needs of visitors
- Retain and draw upon existing culture and history
- Promote seasonal activation of space that helps to solidify Te Kirikiri/Frankton's character
- Involve residents in the management of their streets and open spaces to provide a sense of ownership
- Enhance the fabric of communities by designing with sensitivity to existing character, scale and use
- Enable a sense of hospitality by ensuring adequate provision is made for visitor accommodation

### FEASIBLE

WHAIPAIKA



Masterplan actions and outcomes are well defined, set against realistic time frames and budgets, and are well supported by the community and stakeholders.

#### Criteria

- Masterplan outcomes should be mutually beneficial for residents and visitors, providing social and economic gains
- Actions are coordinated and appropriately sequenced to maximise outcomes
- Responsibilities and accountability for delivery is clear
- Actions leverage existing investment and do not undermine the long term vision and wider aspirations of the District
- Projected completion dates are realistic, and managed by identifying short, medium and long-term milestones

# SUMMARY OF WORKSHOP FINDINGS

## TESTING THE DESIGN AND PLANNING PRINCIPLES

The design and planning principles were used as the basis for the first exercise.

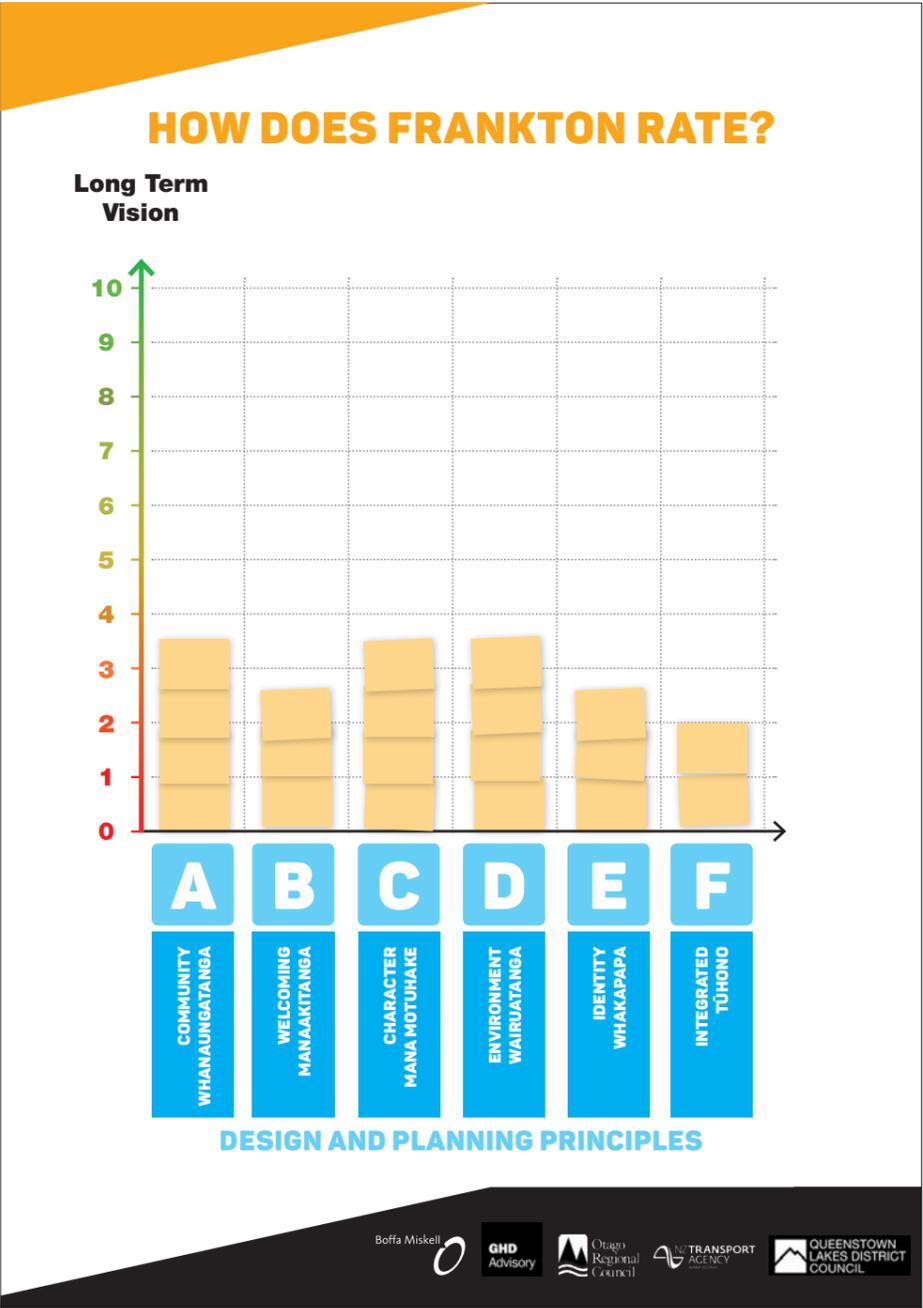
The objective of the exercise was for stakeholders to set a score how well Te Kirikiri/Frankton is currently performing against the criteria and more broadly the long term version.

The exercise also allowed participants the opportunity to familiarise themselves with the principles, while critiquing and providing feedback on any gaps they believe existed.

The stakeholders were broken into small groups to allow discussion and debate, as well as provide the ability to average the scores and identify any trends. Stakeholder groups presented back their scores, highlighting the reasons why they scored as they had.

Themes that emerged from this process included the existence of small, but strong pockets of community, the success of the local Remarkables Market, and the importance of the surrounding landscape. The lack of local character and reference to cultural history was considered an issue and how illegible Te Kirikiri/Frankton is for travellers.

In terms of gaps, stakeholders recommended that awareness and ease of access to businesses and social infrastructure should be emphasised within the principles.



## 3.5 DEVELOPING THE MASTERPLAN OUTCOMES

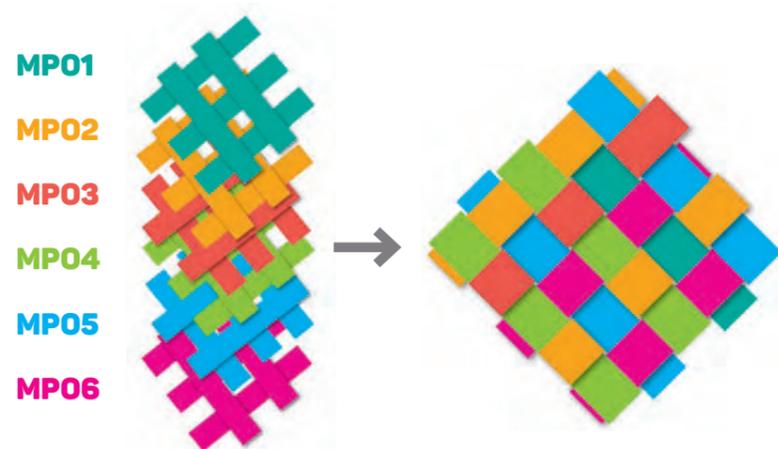
### THE MASTERPLAN OUTCOMES

Masterplanning is a complex task of stitching together a range of often competing subject matters, tangible and intangible, into a comprehensive and deliverable plan. Successful Masterplans are formed of multiple interrelated layers, that when coordinated and delivered in sync leverage the overall outcome.

As part of the formulation of the Te Kirikiri/Frankton Masterplan, six Masterplan outcomes have been identified and developed, drawing on the Vision and Design and Planning Principles. These layers are transformational and place based outcomes that have been tested by stakeholders through workshops and have formed part of the public engagement feedback loop. They are underpinned by a set of objectives that respond to the specific opportunities and challenges within the Te Kirikiri/Frankton area, as well as addressing community aspirations. While each of the Masterplan outcomes had its own tailored set of objectives, there are a number of interdependencies that are tied together as part of the spatial framework, which is outlined in the following section. The Masterplan outcomes developed include:

- MP01. Integrating with the water's edge
- MP02. Gateway into the district
- MP03. Enhancing the local network
- MP04. Integrated urban centres
- MP05. Living and growing in harmony with nature
- MP06. Inclusive neighbourhoods

### LAYERING THE MASTERPLAN OUTCOMES



#### MP01 INTEGRATING WITH THE WATER'S EDGE

Objectives:

- Improve access for the community to the water
- Increase opportunities for recreation along the waterfronts
- Preserve and enhance views towards the water
- Utilise the water for transportation
- Capitalise on the amenity of the water edge for active transport
- Create a safe and accessible environment
- Enhance the water quality
- Promote climate smart solutions to improve resilience
- Strengthen the ecological connections from the waterfront into the core of Te Kirikiri/Frankton

#### MP02 GATEWAY INTO THE DISTRICT

Objectives:

- Strengthen the sense of arrival into Te Kirikiri/Frankton by air, road and water
- Intensify uses and built form around the gateways to Te Kirikiri/Frankton
- Enhance the outward face of Te Kirikiri/Frankton along the state highways
- Create an intuitive and welcoming environment
- Enhance views towards the natural landscape features (water, mountains and hills) to improve legibility
- Reinforce a distinctly world class Te Kirikiri/Frankton character
- Support a transport oriented development by intensifying uses at transport nodes

#### MP03 ENHANCING THE LOCAL NETWORK

Objectives:

- Implement efficient and direct connections between existing activity areas
- Provide reliable and demand responses services
- Blend modes, provide choice and extend the network reach
- Support inclusive access for all of the community
- Lift the profile of public transport
- Create a public transport system that utilises the setting to enhance the experience
- Use innovation and technology to enhance the user public transport and the movement network
- Apply inclusive and barrier free design principles to create a more welcoming environment to breadth of the community
- Prioritise pedestrians and cyclists in high use activity areas.

#### MP04 UNIFIED AND INTEGRATED URBAN CENTRES

Objectives:

- Create direct connections between the principal activity areas within Te Kirikiri/Frankton
- Focus on complementary offer to Queenstown Town Centre and other places in the district
- Create a distinction between each centre within Te Kirikiri/Frankton to ensure that they complement and contribute to Te Kirikiri/Frankton as a whole
- Integrate a range of living options that are distinct and responsive to the setting within each of the neighbourhoods and local centres
- Ensure that each of the centres provides a range of accessible social infrastructure and facilities
- Match urban form and intensity of use with transport hubs to create transport oriented development.

#### MP05 LIVING AND GROWING IN HARMONY WITH NATURE

Objectives:

- Utilise the natural assets for recreation and active transport
- Improve the amenity and environmental attributes of streets and spaces
- Create a distinctive sense of place by drawing upon local, historic and cultural characteristics, especially those of Kāi Tahu.
- Inspire behavioural change to encourage green living and working choices and integrated energy generation infrastructure
- Support community based sustainability initiatives
- Improve the community connection to nature by creating a range of accessible outdoor spaces
- Maximise opportunities to enhance the indigenous flora and fauna of value to Kāi Tahu.

#### MP06 INCLUSIVE NEIGHBOURHOODS

Objectives:

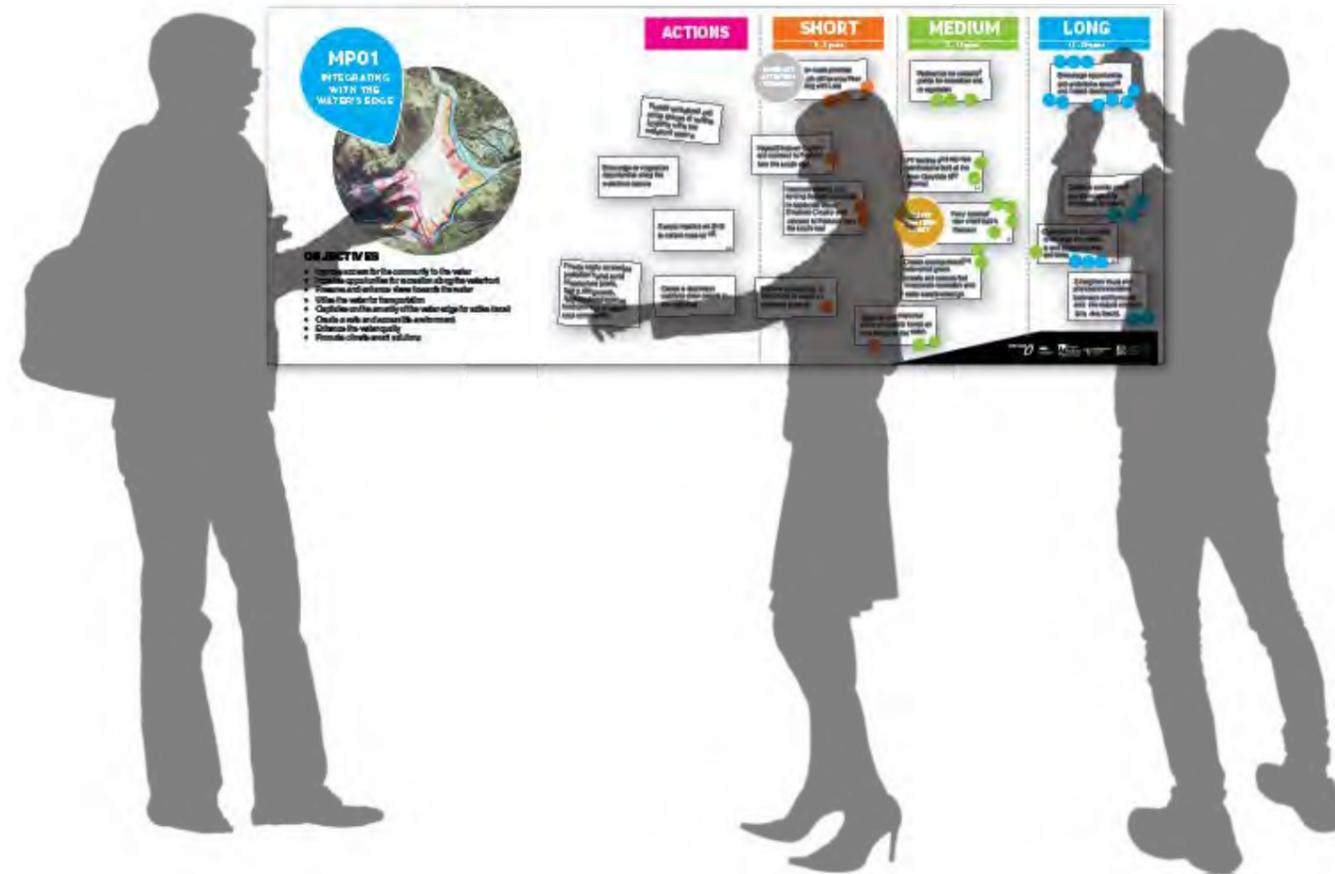
- Increase residential options that cater across the spectrum of the community
- Provide community spaces that create opportunities for social interaction
- Create self-sufficient and adaptable neighbourhoods with accessible local services
- Support aging in place through inclusive neighbourhood planning and housing choice
- Create distinctive neighbourhoods that connect with and are shaped by the environment
- Improve the perception of safety
- Provide environments that promote a healthy lifestyle
- Create independence in the community by providing accessible and safe play and recreation

# SUMMARY OF WORKSHOP FINDINGS

Workshop 3: Developing Masterplan Outcome Programmes - The groups were asked to create a programme of approximately 15-20 interventions that would help deliver their Masterplan outcome. The groups were provided with a provision set of actions which were drawn from the previous workshops series and were encouraged to amend or include any of their own actions.

Each group presented their initial long list programme back to the group, who in turn scored how well it delivered the overall Masterplan vision and the Design and Planning Principles that were considered in exercise one.

Common themes highlighted in the overlapping actions, include the need to provide more comprehensive and higher quality routes and spaces for pedestrians and cyclists; the need for improved PT facilities; and environment and experiential enhancements. In addition to this, the desire to promote wellbeing and health was highlighted, this would provide alignment with Council policies, such as its Smokefree Policy.



# 4. SPATIAL FRAMEWORK

## 4.1 KEY FEATURES

The spatial framework is the culmination of all of the engagement, Masterplan development and programme testing. It seeks to set out all the Masterplan features and actions with an emphasis on validating the pattern of land use and structure of the transport network against the agreed Masterplan outcomes.

The spatial framework is set out across three principal layers, the open space network, the movement network and land use pattern. Each of these layers is tied together through the Masterplan precincts and an associated programme of actions which are outlined in the implementation section of this Masterplan. The key features listed opposite and described below underpin this overall spatial framework:

1. Improving the arrival experiences into Queenstown via the Queenstown Airport, state highway and trail network, including the establishment of a new Frankton Flats-Wakapu Lake Link and potentially recognising wāhi tūpuna (ancestral landscapes) at the Kimiākau/Shotover and Kawarau River crossings;
2. Upgrading State Highway 6 into a high amenity, 50 km/hr urban arterial, potentially recognising the ara tawhito (traditional trail) along Frankton Ladies Mile Highway and improving intersections and crossing points to reduce community severance and enhance safety along active travel routes;
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, public transport system operating on an orbital loop;
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;
5. Integrating the Queenstown Airport terminal and other landside operations into the public transport network and surrounding compatible land uses, including investigating opportunities for the long-term relocation of Lakes District Hospital facilities outside the Queenstown Airport noise contours;
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 Queenstown Airport rescue) on the Frankton Golf Centre site;
7. Providing more urban parks and greener streets, including creating more direct visual and physical links to Lake Wakapu and enhanced waterfront parks and reserves with the establishment of 'Te Kirikiri/Frankton Gardens' as a long-term, legacy project that incorporates Kāi Tahu references.
8. Redeveloping Kimiākau/Shotover Delta into the Kimiākau Zero Waste Community Eco Park, district-wide reserve for informal recreational activities, kā rauemi (resource harvesting areas) and potentially a relocated Frankton Golf Centre;
9. Shifting current rural infrastructure towards the edge of Te Kirikiri/Frankton to improve amenity and reduce constraints (e.g. buffers from highways and transmission line corridors) and better accommodate future urban development;
10. Expressing Kāi Tahu values and narratives of Te Kirikiri/Frankton; and
11. Recognising cultural heritage from the perspective of Chinese, mining and pastoral farming, including creation of the Arranmore/McBride Farm Heritage area.

**KEY**

--- Masterplan area

**MOVEMENT NETWORKS**

● Public transport route/stops (separated lanes or priority)

● Orbital bus route/stops

● Gondola lines/base station (private)

● Ferry route/stops

— Street network

— Active travel network (walking and cycling)

— New road corridor

— Freight route

— Bridge crossing (Active travel and/or public transport)

--- 400m (5min) walking distance

PR Park and Ride

CS Site of Cultural Significance

\* Potential gateway feature

*Note: Dashed routes subject to further investigation*

**CONSTRAINTS**

--- Queenstown Airport noise contours (existing)

**LAND USE**

Higher density residential

Medium density residential

Lower density residential

Mixed use (includes residential)

Small to medium format retail

Large format retail

Commercial (excludes residential)

Light industrial and utilities

Community facilities (buildings)

Queenstown Airport Corporation (subject to separate process)

Active open space

QEC Recreation Masterplan area (subject to separate process)

Passive open space

Urban park (location and size subject to levels of service)

Native revegetation

Tussockland/wetland

*Note: Land use mix assumes removal of crosswind runway*

**22 KEY FEATURES**

01 Frankton Campground redevelopment

02 Emergency precinct

03 Events centre extension

04 Public transport interchange (estimated location)

05 Community facilities

06 Arranmore/McBride Farm heritage area

07 Wastewater treatment plant expansion

08 Relocation of power infrastructure

09 Kimiākau Zero Waste Community Eco Park

10 Wastewater ground filtration

11 Constructed wetland areas

12 Proposed golf course

13 Commercial recreation (excludes noise sensitive activities)

14 Conference and arts centre

15 Quayside waterfront and jetty

16 Te Kirikiri/Frankton Gardens

17 Regional coach hub

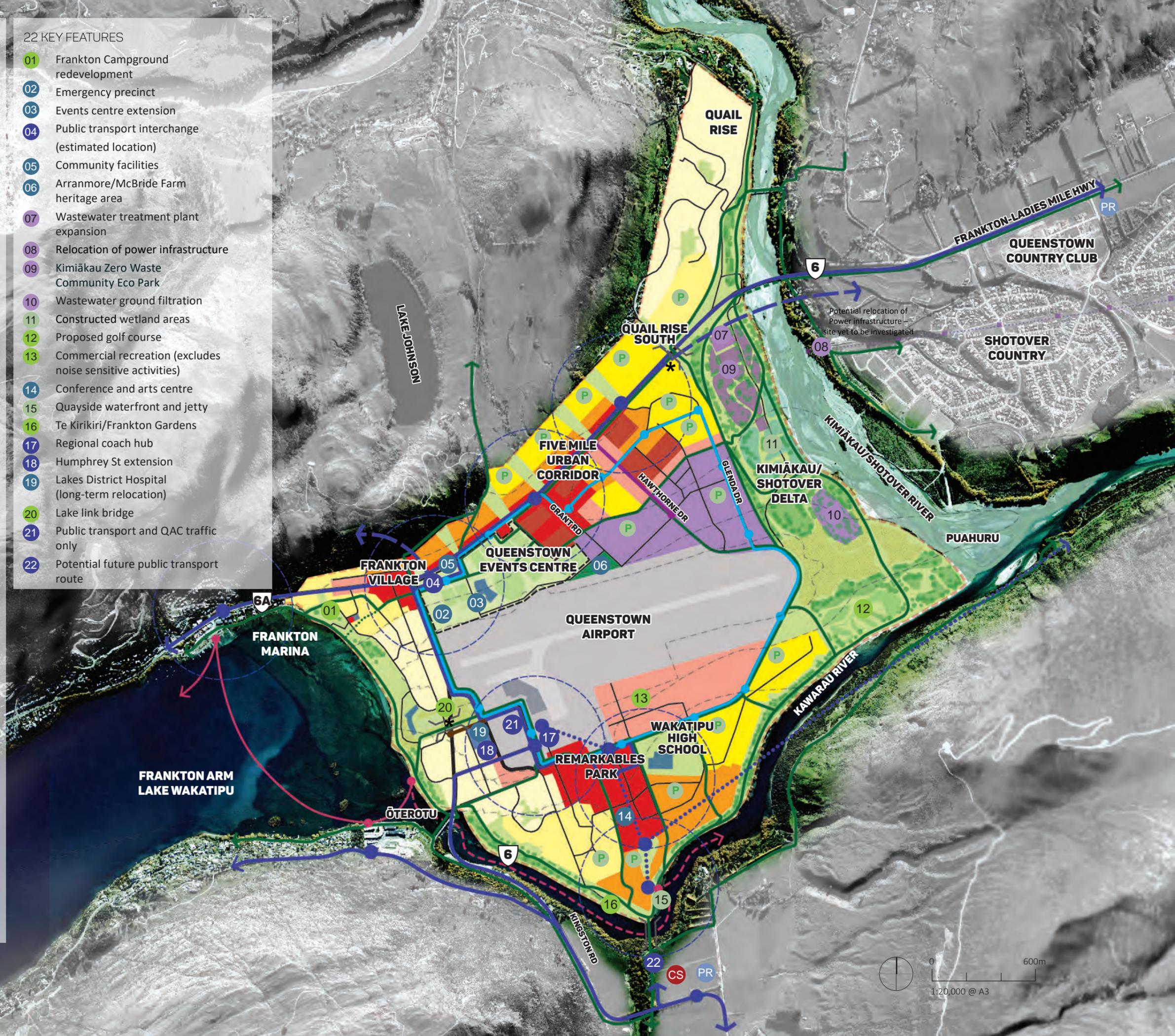
18 Humphrey St extension

19 Lakes District Hospital (long-term relocation)

20 Lake link bridge

21 Public transport and QAC traffic only

22 Potential future public transport route



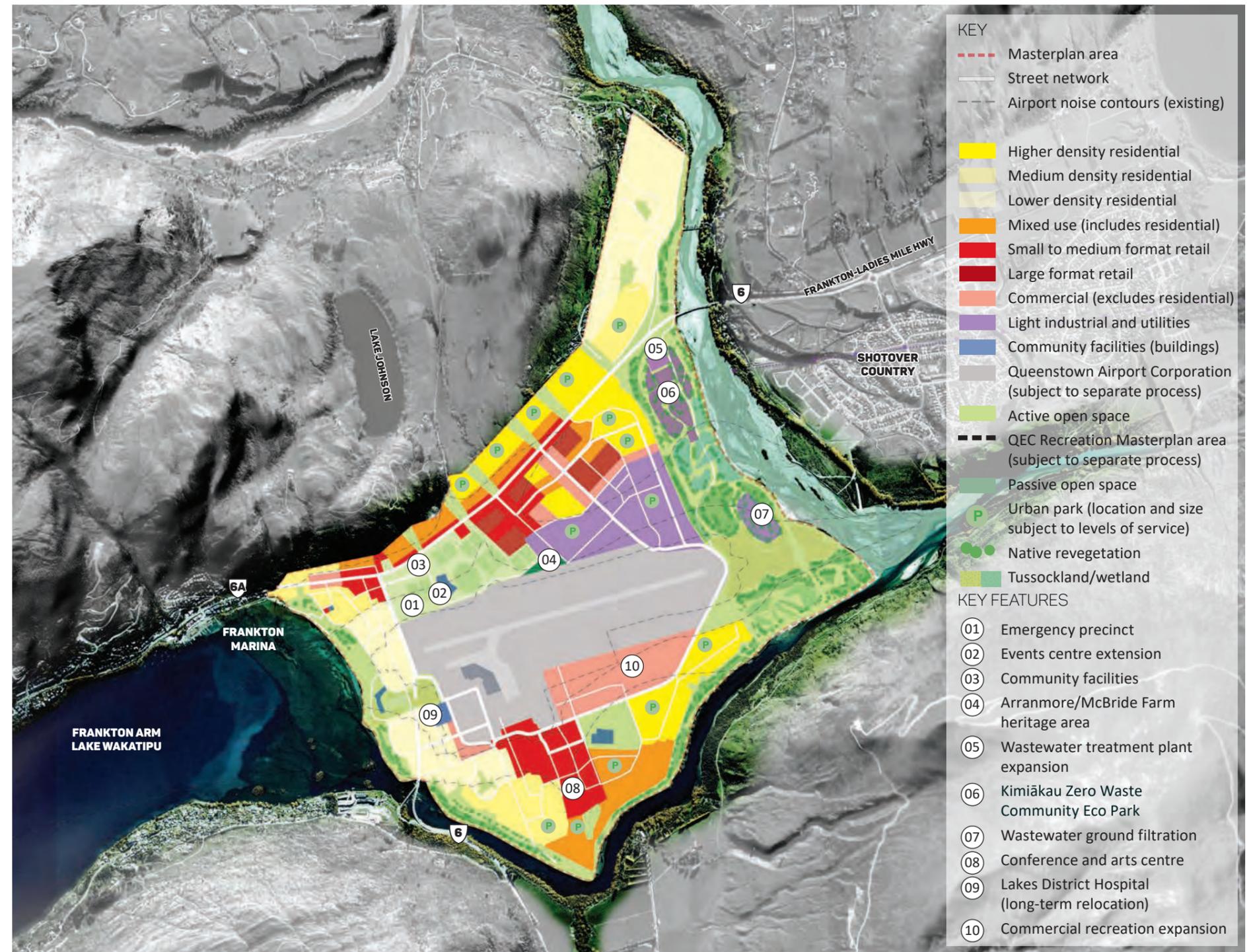
## 4.2 LAND USE

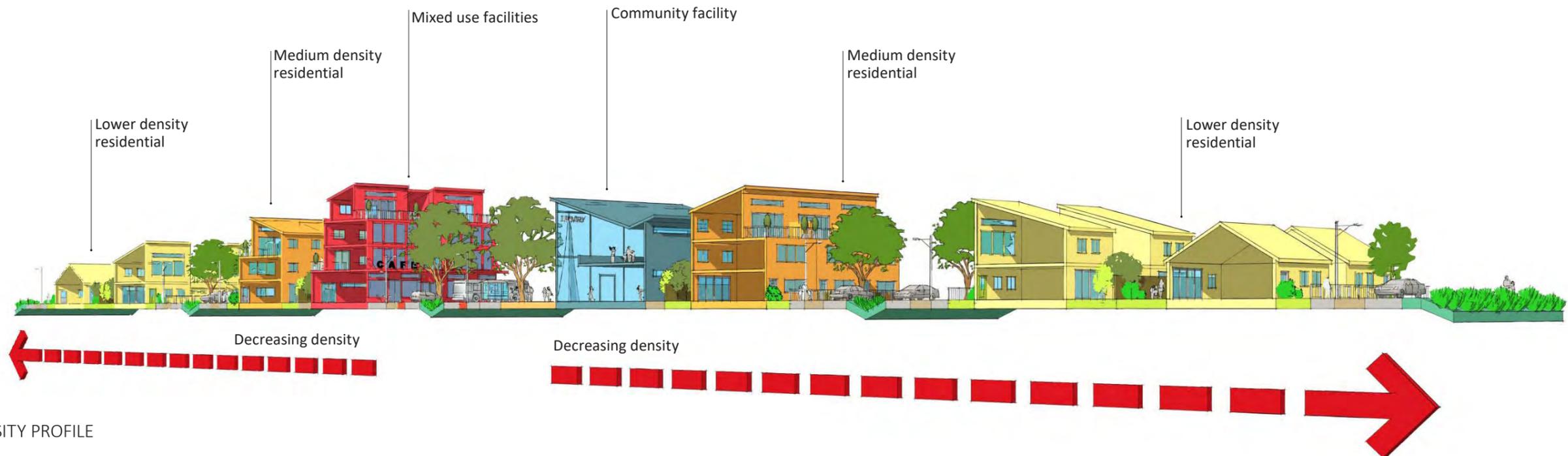
The land use plan illustrates the spatial arrangement of activities, such as commercial centres, industrial areas, residential / visitor accommodation at varying densities and open space (refer next section). The presence of Queenstown's Airport is a specific land use that has both extensive and complex airside and landside activities to consider.

Land use patterns have been evolving over time and will continue to do so. The proposed interventions should not be read in isolation and are very much interrelated with existing areas of development and the movement network, both within and outside the Masterplan area. As per the Masterplan outcome, one of the overarching drivers behind the land use layer is the desire to create unified and integrated urban centres and inclusive neighbourhoods. The focus for the proposed land use pattern is to ensure that there is a clear hierarchy established, development opportunities are optimised and that these can be supported by an enhanced transport network. Other critical considerations include ensuring that development is responsive to the various constraints and sympathetic to the natural setting and character of Te Kirikiri/Frankton.

The Masterplan has achieved this through:

- Aligning urban centres and increasing density with public transport hubs to provide higher levels of accessibility to the highest number of users.
- Encouraging a greater mix of complementary land uses that minimise transport needs and create urban vitality.
- Allocating areas for residential intensification on greenfield or brownfield / infill redevelopment land that will facilitate housing choice, affordability and achieve a critical mass of residential population to support other activities.
- Providing for social infrastructure and community facilities to support residential growth across the Wakatipu Basin.
- Consolidating complementary activities to make more efficient use of the land and leverage off common services and needs, such as emergency services, community / recreation activities and infrastructure.
- Relocating larger, less intensive activities, such as Frankton Golf Centre, industrial uses and infrastructure, to the fringes of the Masterplan area to allow for repurposing to other more appropriate land uses.





DENSITY PROFILE

## MIXED USE DEVELOPMENT

The Spatial Framework illustrates the mix of ground level activities across the Masterplan area, as this is typically where most people using the streets and public spaces interface with various land uses. The land use colours provide a recognisable ‘heat map’ of the likely intensity of activities of each type; warmer colours are of higher intensity with lower intensity at the cooler end of the range.

Masterplanning is trending away from segregated land uses, such as retail malls and business parks, given the diverse needs of the community and the strain it puts on transport networks to access these needs when they are more isolated from each other. A greater mix of uses tends to be within or closer to urban centres, as there are smaller overall space needs for some activities with greater opportunities for a ‘vertical mix’, such as retail and community facilities. This can be contrasted with

those land uses with larger space requirements, such as suburban residential and formal recreational areas, where a ‘horizontal mix’ is commonplace.

In mixing uses, it is important that they are compatible with each other in relation to user needs, accessibility requirements and that reverse sensitivities, such as noise, can be well-managed. Industrial activities are often more segregated with transitional uses between them to help mitigate potential adverse effects, such as noise, traffic and visual.

The finest mix of uses is anticipated to occur in urban centres, associated with and supporting retail activities (refer small to medium format retail and commercial descriptions). Masterplan areas identified as ‘mixed use’ are where there are opportunities for a compatible combination or range of medium-sized activity types, in both horizontal and vertical mixes. This recognises

that there may not be enough demand for some activities, such as small format retail, to provide the level of continuity needed at ground level to support comparison shopping and urban vitality of a place. These medium sized activities are generally located on the fringe of urban centres and play an important support role for them. The presence of Queenstown Airport and sensitivity of some activities to noise, such as residential, means that some mixed use areas do specifically exclude certain land uses. The Masterplan approach, includes:

- Diversifying the population to increase the vitality and interest of a place
- Balancing out peak demand and usership on public transport and supports active travel modes over private car use

- Activates ground and upper levels, enabling greater passive surveillance to support safer communities
- Lowers overall infrastructure cost, as vertical mixed used built form generally enables more compact footprints



## HIGHER DENSITY RESIDENTIAL

These generally comprise apartment typologies that are part of a complementary mix of activities and / or comprehensively developed urban blocks. They are an emerging typology within the Masterplan area, such as Remarkables Park, and generally accommodate smaller household sizes. As such, they can provide more affordable or independent living options. Situated in areas of high accessibility, public amenity and close to retail, hospitality and community facilities, they offer a more vital, urban living experience. The Masterplan approach, includes:

- Providing a critical mass of a resident population to support retail and hospitality activities and to benefit from the enhanced recreational and community facilities on offer, particularly around the QEC.
- Higher residential densities support higher capacity transport networks and efficient provision of active travel infrastructure.
- Increasing opportunity for social interaction and sustainability initiatives using communal areas.
- Supporting activities suited to upper levels, which encourages the provision of vertical built infrastructure for more efficient land use.
- Creating more urban environments with defined edges and better enclosure of streets and spaces that also support passive surveillance for public safety.



## MEDIUM DENSITY RESIDENTIAL

These generally comprise terraced house or low-rise apartment typologies that are part of a complementary mix of larger activities and / or comprehensively developed urban blocks. They are an already emerging intermediate typology between urban centres and outer zones within the Masterplan area, such as Queenstown Central. These typologies can also more easily transportation existing lower density residential areas through infill. The Masterplan approach, includes:

- Providing a transitional residential density served by balance of local public transport, active travel and private vehicles modes.
- Accommodating larger family households in an efficient and affordable way, while still enabling residents to have access to private rear yard space.
- Creating more of a neighbourhood feel with a lesser mix of uses other than convenience retail.



## LOWER DENSITY RESIDENTIAL

Several of the more established residential parts of the Masterplan area are lower density residential. These are largely detached or semi-detached houses on generous lots with some of those in Quail Rise being even larger rural residential typologies. Opportunities to infill or intensify those along Frankton Beach and some early stages of the Remarkables Park subdivision are limited by Queenstown Airport noise constraints and will unlikely be redeveloped to any great degree. While the Masterplan area is becoming more urban, these typologies help retain larger family housing and housing choice in general. The Masterplan approach, includes:

- Retaining some choice for larger family households in less accessible or develop-able locations.
- Maintains some neighbourhood resilience by enabling the use of private gardens for food self-sufficiency.
- Recognising that some existing areas have evolved a distinct character and neighbourhood feel within a more confined landscape context.



## COMMUNITY FACILITIES

Community facilities are an integral part of a thriving and connected town and provide the 'soft infrastructure' within the Masterplan area. They should be in highly visible and accessible locations and act as focal points for the community. Some will act as 'community anchors' that can generate higher numbers of users to support other activities, such as the Queenstown Event Centre and Wakatipu High School. The Masterplan approach, includes:

- Increase liveability by providing space for a range of social and recreational activities and like-minded groups to gather.
- Providing social connection across a range of ages and ethnicities.
- Providing a place for sharing knowledge and skills
- Promoting a sense of pride and ownership within the community, enabling the community to galvanize and shape initiatives collectively.



## SMALL-MEDIUM FORMAT RETAIL

These finer grain, ground level activities have an important place in Te Kirikiri/Frankton's make up, collectively helping to create a diverse and vibrant heart to its urban centres, such as Frankton Village, Five Mile Corridor and Remarkables Park. For longer term success, they could be assisted by a centre-wide management approach that helps coordinate opening times, marketing and placemaking initiatives. This retail format could also be provided for in smaller, more localised clusters for neighbourhood convenience. It is anticipated that for other activities, such as commercial offices and residential could be stacked vertically above retail (refer to other descriptions). The benefits include

- Supporting a pleasant, pedestrian friendly urban environment.
- Attracting a wide range of businesses that create distinct character areas.
- Enabling new local or niche retail and hospitality business to start-up to grow.



## LARGER FORMAT RETAIL

An existing part of the Te Kirikiri/Frankton retail environment, this format of store is typically car dependant and ideally located on the fringe of urban centres. They can be accommodated in a manner whereby they create anchors at either end of an urban centre to help generate higher numbers of users and foot traffic between them to support smaller retail formats. They can be successfully integrated with these smaller formats to maintain an interesting urban environment. The Masterplan approach, includes:

- Ensure that urban corridors and centres are not characterised by larger format retail which tend to be visually dominant and do not positively contribute to the character of Te Kirikiri/Frankton.
- Locating larger format retail so vehicle-based movement can more readily access the road network while minimising their impact on active travel and pedestrian-orientated environments.
- Sleeving larger format retail and associated car parking from the higher quality public realm, by using smaller format retail and/or mixed use development.
- Providing a transition between larger format retail and finer grain urban areas.
- Potential to adapt these activities over time, as retail trends and land values change, to allow for future intensification / infill opportunities.



## COMMERCIAL

Office-based commercial activities are typically of a higher employee density. Larger format commercial is increasingly being balanced-out by small to medium sized professional services who are meeting the needs of the growing local community and helping to create a more self-sustaining economy. The trend towards increasing local employment opportunities within the Masterplan area is a positive contributor to reducing the commuting, particularly when matched with residential intensification. The Masterplan approach, includes:

- Providing a critical mass of population that can support retail and hospitality activities and to benefit from the enhanced recreational and community facilities on offer, particularly around the QEC.
- Provides opportunities for people to live and work within the same area, reducing commuting times, increasing productivity and helping to achieve a better work/life balance.
- Higher employment densities support higher capacity transport networks and efficient provision of active travel infrastructure, thereby improving accessibility.
- Supporting activities suited to above ground accommodation, which encourages more efficient and intensive use of land use.
- Potentially used to screen or wrap larger format uses to create higher quality surrounding streets.



## INDUSTRIAL

Industrial uses play an important role in economic development of the District. The nature of the activities within industrial areas can be quite broad, however more often are a reflection of the wider needs, functions and services within the District. Within the Masterplan area, the industrial uses are typically light industrial, low intensity, with a mixture of suppliers, storage and manufacturing. There is a desire to move away from mono cultural areas of activities to more mixed use environments. The vision is for Frankton to be more self sufficient urban area that provides a range of uses with an integrated transport network. As such the Masterplan approach includes:

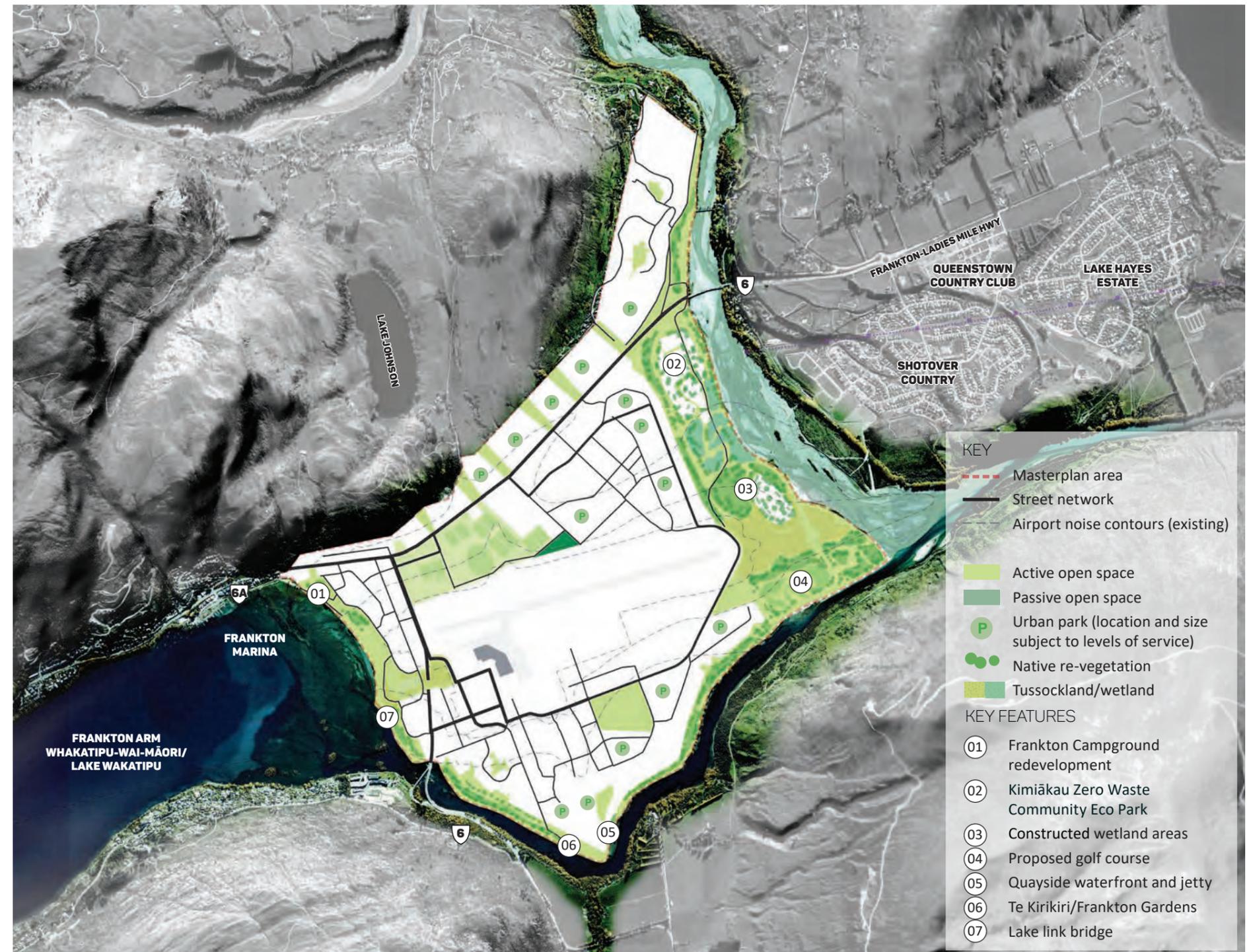
- Rezoning of some industrial land to enable a broader mix of uses, particularly residential where appropriate.
- Signalling the need to identify land outside the Masterplan area for the industrial uses.
- Consolidating industrial and employment uses to make more efficient use of develop-able land.
- Identification of a freight route providing safe and efficient access to the State Highway for industrial activities and limiting the impacts on surrounding activities.
- Increasing the amenity of the urban environment through public realm improvements and introduction of activities that result in more human scale form.

## 4.3 OPEN SPACE NETWORK

The open space network, comprising both land (green) and water (blue) resources, is an essential part of the public realm that helps bind together and support the other land use activities. It is a fundamental component of the long term vision. The community and stakeholders have stated aspirations to focus on creating a sustainable future, with a town that has a stronger connection and more respectful relationship to the natural environment and opportunities for expression of Kāi Tahu values. The enhancement of the natural setting through improvements to the open space network is also critical to ensuring that Te Kirikiri/Frankton retains and develops an authentic character that draws on its connection to the lake and its unique location in the Wakatipu Basin. With the desire and need to intensify the residential population to achieve broader sustainability goals, the appropriate provision of high quality and accessible public open space amenity will also be an important foundation of creating a liveable area.

The Masterplan has responded by providing green space that is accessible, well connected and builds on their existing relationships with the lake, rivers and other natural characteristics of Te Kirikiri/Frankton, this includes:

- Providing for larger scale recreational opportunities in both structured settings, such as QEC, and informal recreation opportunities, such as the Kimiākau/Shotover Delta park.
- Pocket parks that provide visual amenity, informal facilities for passive / active recreation and maintain a feeling of openness in areas of increased density.
- Revegetation along the waterfront restores natural ecosystems and enhances connections to Outstanding Natural Features and Landscapes
- Constructed wetlands exhibit care for the environment and provide for Kāi Tahu cultural values.
- An active travel network, that includes off road recreational trail facilities that enhances liveability, health outcomes, and connections to nature and the wider landscape.
- Road typologies facilitates liveability through a connection to nature.
- Encouraging the incorporation of key wellbeing and health policies and initiatives into public spaces design and management, such as Smoke Free areas





The proposed establishment of a Lake Link (view west from near the Queenstown Airport terminal) across State Highway 6 / Kawarau Road creates a strong pedestrian and cycle priority route, reducing the severance between Frankton Flats (e.g. Queenstown Airport, Remarkables Park Town Centre and Wakatipu High School) with the Frankton Arm (e.g. Ferry services, Remarkables Primary School and Frankton Beach) for the surrounding community. The Link will also create a higher amenity community and visitor focal point. It will also improve the arrival experiences into Queenstown via the Queenstown Airport, state highway, water services and trail network. Its design could recognise wāhi tūpuna (ancestral landscapes) and ara tawhito (traditional trails).



## WETLANDS

Constructed wetland areas within the Kīmiākau/Shotover Delta are used to repurpose the oxidation ponds and rehabilitate braided river edges. The repurposing of the ponds could utilise the existing catchment areas and clean fill available within the Delta to provide informal recreation facilities, ecological enhancement and potentially kā rauemi through close engagement with Kāi Tahu. This would contribute positively to social, cultural and environmental outcomes and present a unique opportunity to enhance the natural character and biodiversity of the area that:

- Provides ecological value by increasing biodiversity.
- Is culturally significant as an expression of Kāi Tahu values.
- Showcases care for the natural environment and opportunities for citizen science.
- Provides accessible connection to nature.
- Supports distinct landscape character through close association with the braided river systems.



## NATIVE REVEGETATION

Revegetation and associated naturalisation of the esplanade reserves along the Frankton Arm, Kawarau and Kīmiākau/Shotover River edges, in combination with Willow, wilding pine and other weed / pest management, provides ecological and cultural benefits and connections with nature that:

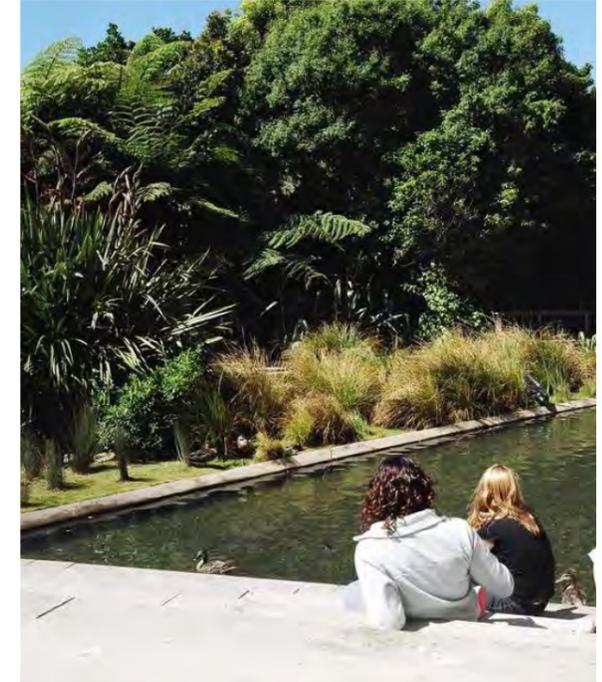
- Enhances sense of place by removing weed species and reinstating a native plant palette.
- Improves interaction with the waterfront by combining revegetation efforts alongside active travel networks.
- Maximises opportunity to improve biodiversity and ecosystem services.
- May help to improve water quality by slowing runoff and stabilising steeper terrace slopes.
- Provides opportunities for expression of Kāi Tahu values and wāhi tūpuna (ancestral landscapes) through indigenous planting.



## FRANKTON BEACH & FORESHORE

Improvements to the Frankton Beach and foreshore could strengthen its role as a community focal point and destination. Clear visual connections and direct approaches down the terrace banks from more intensive activities (e.g. Queenstown Event Centre and Frankton Village) would support this. Investment should be focused on increasing the amenity and integrating recreational and active travel facilities, while retaining the overall relaxed character that:

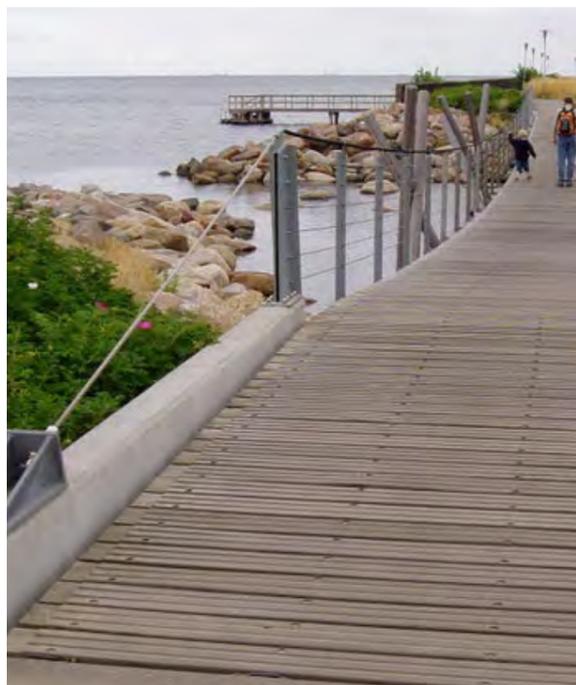
- Provides public open space along the frontage facilitates connection with the water.
- Provides increased amenity in the form of picnic areas and open space for play encourages public use and ownership.
- Provides opportunities to host a broader range of water-based recreational activities, such as kayak and paddle-boards.
- Increased legibility through wayfinding and use of Frankton Beach as a landmark further encourages use of the space, and connects it to the wider area.



## TE KIRIKIRI/FRANKTON GARDENS

Situated in a prominent waterfront location, Te Kirikiri/Frankton Gardens provide an opportunity to showcase the exotic and native flora associated with the Southern Lakes and provides a destination for locals and visitors that:

- Retains established exotic trees and vegetation from the existing Zoological Gardens.
- Enhances the native flora and fauna of the area.
- Contributes to a distinct Te Kirikiri/Frankton character and sense of place.
- Provides a destination and inclusive activity that benefits a range of ages.
- Improves connection to nature and has flow on environmental benefit.
- Provides opportunities for expression of Kāi Tahu values and wāhi tūpuna (ancestral landscapes) through indigenous planting.



## LAKE LINK

The Lake Link provides a vital physical and visual connection between the Lake Wakatipu and the Te Kiri/ Frankton urban area for the community and visitors. It provides an uplift in amenity for an area that is currently poorly provided for and:

- Reduces severance across State Highway 6, increasing connectivity for community and visitors.
- Maintains continuity and safety of the active travel network by bridging a significant traffic thoroughfare.
- Enables views toward the water, creating a visual link with the wider landscape.
- Improves legibility and wayfinding by providing a memorable landmark feature.
- Capitalises on its landscape setting to enhance user experience, strengthening character and sense of place.
- Potentially recognises wāhi tūpuna (ancestral landscape) and ara tawhito (traditional trails).



## URBAN PARKS AND OPEN SPACE

Urban parks are an important neighbourhood amenity, strengthening the green network and providing relief and space for recreation and social interaction in the more urban settings that are likely to emerge in Te Kiri/ Frankton that:

- Provides public community space that facilitates social connection and interaction.
- Fosters a sense of ownership within the community by providing small scale, local and accessible spaces.
- Contributes to a cohesive local character through materiality and planting choice.
- Improves community connection to nature and provides respite from dense housing typologies/ options.
- Uses the opportunity to enhance native flora and fauna habitats.
- Fosters independence in the community by providing accessible areas for safe play and recreation.
- Promoting healthy and wellbeing initiatives within public spaces (e.g. Smoke-Free Policy).



Image credit: Mount Iwaunganui Beachside Holiday Park

## FRANKTON CAMPGROUND

The redevelopment of the Frankton Campground area provides opportunities to better integrate this semi-private activity into the wider green and blue open space network that:

- Provides an affordable accommodation option in a desirable location, enhancing the diversity and catering for peak visitor numbers to the area.
- Provides an opportunity to reinforce the open space character by continuing the greener terraced slopes of Frankton Domain further around the lake front.
- Allows for a better water sensitive design approach for campervan standing areas adjacent to Lake Wakatipu.
- Reconfigures the active travel network to provide a more direct and convenient route, linking from the Frankton Flats to Frankton Arm Track.
- Enhances the visual and physical connections between Frankton Road and Lake Wakatipu.



## KIMIĀKAU/SHOTOVER DELTA

The proposed consolidation and clustering of infrastructure and gravel extraction activities towards the northern end of the Delta, closer to SH6 access points, allows for the broad repurposing of the area adjacent to Kimiākau/Shotover River. This could create a significant new District Park within the Masterplan area that provides space for informal recreation and visual relief to support the intensification of Frankton Flats and other growth within the Wakatipu Basin, including:

- Enhancement of the natural gateway from the north and by air.
- Recognition of wāhi tūpuna (ancestral landscape), particularly Puahuru at the Kimiākau / Kawarau confluence.
- Provision of active travel routes as part of the broader network of trails.
- Opportunity to integrate recreational space within the proposed Kimiākau Zero Waste Community Eco Park.
- Revegetation and increased biodiversity.
- Potential to accommodate the relocation of the Frankton Golf Centre.

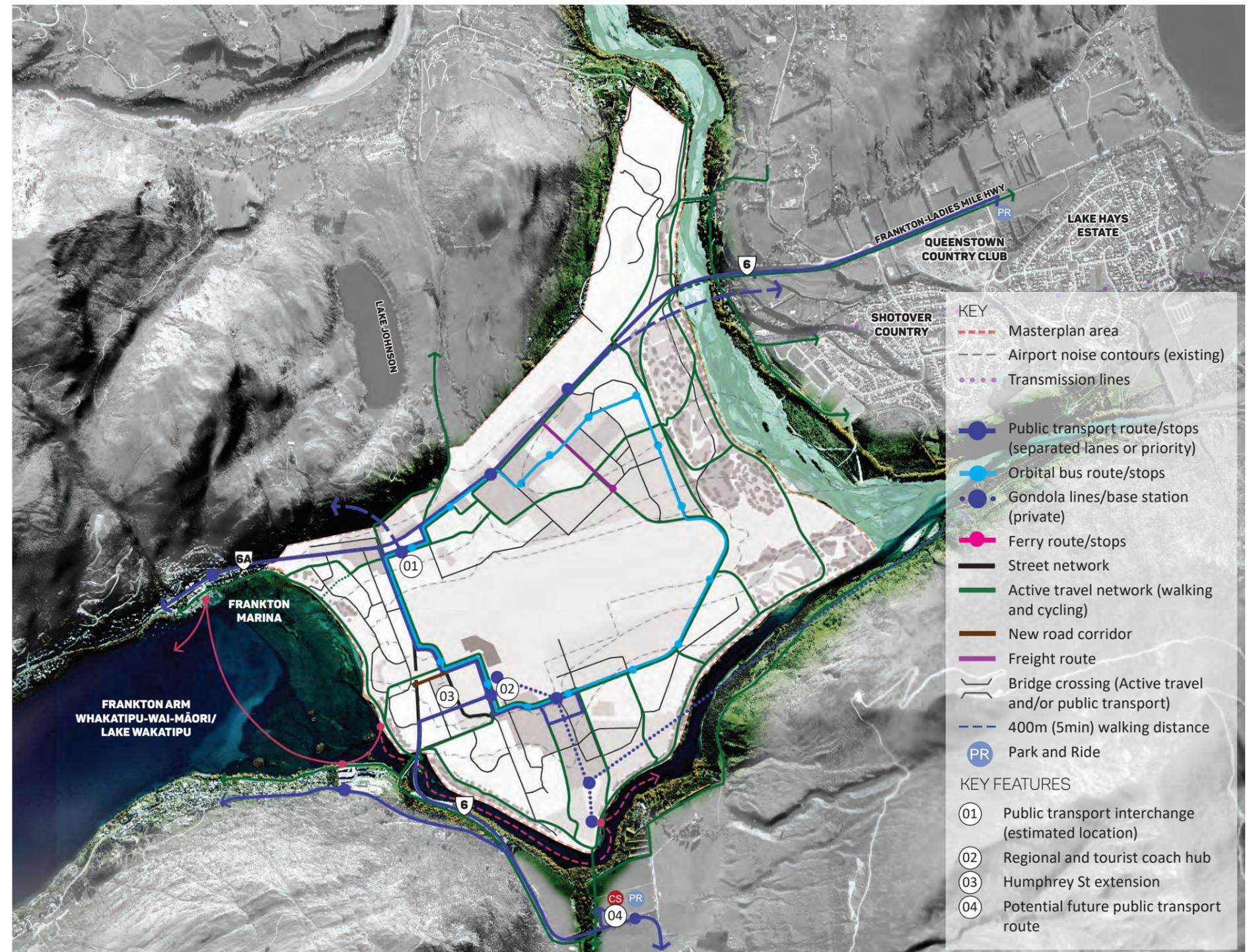
## 4.4 MOVEMENT NETWORK

The movement network encompasses the primary and secondary streets, public transport system and the active travel routes. The ultimate aim is to achieve multi-modal accessibility throughout the Masterplan area to support land use activities.

While proposed changes to the various components of the network are likely to result in some improvements, without considering them in conjunction with the broader pattern of land use, the impacts are likely to be limited or short lived. Stakeholders expressed concern that the current network was not working, with congestion, travel times and overall reliability as immediate issues. They wanted an efficient, well connected public transport system that could accommodate and provide for a growing population of locals and visitors. The interventions have been formulated in tandem with the development of the land use component of the spatial framework and therefore should be read in conjunction.

The Masterplan provides for a multi-modal transport network, focused on minimising private car use and enhancing provision of public transport, active travel and freight modes, that support changes in travel behaviour for multiple user groups and is responsive to the changing land use patterns and intensities. The Masterplan approach, includes:

- Enhancing the arrival experience at the air, road and water gateways, by making the most of the natural environment, including and maintaining key mountain and water views and utilising the water as a means of transport.
- Providing greater choice between private, public and active travel modes.
- Making public transport and active travel easy and efficient options.
- Facilitating independence for youth and elderly residents by providing a safe public transport and active travel network.
- Creating direct connections between principal activity areas in Te Kirikiri/Frankton, enabling the integration of urban centres and key destinations, such as QEC, Wakatipu High School and Queenstown Airport.
- Establishing direct connections to open space and water edges, such as the Lake Link bridge.
- An active travel network that includes off road recreational trail facilities that enhance liveability, health outcomes, wāhi tūpuna (ancestral landscapes), and connections to nature and the wider landscape.





Five Mile urban corridor (view west along State Highway 6 near Grants Road intersection towards the Queenstown Event Centre) upgrade the Frankton-Ladies Mile Highway, between the Shotover Bridge and Frankton Village, to create a high amenity, 50 km/hr urban arterial, potentially recognising the ara tawhito (traditional trail) along this route. This will be integrated with Masterplanned improvements to QEC, including maintaining views across Frankton Flats to the wider natural landscapes.

## PROPOSED FRANKTON INTEGRATED TRANSPORT PROGRAMME

The ITPBC has been developed in conjunction with the Masterplan and seeks to support its outcomes while also achieving a range of transport related objectives. The proposed transport programme's objectives for Te Kirikiri/Frankton include:

- Making it easier for residents and visitors to choose to walk or cycle rather than use a car;
- Improving safety outcomes by reducing the risk of accidents and the harm they cause;
- Addressing the perception of safety that limits people from walking and cycling within the area;
- Reducing severance caused by existing transport infrastructure include state highways and the Queenstown Airport;
- Reducing peak hour congestion and bottlenecks; and
- Improving the coverage, quality and frequency of public transport services.

To achieve the above objectives, a wide range of interventions are proposed to be further investigated and implemented with the development of the Masterplan over the next 30 years. The key transport interventions are:

- The development of a high quality, separated, connected and safe active travel network across Te Kirikiri/Frankton and the Wakatipu Basin;
- Various options for safe pedestrian and cycling crossings of roads, primarily for SH6, including investigation of overbridges, underpasses and at grade crossings;
- A new river crossing for active travel to connect trails, paths and local routes with the wider Queenstown Trails network.
- Improvements to public transport services in the short, medium and longer term that will involve prioritisation within the transport network to reduce travel times and increase reliability.
- High-capacity public transport options are currently being investigated and include, but are not limited to, trackless trams, double decker buses and gondolas to improve access within Te Kirikiri/Frankton, to Queenstown and across the Wakatipu Basin .



Transport Oriented Development Model

- An Orbital public transport service operating around the Queenstown Airport and connecting key destinations such as Queenstown Event Centre, Five Mile, Queenstown Central, Remarkables Park, Wakatipu High School and Queenstown Airport;
- River crossings for public transport will be investigated in the future and will be implemented if there is sufficient demand and need for this infrastructure to allow public transport services to be separated from other traffic.
- Provision of a freight route to enable safe and efficient access for large service vehicles between the main arterial and the industrial areas.; and
- A public transport, regional and tourist coach hub is proposed within the vicinity of the Queenstown Airport to service locals through public transport transfers as well as visitors and tourist operators.

Detailed information relating to the proposed transport infrastructure and services for Te Kirikiri/Frankton will be available through the Frankton Integrated Transport Programme Business Case. There are also several specific business cases being progressed for active travel, public transport and improvements on SH6 and SH6A.

## TRANSPORT ORIENTED DESIGN

A key aspect of the Masterplan is to improve the urban form of Te Kirikiri/Frankton. The primary aim is to provide a closer relationship between land use and transport services to progressively match more intensive activities with greater levels of accessibility, including higher capacity public transport services, around urban nodes or corridors. An increasing intensification should also be complemented by a greater mix of activities and a smaller urban block structure and finer-grain lot layouts. This is often combined with taller building typologies that can enhance the visually legibility of the built form, which helps make it easier to recognise, orientate to and navigate around the Masterplan area. This approach increases the use of public transport and reduces the average length of travel for people to access shops, jobs, community / recreational facilities and other amenities. The form of the transport oriented developments will depend on the public transport solution used to support the growth in transport demand in the long term. For

example, a bus-based system will have more / closer stops and therefore a corridor-based development, whereas a higher capacity and/or more rapid transport solution may have fewer / distant stops and thus a more nodal-based development. The chosen approach needs to be identified early to support the proposed adjacent land uses and to reflect the current and future function of the transport network that is increasingly within an urban environment.



Image credit: Local Motors' Off Shuttle. <https://www.theinformation.com/articles/the-great-self-driving-shuttle-race>

## ORBITAL SHUTTLE

To assist in achieving the Masterplan outcomes and to improve the connectivity within Te Kirikiri/Frankton, it is proposed that an orbital shuttle be introduced, initially using buses during the off-peak periods and then developing into a dedicated service as Frankton develops and intensifies. The orbital shuttle will supplement the public transport and commuter services provided by the Otago Regional Council and enable movement within the Masterplan area between urban centres and key destinations, such as Queenstown Event Centre, Five Mile, Remarkables Park, Wakatipu High School and Queenstown Airport. The proposed route is indicative and may adapt over time to capture emerging intensification and locations of any new destinations that occur over the coming years.



Image credit: CRTC Trackless Tram. <https://www.newcastleherald.com.au/story/5685359/state-government-says-its-too-early-to-roll-out-trackless-trams/>

## HIGH CAPACITY PUBLIC TRANSPORT

A high capacity public transport network and services will be required to support the growing and intensifying population and visitors to the area. Due to the geographically constrained environment with mountain ranges, rivers and the lake there is limited ability to expand the transport network for personal mobility, in particular widening roads and building bridges for car-based travel. Yet, this has the benefit of concentrating potential users along urban corridors that can be well-served by high capacity public transport, particularly around key nodes. Currently there are high levels of car dependency with low uptake of public transport, walking and cycling (active travel modes). Movement demand within Te Kirikiri/Frankton and the Wakatipu Basin is more evenly spread across the day than in major cities, which provides an opportunity to provide an effective and economically viable public transport system that is frequent, reliable and with good coverage of residential areas and key destinations. Due to the natural assets of the area, a diversified approach to high capacity public transport could be provided using both land and water-based services.



Image credit: Christchurch Bus Interchange, Christchurch - Architectus

## PUBLIC TRANSPORT INTERCHANGE

A public transport interchange is planned for the area between the Queenstown Event Centre and Frankton Junction on the Frankton Golf Centre site. This is proposed to form the heart of a Transport Orientated Development, focussed on community facilities and a civic gathering space with other complementary retail and hospitality activities in support. There is currently a business case and related investigations being undertaken to determine the preferred mode, or mix of modes, and the timeframes for implementation of infrastructure and changes to service provision. Currently, several public transport modes are being considered including high capacity buses, trackless trams and gondolas. The provision for end-of-journey active travel facilities (e.g. secure bike storage, change facilities, etc.) will also need to be considered. No park and ride facilities are proposed in conjunction with the interchange, as these will likely be provided outside the Masterplan area to minimise car-based travel using the bridge crossings. In addition to this the interchange will be a short walk from the regional and tourist coach hub linked to the Queenstown Airport.

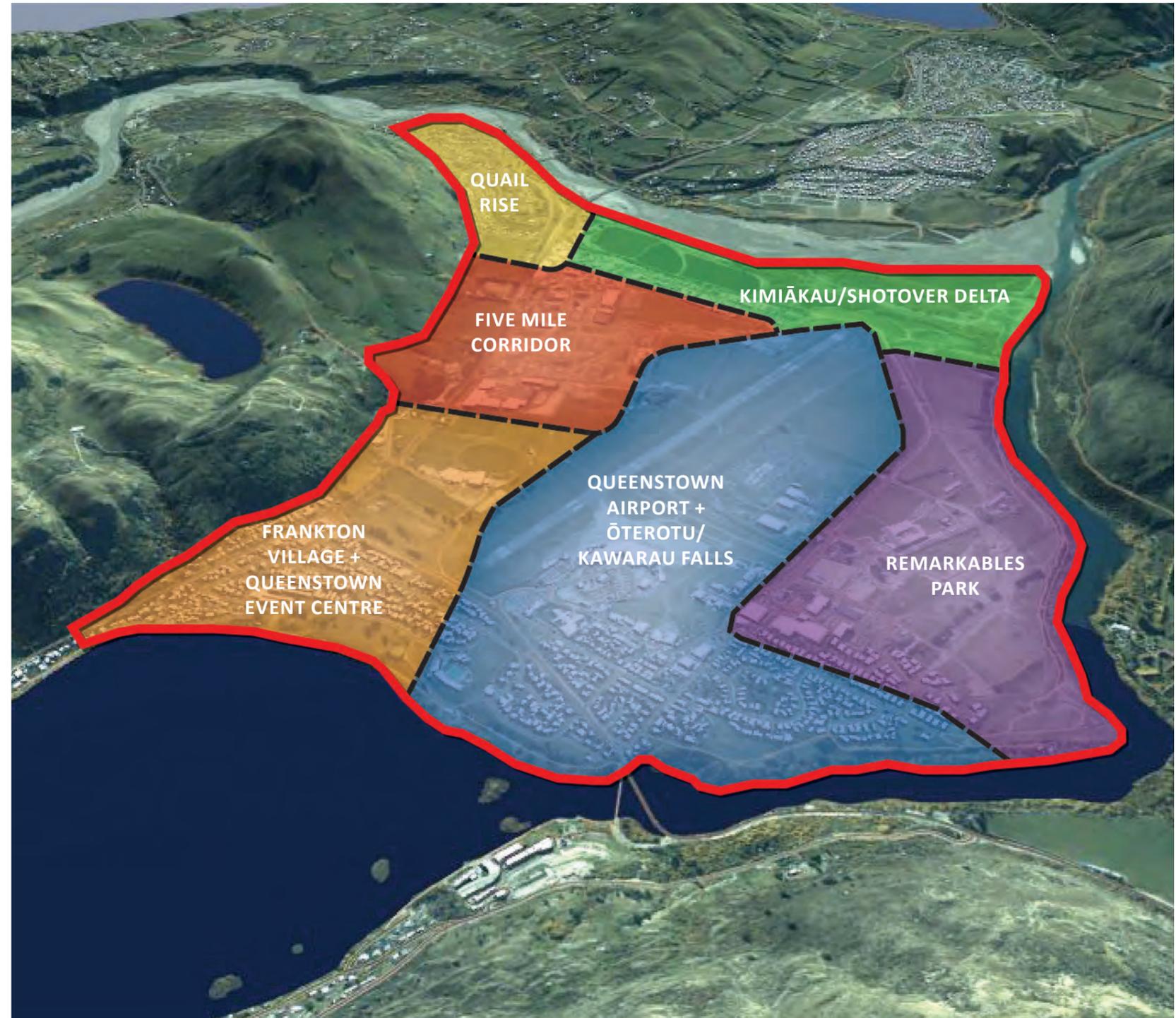


## ACTIVE TRAVEL NETWORK

An established network of recreational trails link into the Masterplan area and it is proposed to provide greater continuity between these; expand the number of crossings and route options; and enhance facilities to better support cycle commuters and walking accessibility to more intensive land uses. The Masterplan area is key to improving connectivity and liveability for the residents and visitors broadly across the Wakatipu Basin, providing a high quality experience through being safe, connected and convenient. This aims to increase the number of people who walk and cycle, minimising the need for more investment-heavy transport infrastructure. These active travel network improvements will include upgrading existing routes, developing new routes, river crossings, recreational trails and local street-based connections. The wider network will service people within Te Kirikiri/Frankton and to surrounding areas and is being progressed through a business case, as part of the W2G programme.

## 4.5 MASTERPLAN PRECINCTS

Within the context of broader land use patterns and movement networks, the Masterplan area has been broken down into several distinct precincts. The evolution of precincts over the 30-year period are anticipated to build upon the valuable natural and built characteristics of the existing areas and to develop in particular ways that collectively contribute to the overall vision for the Masterplan area. An evaluation of each precinct was undertaken as part of the stakeholder engagement process to help understand what defines and differentiates them, and what actions and interventions might help them most effectively contribute to the long term future of Te Kirikiri / Frankton. Each of the precincts outlined on the plan to the right are set out on the following pages with a description and key characteristics.



**PRECINCT 1:  
QUAIL RISE**



**PRECINCT 2:  
FIVE MILE CORRIDOR**



**PRECINCT 3:  
FRANKTON VILLAGE +  
QUEENSTOWN EVENT CENTRE**



**PRECINCT 4:  
QUEENSTOWN AIRPORT +  
ŌTEROTU/KAWARAU FALLS**



**PRECINCT 5:  
REMARKABLES PARK**



**PRECINCT 6:  
KIMIĀKAU/SHOTOVER DELTA**



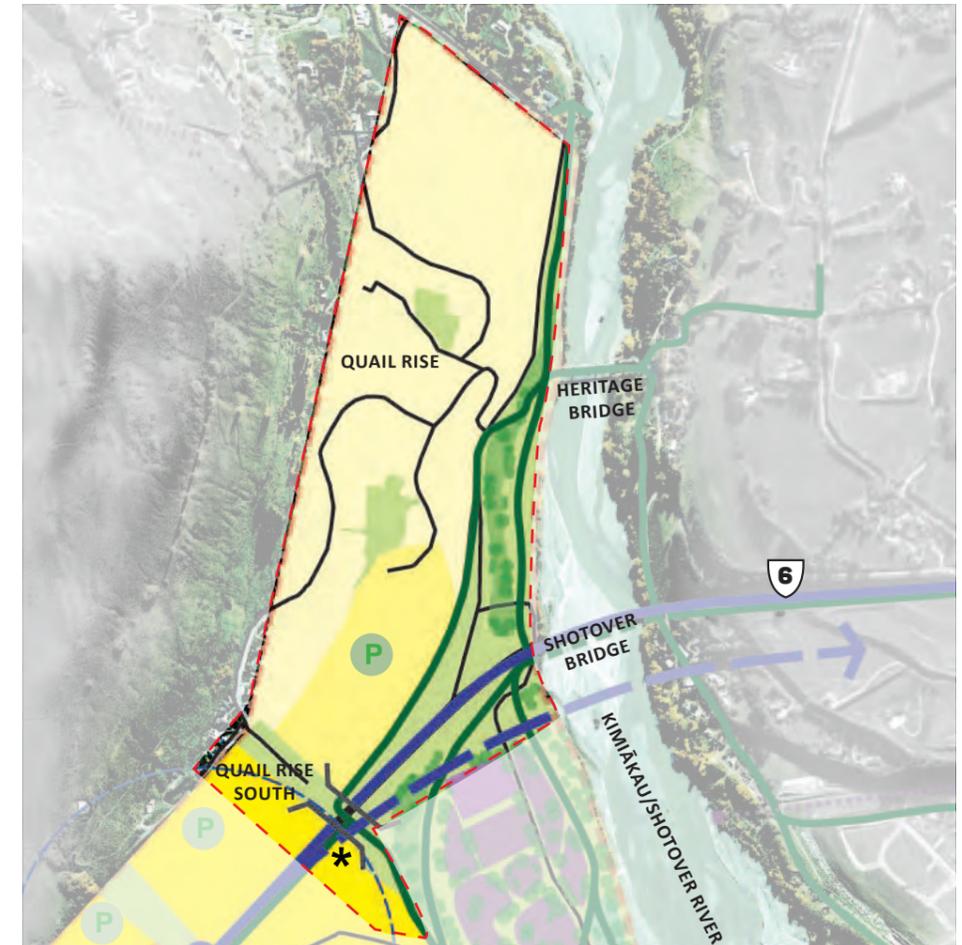
# 4.6 PRECINCT 1: QUAIL RISE

## PRECINCT DESCRIPTION

The southern part of the precinct is one of the key land-based gateways into the Masterplan area, heightened by the SH6 road bridge and cutting through the terrace embankment. There is also a long-term opportunity for medium density infill closer to the Five Mile Urban Corridor with the emphasis being on achieving key linkages across this corridor to reduce severance, particularly safe crossings for active travel modes over SH6, and open space provision for intensifying residential areas. Recent intersection improvements provide good accessibility to the lower Kimiākau/Shotover Delta to service large recreation areas and the proposed Kimiākau Zero Waste Community Eco Park. The northern parts of Quail Rise will be more focused on enhancing active travel connections from the historic bridge and maintaining a suburban, neighbourhood feel as the banks of the Kimiākau/Shotover River converge.

## PRECINCT CHARACTERISTICS

- Provide a higher amenity, revegetated gateway for Queenstown that integrates the Zero Waste Kimiākau Community Eco Park and/or screens adjacent infrastructure.
- Explore the opportunity for a landmark art installation at the top edge of the Frankton Flat terrace.
- Develop a higher-level, active travel route linking the heritage bridge landing to Frankton Flats. An active travel bridge over the terrace embankment cutting connect southern and western precincts.
- Protect a viewshaft extending out from the new active travel bridge to visually connect users with outstanding natural landscapes to the north.
- Promote medium density infill closer to the Five Mile Urban Corridor over the longer term, supported by an urban park
- Maintain the remaining Quail Rise area as a suburban neighbourhood feel.



### KEY

--- Masterplan area

### MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

— Freight route

— Bridge crossing (Active travel and / or public transport)

— 400m (5min) walking distance

PR Park and Ride

CS Cultural significance

\* Potential gateway feature

### LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

Small to medium format retail

Large format retail

Commercial (excludes residential)

Light industrial and utilities

Community facilities (buildings)

Queenstown Airport Corporation (subject to separate process)

Active open space

QEC Recreation Masterplan area (subject to separate process)

Passive open space

P Urban park (location and size subject to levels of service)

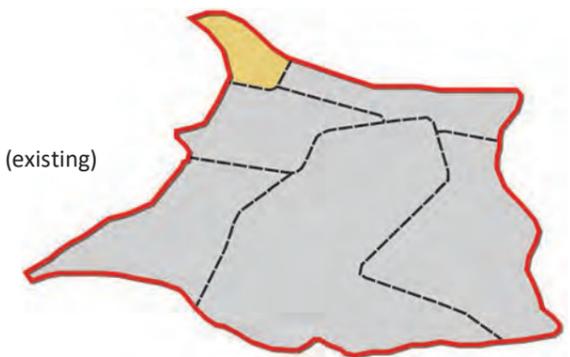
Native revegetation

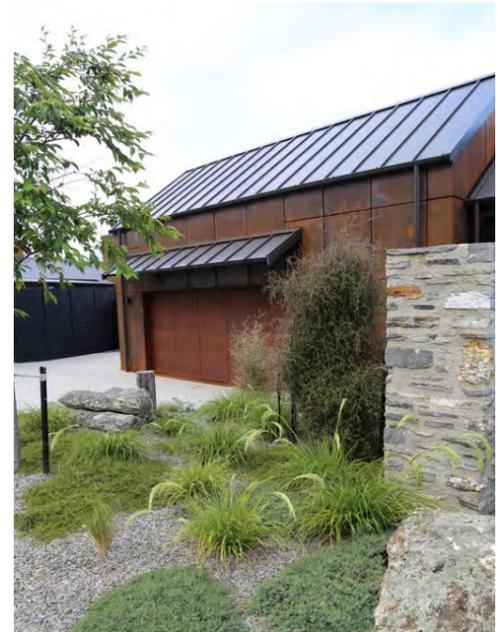
Tussockland / wetland

### CONSTRAINTS

--- Queenstown Airport noise contours (existing)

..... Transmission lines





## 4.7 PRECINCT 2: FIVE MILE URBAN CORRIDOR

### PRECINCT DESCRIPTION

There is extensive greenfield land on either side of the SH6 that provides an opportunity to establish a comprehensively designed urban corridor. This would comprise a high amenity, multi-modal arterial route supported by intensive mixed use either side. A diverse mix of people are likely to use this precinct, which emphasises the need to provide for high levels of accessibility and movement along and across the SH6 corridor, while reducing severance and improving safety.

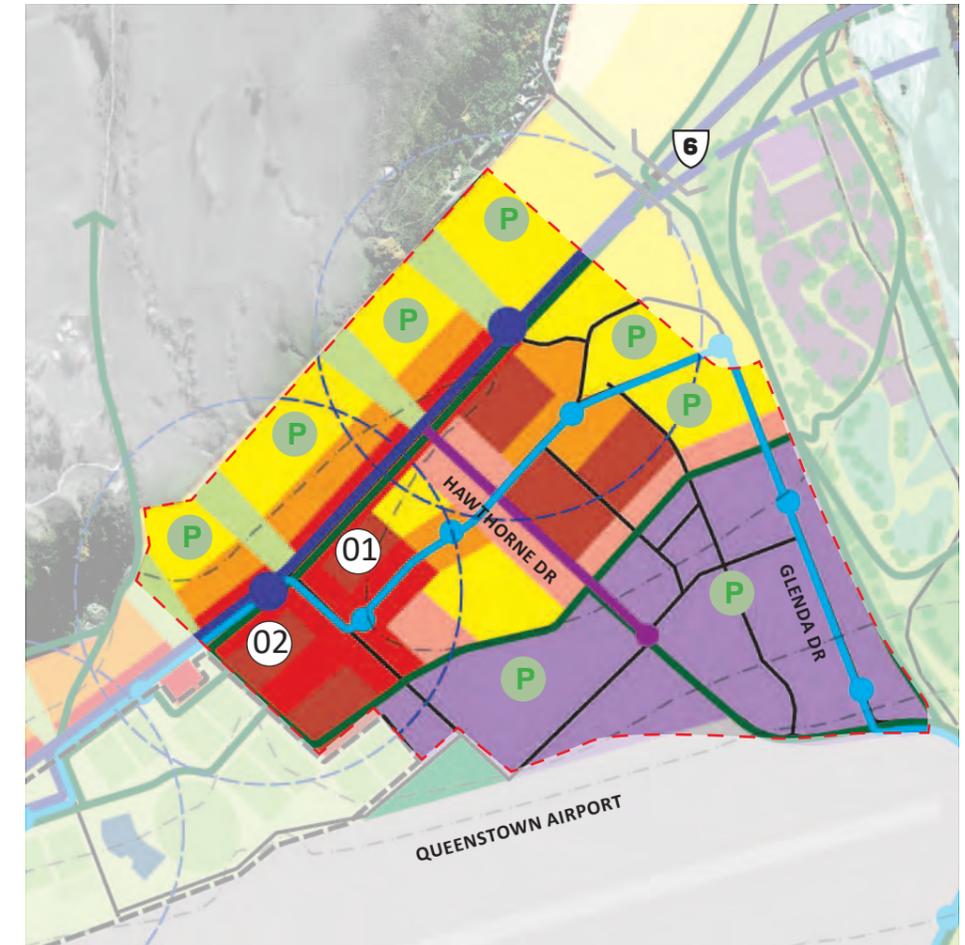
A small to medium format retail-based high street is already being established parallel to SH6. The continuation of existing laneways, established as part of the Five Mile Shopping Centre and Queenstown Central developments, and the protection of viewshafts between buildings will be important for ensuring pedestrian permeability and maintaining strong visual connections with the natural landscapes to the north and south. Larger format retail and community anchors are provided at either end, including Queenstown Event Centre and Five Mile Shopping Centre to the west and PAK'n Save supermarket and other trade supply stores to the east.

Higher density residential, supported by urban parks, and commercial developments are proposed as the next tier of development out from the urban corridor. This is starting to establish with medium density terraces adjacent to the Queenstown Central development and commercial developments lining Hawthorne Drive. Glenda Drive north is currently an industrial area with larger lots and some heavier industries than those to the south. There is an opportunity to transition this area towards higher density residential to benefit from the high levels of public transport and land use accessibility along the corridor and recreational amenities proposed for the Kimiākau/

Shotover Delta. The remaining industrial land is anticipated to fill out and consolidate within the more sensitive Queenstown Airport noise corridors with larger and heavier activities to be located elsewhere in the District.

### PRECINCT CHARACTERISTICS

- Create a dramatic urban arrival experience into Queenstown by transitioning SH6 into an urban arterial at the top of the terrace embankment cutting.
- Strengthening the urban form relationship, matching high capacity public transport with intensive land uses, along the urban corridor and to better utilise land outside Queenstown Airport noise contours.
- Foster a general focus on local resident service, employment and affordable residential offerings.
- Complement and extend the existing retail high street approach along the urban corridor, by providing walkable route / circuits between them and convenient public transport stops to support key existing nodes.
- Sleeve existing larger format retail stores with small to medium sized, pedestrian-oriented land uses and interventions to create positive precinct character and support a slower speed environment along the urban corridor.
- Incorporate urban parks to improve amenity and complement intensification of adjacent land uses.
- Improve active travel linkages from Frankton Flats to the enhanced Kimiākau/Shotover Delta.
- Support the servicing of industrial areas by protecting the freight link along Hawthorne Drive.



### KEY

--- Masterplan area

#### MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

- Freight route
- Bridge crossing (Active travel and / or public transport)
- 400m (5min) walking distance
- PR Park and Ride
- Cultural significance
- Potential gateway feature

#### LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

- Small to medium format retail
- Large format retail
- Commercial (excludes residential)
- Light industrial and utilities
- Community facilities (buildings)
- Queenstown Airport Corporation (subject to separate process)
- Active open space
- QEC Recreation Masterplan area (subject to separate process)
- Passive open space
- Urban park (location and size subject to levels of service)

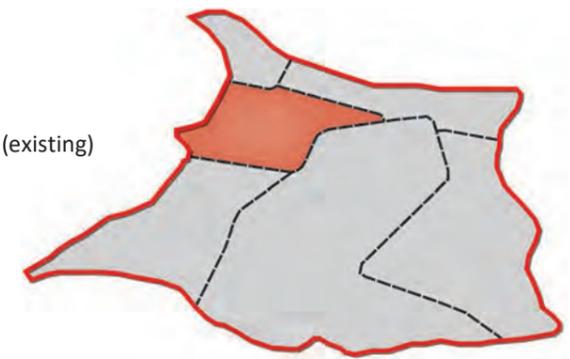
- Native revegetation
- Tussockland / wetland

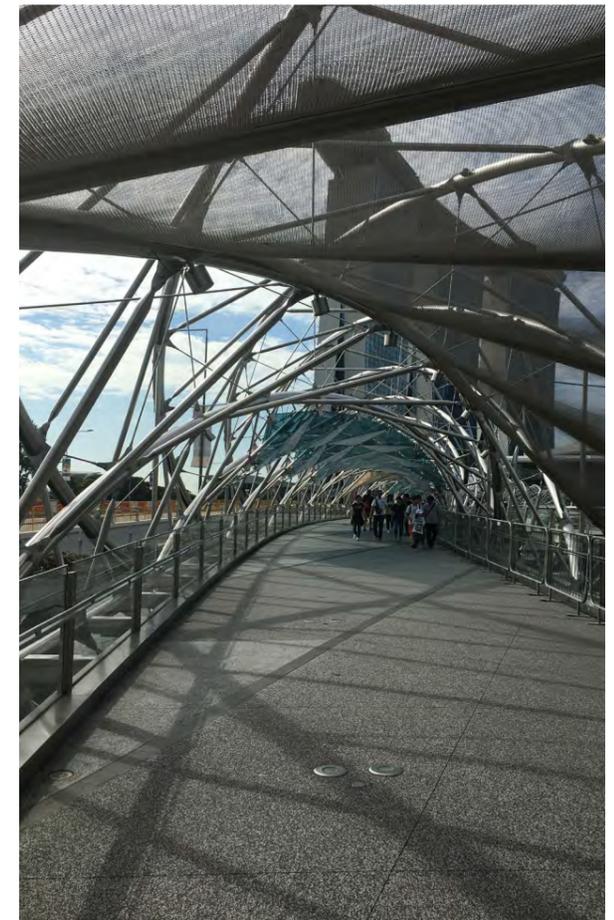
#### CONSTRAINTS

- Queenstown Airport noise contours (existing)
- Transmission lines

#### KEY FEATURES

1. Queenstown Central Shopping Area
2. Five Mile Shopping Area





## 4.8 PRECINCT 3: FRANKTON VILLAGE + QUEENSTOWN EVENT CENTRE

### PRECINCT DESCRIPTION

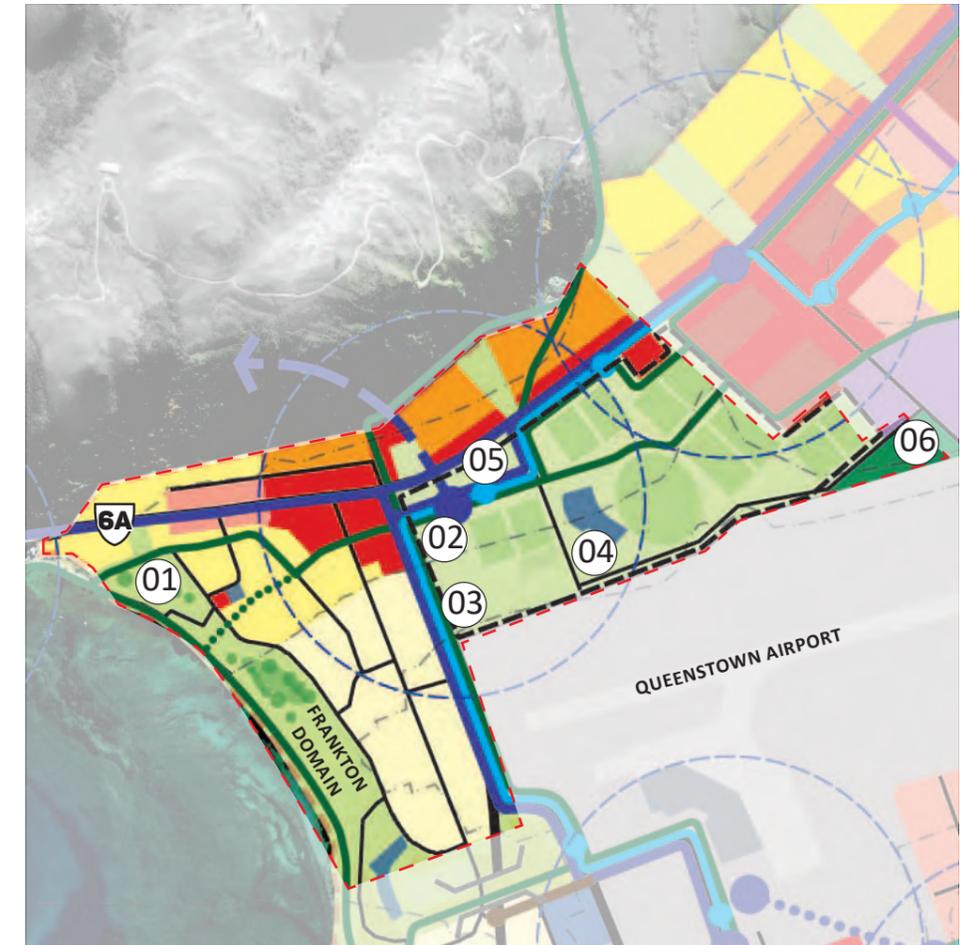
This area comprises the more established parts of the Masterplan area. It includes a moderately sized neighbourhood centre situated at the regionally important junction of Frankton Road (SH6A), Frankton-Ladies Mile Highway and Kawarau Road (both SH6). The centre services the state highway users with commercial activities, petrol stations and takeaway food outlets and provides convenience retail and hospitality for lower density residential areas. The residential parts of the neighbourhood largely occupy sloping land towards the Frankton Arm of Lake Wakatipu with Frankton Campground and Frankton Beach / Domain popular destinations at the lake edge. The Queenstown Event Centre is a major multi-purpose community and recreational facility with expansive areas of outdoor courts and pitches on Frankton Flats with its own Masterplan to integrate. The nine-hole Frankton Golf Centre and driving range is in a strategic position adjacent, located at the junction opposite the neighbourhood centre.

The junction area represents an opportunity to enhance the existing bus hub into a more effective transport node, allowing the efficient transfer of Public Transport users between services and maximising the benefits of the higher volumes of people that pass through this area. There are very few civic gathering spaces within the Masterplan area and a large public square could complement this node. These needs correlate with the increasing operational constraints on the golf course land with greater demand for public access; potential expansion needs of both QEC and Queenstown Airport; and the youth engagement feedback for more entertainment venues. Existing emergency service providers across Te Kiriiki/Frankton are also seeking to redevelop their facilities and change operational models in

response to growth and their own site constraints. This location can provide optimal response times for these services. Stakeholders raised concerns about the conflict between movement and community functions within this precinct, anticipating a strain placed on the transport network with the introduction of enhanced public transport and emergency vehicles, which will be important to manage for the safety of diverse users.

### PRECINCT CHARACTERISTICS

- Transport Orientated Development opportunity around a key transport node with a community and entertainment focus.
- Provision of a public transport interchange with associated high-quality civic space and supporting land use activities.
- Expanding and intensifying recreational and community facilities in association with the QEC Recreation Masterplan and the relocation of Frankton Golf Centre.
- Establishing an Emergency Precinct (e.g. Fire and Emergency, Ambulance, Police, Air Rescue, Civil Defence) adjacent to the Queenstown Airport, in coordination with QAC and SDHB.
- Direct active travel and visual links between QEC and the lake alongside the redevelopment of Frankton Campground.
- Enhancement of Frankton Beach and Domain as a high-quality destination, primarily for local residents.
- Coordinate proposals for Frankton Road enhancements and the Frankton Marina precinct.



### KEY

--- Masterplan area

#### MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

— Freight route

— Bridge crossing (Active travel and / or public transport)

— 400m (5min) walking distance

PR Park and Ride

— Cultural significance

— Potential gateway feature

#### LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

■ Small to medium format retail

■ Large format retail

■ Commercial (excludes residential)

■ Light industrial and utilities

■ Community facilities (buildings)

■ Queenstown Airport Corporation (subject to separate process)

■ Active open space

■ QEC Recreation Masterplan area (subject to separate process)

■ Passive open space

P Urban park (location and size subject to levels of service)

● Native revegetation

■ Tussockland / wetland

#### CONSTRAINTS

--- Queenstown Airport noise

●●● contours (existing)

#### KEY FEATURES

1. Frankton Campground redevelopment
2. Public transport interchange
3. Emergency precinct
4. Events centre extension
5. Community facilities
6. Arranmore / McBride Farm heritage area

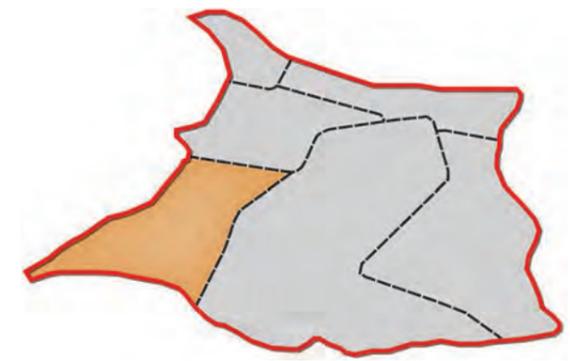




Image credit: Christchurch Bus Interchange, Christchurch - Architectus



Image credit: Queenstown ambulance service, Radio New Zealand



# 4.9 PRECINCT 4: QUEENSTOWN AIRPORT + ŌTEROTU/KAWARAU FALLS

## PRECINCT DESCRIPTION

Queenstown Airport occupies the bulk of the precinct and its terminal is another significant district-wide gateway and major destination. The scenic air approach into the Queenstown Airport is one of the best internationally, but is not currently matched by the landside visitor experience and more dominated by car parking, lower quality general aviation and rental car facilities. The Queenstown Airport is developing a Masterplan to accommodate growth and improve both airside and landside facilities.

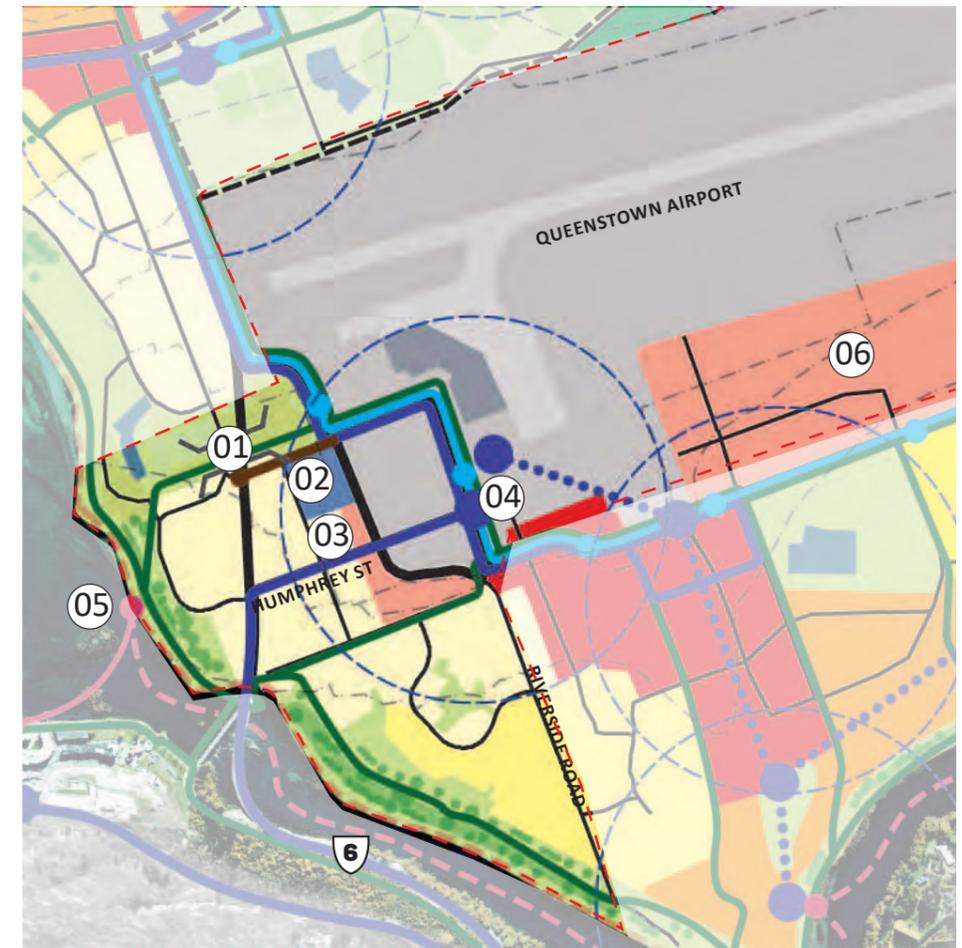
The southern part of the precinct is one of the key land-based gateways into the Masterplan area, heightened by the recent completion of the (SH6) Kawarau Road bridge and associated landscaping; adapted reuse of the heritage bridge for active travel; and the cutting through the terrace embankment. The bridge crossing is located at the outlet of Lake Wakatipu at Ōterotu/Kawarau Falls and connects with active travel routes along the Kawarau River, Frankton Arm and into Remarkables Park. The esplanade reserve has close historical associations with the now intensively developed Kawarau Falls development opposite.

The presence of Kawarau Road (SH6) through the precinct was identified by stakeholders as a barrier to access between Frankton Flats (e.g. Remarkables Park, Wakatipu High School, Lakes District Hospital, Queenstown Airport) and Lake Wakatipu (e.g. Queenstown Trails, Frankton Beach, Remarkables Primary School), causing community severance and perceived safety concerns. Development constraints relating to the Queenstown Airport noise contours mean it is less optimal to follow a similar development approach to Five Mile Urban Corridor with associated slower speeds and controlled crossing points until closer to Frankton Village. The weak connection between SH6 (Kawarau Road) and the Eastern Access Road (Hawthorne Road) adds to

this severance by bringing most traffic back across the precinct via Lucas Place.

## PRECINCT CHARACTERISTICS

- Develop a lake link bridge over SH6 to reduce community severance, while improving the visual Queenstown Airport gateway and southern SH6 experience for visitors into Queenstown.
- Coordinate multi-modal transport connections with QAC to improve access to higher capacity public transport connections and establish a regional and tourist coach terminal to reduce reliance on self-drive cars.
- Support potential ferry services from a proposed jetty at Ōterotu/Kawarau Falls, helping to avoid more traffic on Frankton Road and providing an enhanced visitor experience in association with the proposed lake link.
- Strengthen road connections between Kawarau Road and Hawthorne Drive, via Humphrey St, to reduce public transport and active travel conflicts.
- Investigate potential long term relocation options for Lakes District Hospital.
- Enhance the esplanade reserve along Ōterotu/Kawarau Falls to recognise opportunities for revegetation and stronger cultural heritage associations that tie in with the quality of treatments at Kawarau Falls development opposite.



## KEY

--- Masterplan area

### MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

- Freight route
- Bridge crossing (Active travel and / or public transport)
- 400m (5min) walking distance
- PR Park and Ride
- Cultural significance
- Potential gateway feature

### LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

- Small to medium format retail
- Large format retail
- Commercial (excludes residential)
- Light industrial and utilities
- Community facilities (buildings)
- Queenstown Airport Corporation (subject to separate process)
- Active open space
- QEC Recreation Masterplan area (subject to separate process)
- Passive open space
- P Urban park (location and size subject to levels of service)

- Native revegetation
- Tussockland / wetland

### CONSTRAINTS

- Queenstown Airport noise contours (existing)

### KEY FEATURES

1. Lake link bridge
2. Lakes District Hospital (long-term relocation)
3. Humphrey Street extension
4. Regional coach hub
5. Ferry jetty
6. Commercial recreation expansion

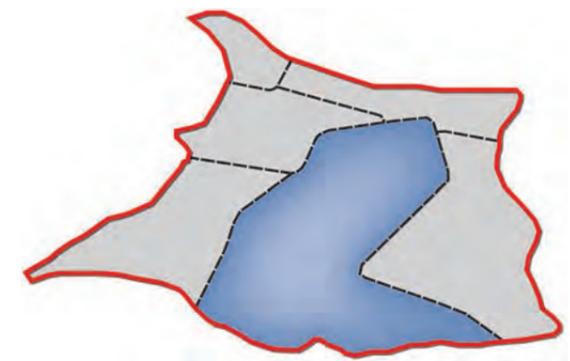




Image credit: Frame Magazine. Bus canopy in Aarau, Vehovar & Jauslin Architektur



Image credit: The High Line, New York



# 4.10 PRECINCT 5: REMARKABLES PARK

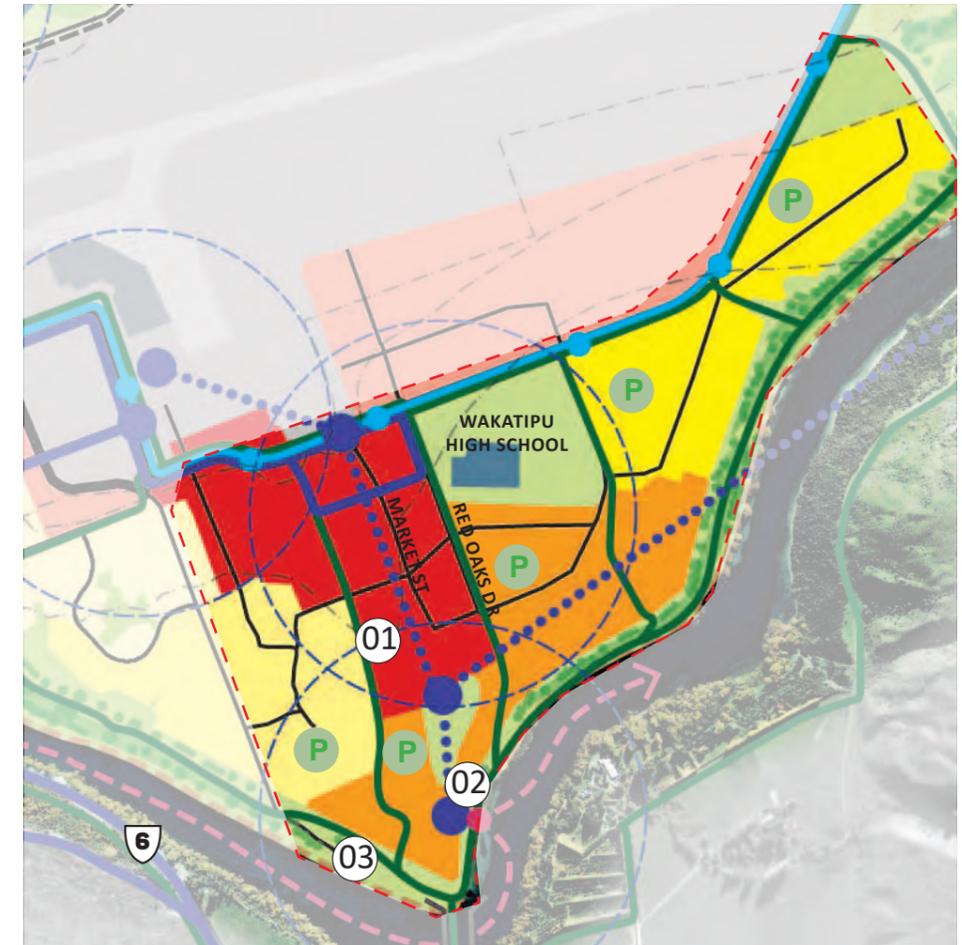
## PRECINCT DESCRIPTION

Remarkables Park represents a large portion of the Masterplan area bounded by the Kawarau River and Queenstown Airport. This is progressively being developed, guided by its own Masterplan. The existing Remarkables Park development originated to the west of the precinct with residential areas of low to medium density and a medium to large format town centre close to Queenstown Airport. The Remarkables Market and the more recently established large commercial recreation area continues to expand eastwards within the more sensitive Queenstown Airport noise contours. Wakatipu High School is currently the only secondary school in the Wakatipu Basin and is located adjacent to Hawthorne Drive and has limited ability to expand further to accommodate future growth.

The undeveloped parts of the Masterplan to the south east of Frankton Flats allow for a broad mix of additional land uses and the present development area is to the immediate east of the town centre along Market Street, referred to as Remarkables Place. This orientates developments along a spine leading towards the proposed Quayside development and jetty adjacent to the Kawarau River. This area has a more of a focus on visitor-based offerings, through the provision of hotels, serviced apartments and hospitality supported by a conference centre and gondola connections to destinations beyond the Masterplan area, including the Remarkables Ski Area.

## PRECINCT CHARACTERISTICS

- Continue to extending Market Street southwards to form part of a vibrant urban corridor, allowing the street to transition into a higher quality shared surface over time supported by associated civic spaces.
- Coordinate proposals for a conference / performing arts centres with other public community facilities and integrate with associated hotels and other commercial developments along Market Street.
- Align the proposed gondola lines and base stations with the wider transport network, including links to Queenstown Airport, regional and tourist coach hub, potential Quayside jet boat ferry services along the Kawarau River, and links to urban areas further south.
- Continue to develop remaining Masterplan areas in a combination of intensive mixed uses at higher residential densities supported by urban parks and revegetated esplanade reserves.
- Establishment of an active travel bridge crossing (maintaining potential to add an additional segregated public transport bridge) to support growth south of the Kawarau River, conveniently access Wakatipu High School and activate the Remarkables Park Town Centre and Market Street. This is to be developed sensitively, given its close relationship with an associated site of cultural significance to Kāi Tahu.
- Redevelop the Zoological Gardens into a high amenity Te Kirikiri/ Frankton Gardens and closely coordinate bridge landings and development interfaces with it.



### KEY

--- Masterplan area

### MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

— Freight route

— Bridge crossing (Active travel and / or public transport)

— 400m (5min) walking distance

PR Park and Ride

— Cultural significance

— Potential gateway feature

### LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

■ Small to medium format retail

■ Large format retail

■ Commercial (excludes residential)

■ Light industrial and utilities

■ Community facilities (buildings)

■ Queenstown Airport Corporation (subject to separate process)

■ Active open space

■ QEC Recreation Masterplan area (subject to separate process)

■ Passive open space

P Urban park (location and size subject to levels of service)

● Native revegetation

■ Tussockland / wetland

### CONSTRAINTS

- Queenstown Airport noise contours (existing)

### KEY FEATURES

1. Conference and arts centre
2. Quayside waterfront and jetty
3. Te Kirikiri/Frankton Gardens

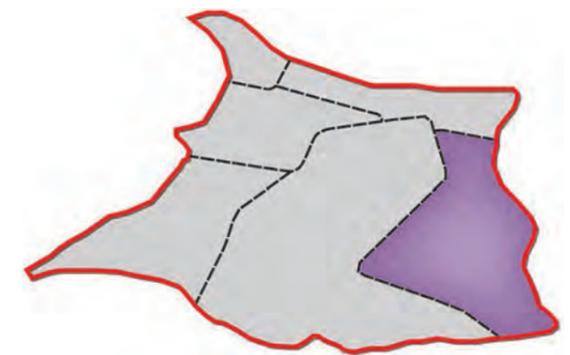
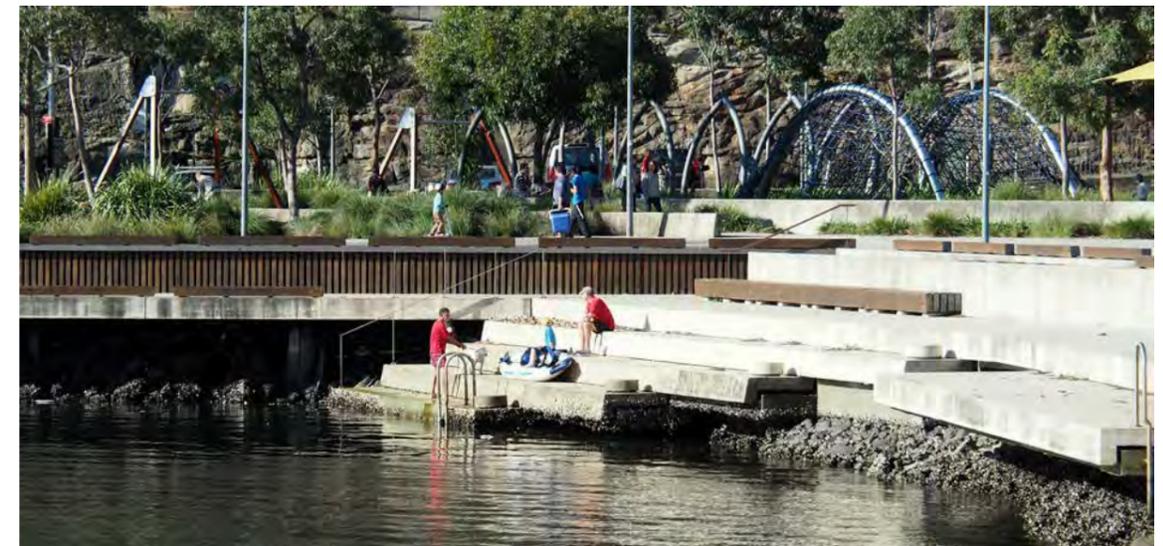




Image credit: Sjørenga Central Park and Harbour Promenade, Oslo - Grindaker



Image credit: Thomas Q on Unsplash



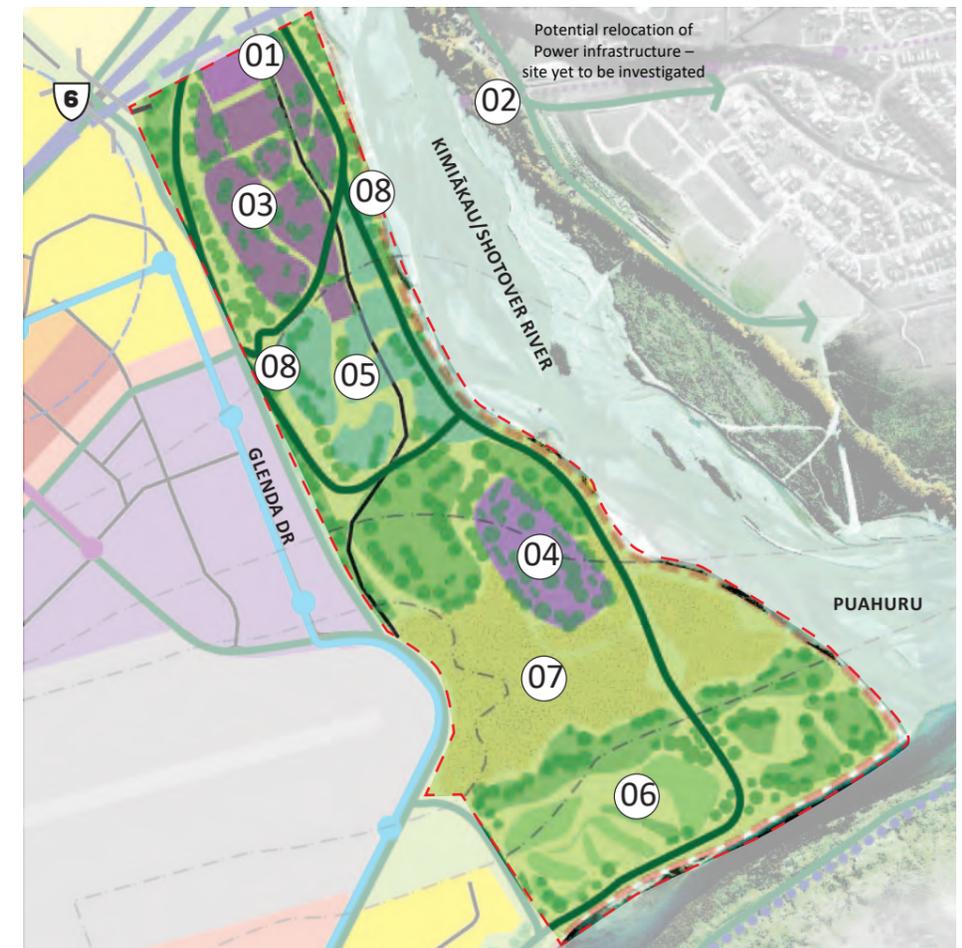
# 4.11 PRECINCT 6: KIMIĀKAU/SHOTOVER DELTA

## PRECINCT DESCRIPTION

This is a largely underdeveloped, flood plain area at the confluence of the Kimiākau/Shotover and Kawarau Rivers, currently used for large scale wastewater treatment, alluvial gravel extraction and clean fill storage. It does have several recreational bike trails and is often used for informal dirt-bike riding. The eastern flightpath of Queenstown Airport passes over with a Runway End Safety Area (RESA) identified, an emergency access road from Frankton Flats and associated planting and standing water control measures to minimise bird strike. An emerging infrastructure cluster occupies the northern parts of the Delta and is proposed to be integrated together under the Kimiākau Zero Waste Community Eco Park concept with the main access point originating off SH6. Steep terrace embankments separate this precinct from Frankton Flats, covered with wilding pine and other scrubby vegetation that extends through to the recently revegetated tussock planting of the runway extension. Proposed consolidation and clustering of infrastructure and gravel extraction activities towards the northern end of the Delta, closer to SH6 access points, allows for the broad repurposing of the area adjacent to Kimiākau/Shotover River.

## PRECINCT CHARACTERISTICS

- Enhancement of the natural gateway from the east and by air
- Creation of a new District Park that provides space for informal recreation and visual relief to support the intensification of Frankton Flats and other growth within the Wakatipu Basin. Activities could include nature walks, dog parks, pump tracks etc.
- Recognition of wāhi tūpuna (ancestral landscapes), particularly at the Kimiākau/Kawarau confluence - Puahuru.
- Upgrading of the active travel routes along the Delta and up to Frankton Flats as part of the broader network of trails.
- Revegetation of the terrace embankment, constructed wetlands and river edges to increase biodiversity and amenity.
- Potential to accommodate the relocation of the Frankton Golf Centre adjacent to the Kawarau River, in conjunction with water sensitive design approaches.
- Establish a Kimiākau Zero Waste Community Eco Park and gravel extraction cluster around the existing wastewater treatment plant that benefits from the proximity to SH6 and reduces the need for heavy vehicles to travel across the Kimiākau/Shotover Delta.
- Repurpose the oxidation ponds into revegetated constructed wetlands to complement braided river environment and support Ngā Rauemi (resource harvesting areas), while maintaining some resilience to protect the long term quality of the Kimiākau/Shotover River.
- Shortening of the high voltage transmission line corridor to terminate before Frankton Flats with potential relocation of power infrastructure to a site yet to be investigated.



### KEY

--- Masterplan area

### MOVEMENT NETWORKS

- Public transport route/stops (separated lanes or priority)
- Orbital bus route / stops
- Gondola lines / base station (private)
- Ferry route / stops
- Street network
- Active travel network (walking and cycling)
- New road corridor

— Freight route

— Bridge crossing (Active travel and / or public transport)

— 400m (5min) walking distance

PR Park and Ride

— Cultural significance

— Potential gateway feature

### LAND USE

- Higher density residential
- Medium density residential
- Lower density residential
- Mixed use (includes residential)

■ Small to medium format retail

■ Large format retail

■ Commercial (excludes residential)

■ Light industrial and utilities

■ Community facilities (buildings)

■ Queenstown Airport Corporation (subject to separate process)

■ Active open space

■ QEC Recreation Masterplan area (subject to separate process)

■ Passive open space

P Urban park (location and size subject to levels of service)

● Native revegetation

■ Tussockland / wetland

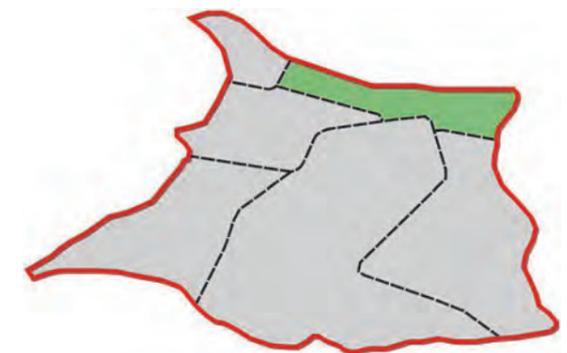
### CONSTRAINTS

--- Queenstown Airport noise

●●● contours (existing)

### KEY FEATURES

1. Wastewater treatment plant
2. Relocation of power infrastructure
3. Kimiākau Zero Waste Community Eco Park
4. Wastewater ground treatment
5. Constructed wetland areas
6. Proposed golf course
7. Low-level tussockland planting
8. Native revegetation on terraces and delta



## KIMIĀKAU ZERO WASTE COMMUNITY ECO PARK

The vision for the Eco Park is to *'Be inspired to live a positive future where we learn to live harmoniously with nature and tread lightly on the planet while enjoying the highest quality of life'*. The Eco Park will help explore that vision for the future and learn about ways to help achieve it. In particular, the Environmental Learning Park component will be an integrated space, working with community partners transforming the way we live and work for a better community, economy, and environment – now and for the future. The location of the Eco Park is placed in relation to where people live, work and play so to have a greater chance of connecting people to place and strengthen sense of stewardship among users and community. Recreation opportunities promoting healthy lifestyles are an integral component and will be closely integrated with other parts of the Kimiākau/Shotover Delta. The Eco Park will include a range of compatible activities, promoting physical activity such as walking, biking, and gardening. A Re-sell Store, Resource Recovery Park and Recycling Facility for the community's recyclables will be co-located with a purpose built, modern, enclosed waste transfer station where materials are temporarily staged in the course of their journey to landfill. To reduce our dependence on landfill and ensure a zero waste future, the facilities will also ensure materials and resource stewardship is enabled through recovery of construction materials, organics and other reusable items. Improvements to the physical infrastructure managing the community's wastewater will offer opportunity to re-generate natural eco-systems associated with the braided river system of Kimiākau.

The Zero Waste Community Eco Park comprises of:

- Community Environmental Learning Park.
- Re-sell Store.
- Resource Recovery Park.
- Recycling Processing Facility.
- Waste Transfer Facility.
- Wastewater Treatment Facility.



# 5. IMPLEMENTATION STRATEGY

## 5.1 PHASING

The actions resulting from the Masterplan outcomes and precincts have been grouped and mapped out into logical phases, accounting for their interdependencies, urgency and impact.

The majority of the actions identified were largely in the short term phase (0-5 years), with fewer in the medium and long term phases. Testing of a draft phasing strategy was undertaken as part of final stages of the engagement process. As a result, a significant number of actions were brought forward from the medium/long term to the short term list, with a focus on prioritising implementation of transport and open space infrastructure. This is largely a response to the challenges that are considered to have critical and immediate effects. A number of those that were brought forward were also an acknowledgement that planning for some of the projects may require time therefore this should get underway immediately. All actions need to be cognisant of the partnership status and values of Kāi Tahu.

Actions such as the proposed orbital bus route, regional and tourist bus hub and active mode bridges were deemed critical and therefore were moved into the short term phase. Enhancing connections to Frankton beach and Lake Wakatipu were also rated highly in the short term phasing.

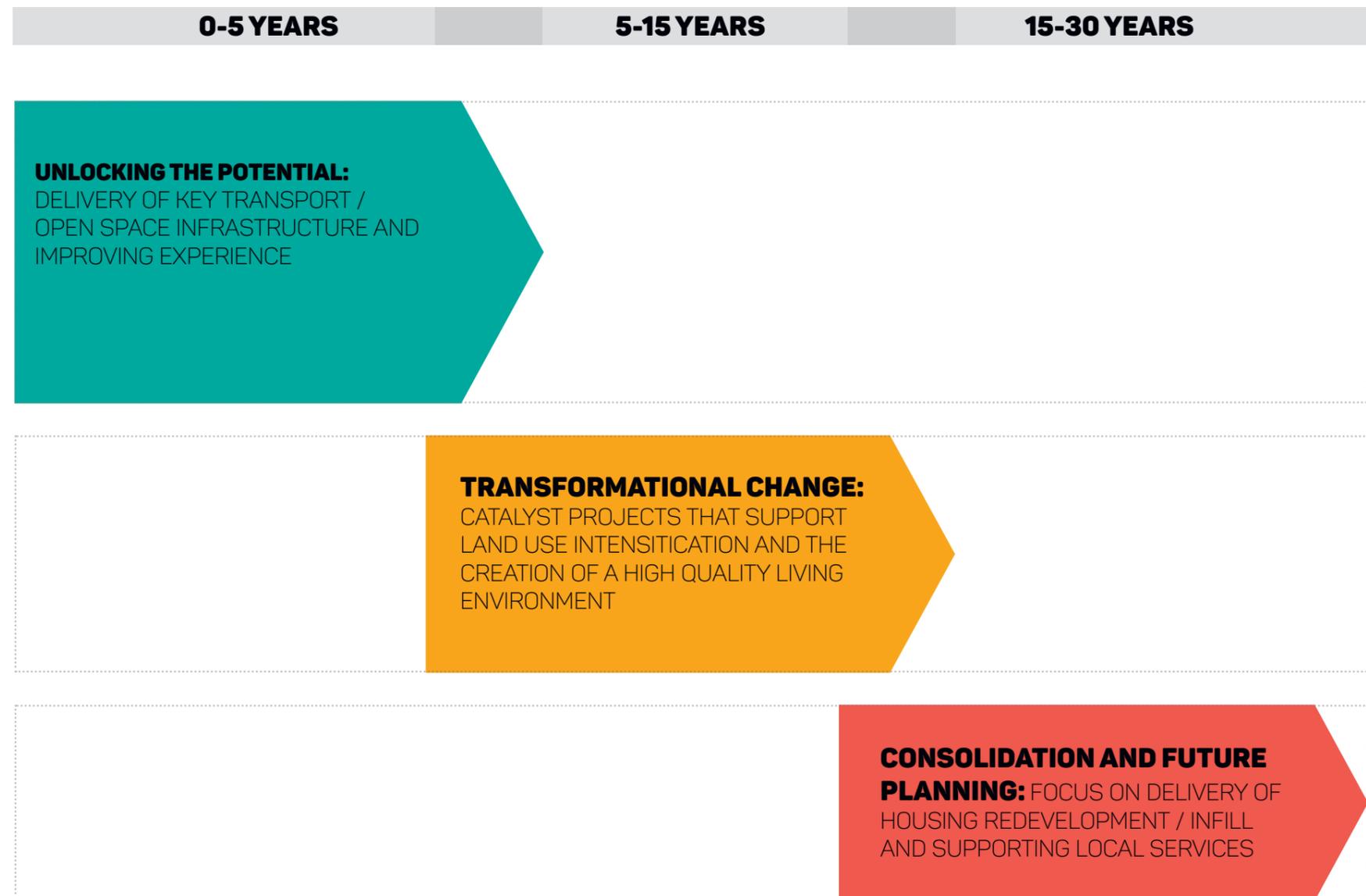
The medium term consensus focused on land use and intensification, including the QEC expansion and the development of the urban corridor. Residential intensification was placed in the medium term to enable the necessary infrastructure to be put in place earlier to support a growing population, however, there was still a desire to see a greater focus placed on ensuring that residential development within the Te Kirikiri/Frankton area was encouraged in the short term.

The general agreement was, that while there were a series of transport related actions in the short term, the step change for Te Kirikiri/Frankton would largely be driven by the delivery of high quality residential development that would make Te Kirikiri/Frankton a premium place to live. This would then drive other uses within the area.

The overarching phases are set out as following:

- **Unlocking the Potential:** Delivery of key transport / open space infrastructure and improving experience
- **Transformational Change:** Catalyst Projects That Support Land Use Intensification and The Creation of A High Quality Living Environment
- **Consolidation and Future Planning:** Focus on Delivery of Housing Redevelopment / Infill and Supporting Local Services

The actions are split across timeframes, geographical areas, type and by responsibility. A schedule of actions is outlined in section 4.13. This schedule details the nature of the action, where it is proposed to sit in terms of phasing and dependencies.



The diagram to the right is a geographical representation of the proposed phasing strategy for the Masterplan area. This only incorporates physical and network changes to the urban area, the broader set of actions are covered in the Action Plan Schedule on the following pages.

**SHORT TERM 0-5 YEARS**

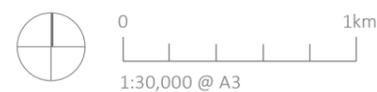
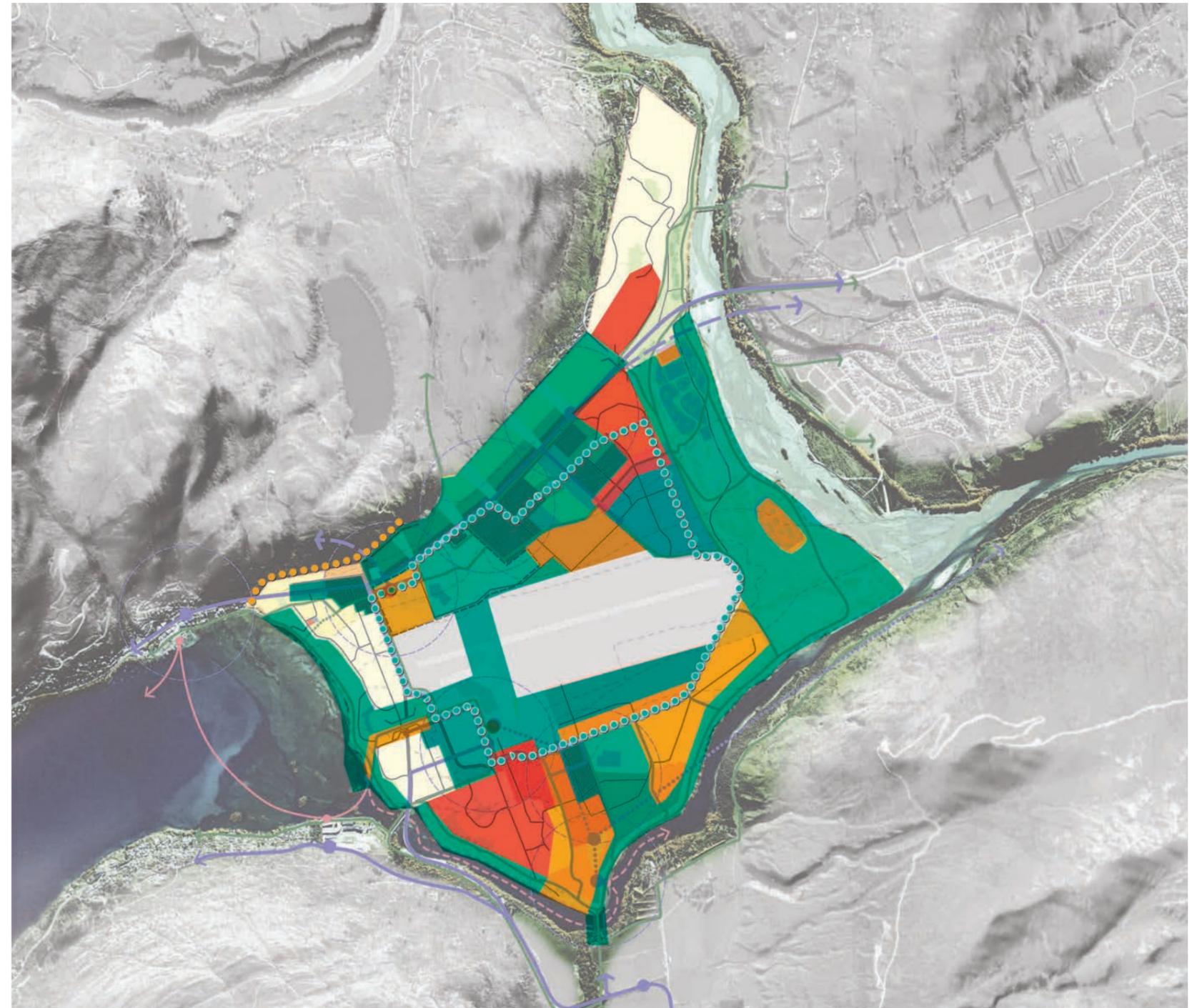
- Active Travel Network
- Native revegetation along Esplanade Reserves / Strips
- Wakatipu High School buildings expansion
- Remarkables Place
- Hawthorne Drive commercial
- Five Mile Shopping Centre and Queenstown Central eastern extension
- Industrial Zone consolidation
- Five Mile Urban Corridor
- Resource Recovery Centre relocation
- Frankton Beach / Domain enhancement
- Community Facilities
- Frankton Campground redevelopment and Stewart St extension
- Arranmore/McBride Farm heritage precinct
- Public Transport Interchange
- Decommissioning Oxidation ponds
- Ōterotu / Kawarau Falls heritage waterfront
- Lakes District Hospital relocation
- Ferry Facilities
- Regional Coach and Tourist Hub

**MEDIUM TERM 5-15 YEARS**

- Transmission line relocation
- Te Kirikiri/Frankton Gardens
- Mixed use transition zone
- Potential Arrow Water Race trail to Frankton Marina with signalised crossing
- Emergency Precinct
- Frankton Village redevelopment and extension
- Wastewater treatment plant expansion
- Kimiākau / Shotover Delta District Park
- Ngā rauemi (resource harvesting areas)
- Lake Link
- Humphreys Road extension

**LONG TERM 15-30 YEARS**

- Quail Rise infill housing
- Future residential infill south of Frankton urban area
- Glenda Drive (North) regeneration



- MPO1** INTEGRATING WITH THE WATER'S EDGE
- MPO2** MULTIFACETED GATEWAY INTO THE DISTRICT
- MPO3** ENHANCING THE LOCAL NETWORK
- MPO4** UNIFIED AND INTEGRATED URBAN CENTRES
- MPO5** LIVING AND GROWING IN HARMONY WITH NATURE
- MPO6** INCLUSIVE NEIGHBOURHOODS

## 5.2 ACTION PLAN SCHEDULE

| Action   | Precinct | Status         | Type                | Description  | Dependencies  | Timeframe                | Responsibilities   | MPO1 | MPO2 | MPO3 | MPO4 | MPO5 | MPO6 |
|--|----------|----------------|---------------------|--|---|--------------------------|--|------|------|------|------|------|------|
| Structure Plan   | All      | Proposed (new) | Planning + strategy | Development of a Structure Plan to enable the implementation of the Masterplan and Precinct Plans. The plan should incorporate Infrastructure networks (3W, power, refuse etc), Community facilities, a land use mix needs (demand) analysis, open space provision by typology, transport infrastructure and natural hazards overlays.                                       | Queenstown Lakes District Spatial Plan, District Plan Review and related Strategies, Plans, Policies and Bylaws   | High Priority/Short term | Way To Go + QLDC - Planning and Development                  | X    | X    | X    | X    | X    | X    |
| Detailed Business Cases  | All      | Proposed (new) | Planning + strategy | Completion of the Detailed Business Cases for Grant Road to Kawarau Falls, SH6 Frankton-Ladies Mile Rd to Shotover Bridge; Active Travel network through Frankton Flats; PT network across the Wakatipu Basin and Frankton   | Coordination between the array of Business Cases and Masterplans  | High Priority/Short term | Way To Go  | X    | X    | X    | X    | X    | X    |
| Orbital Bus Route  | All      | Proposed (new) | Essential services  | Orbital bus enabling accessible and efficient movement of people around the Masterplan area, linking urban centres and key destinations. A trial is to be undertaken in the short term with a more   | QEC and QAC masterplans, Five Mile Urban Corridor;  | High Priority/Short term | Way To Go  |      |      | X    |      | X    |      |
| Kāi Tahu Design Strategy   | All      | Proposed (new) | Planning + strategy | Building on the work undertaken as part of this and other Masterplans, develop a strategy to apply Kāi Tahu values and narrative to design and implementation of Masterplan actions.   |   | High Priority/Short term | Kai Tahu +QLDC   | X    | X    | X    | X    | X    | X    |
| Parks and Reserves Development and Management Plans              | All      | Proposed (new) | Planning + strategy | Preparation and implementation of Development and Management Plans for Parks and Reserves to create a open space network comprising of public land and water resources. This requires coordinated implementation between Council and private sector, through enhancement and expansion of existing parks and reserves and addition of vested urban parks.                    | Parks and Reserves Development and Management Plans; New Streets; Five Mile Urban Corridor; Kimiākau / Shotover Delta; Revegetation of Esplanade Reserves / Strips; QEC Masterplan; Frankton Campground Redevelopment; Frankton Beach / Domain; ngā rauemi (resource harvesting areas). | High Priority/Short term | QLDC - Community Services                                    | X    | X    | X    | X    | X    | X    |
| Develop monitoring and review processes                          | All      | Proposed (new) | Planning + strategy | Development of a monitoring strategy for the implementation of the Masterplan  | Endorsement of the Masterplan and alignment with parallel Strategies, Plans and Business Cases  | Short term               | Way To Go  | X    | X    | X    | X    | X    | X    |
| Residential design guidelines                                    | All      | Proposed (new) | Planning + strategy | Development of Frankton specific design guidelines that help build a unique character for the area that has a strong connection to the natural setting and promote sustainability, intensification and innovation in housing.  | District Plan Review, other interrelated design guides within the District.   | Short term               | QLDC - Planning & Development                                | X    | X    | X    | X    | X    | X    |
| Sustainable movement options                                     | All      | Proposed (new) | Environmental       | Step-change towards greater use of public transport and active travel options to reduce car dependency and lower the overall carbon footprint. This includes advanced transport infrastructure delivery to support intensifying land uses. Provision for micro transport (e.g. scooters) to support door-to-destination options across the movement network.                 | Detailed Transport Business Cases; Lake Link; Transport Interchange; QEC and QAC masterplans.   | Short term               | Way To Go + Transport Management Association                 | X    | X    |      | X    | X    | X    |
| Active Travel Network  | All      | Proposed (new) | Public realm        | Walking and cycling trails on and off road that supplement those already included within the Wakatipu Active Travel Network, supported by bridge crossings and controlled intersections promotes safe, accessible and well connected movement network.   | QEC and QAC Masterplans; Lake Link; Kawarau River and SH6 Frank Bridge Crossings; Five Mile Urban Corridor.   | Short term               | Way To Go  | X    | X    | X    | X    | X    | X    |
| Native revegetation along Esplanade Reserves / Strips            | All      | Proposed (new) | Environmental       | Removing weed species and carrying out native revegetation along esplanade reserves / strips of rivers and lake contributes to environmental outcomes (e.g. water quality, biodiversity), creates amenity, establishes character and fosters wellbeing through connection to nature. Implementation could be either via Council /  | Parks and Reserve Development and Management Plans; Kimiākau Community Eco Park; Active Travel Network; Lake Link.  | Short term               | QLDC - Community Services + QLDC - Property & Infrastructure | X    | X    | X    | X    | X    | X    |
| Local material sourcing and storage                              | All      | Proposed (new) | Environmental       | Transitional provision for local contractors to source and store local materials to reduce freight movements and carbon footprint. Requires Council and contractor coordination and managing reverse sensitivity with new intensive developments. Includes provision for extractive operations within Kimiākau / Shotover Delta.   | Kimiākau / Shotover Delta Enhancements; Glenda Drive North Regeneration; Five Mile Urban Corridor   | Short term               | QLDC - Planning & Development                                |      | X    | X    |      | X    | X    |
| Infrastructure innovation, efficiency and intensification review | All      | Proposed (new) | Planning + strategy | Investigating the potential for the integration of smart technology, low impact design, alternative means of energy generation, maximisation of existing infrastructure and monitoring within the existing and future infrastructure portfolio. Collaboration between QLDC and infrastructure providers to align growth and intensification with infrastructure development. | Queenstown Lakes District Spatial Plan, collaboration between QLDC and infrastructure providers.  | Short term               | QLDC - Property & Infrastructure                             |      | X    | X    |      | X    |      |

| Action   | Precinct         | Status                | Type                  | Description  | Dependencies   | Timeframe                | Responsibilities                            | MPO1 | MPO2 | MPO3 | MPO4 | MPO5 | MPO6 |
|--|------------------|-----------------------|-----------------------|--|--|--------------------------|---|------|------|------|------|------|------|
| Water Sensitive Design integration into infrastructure codes | All              | Proposed (new)        | Environmental         | Review of infrastructure code of compliance and management regimes to ensure Water Sensitive Design (WSD) best practice for local conditions, including treating and attenuating stormwater runoff at source point (e.g. permeable surfaces, rain gardens, etc.) before reaching rivers and lake. Coordinated funding and implementation by Council and private sector, both within urban parks and vested / public road reserves.   | Regulatory Standards Review; Five Mile Urban Corridor; Humphrey Drive Extension;   | Short term               | QLDC - Property & Infrastructure            | x    |      |      |      | x    | x    |
| Transmission line relocation                                 | All              | Existing - relocating | Essential services    | Potential relocation of power infrastructure from Frankton Flats by terminating the high voltage transmission lines earlier and creating greater development potential closer to high capacity public transport routes and with higher amenity outcomes.   | Funding; subject to Transpower site investigations.  | Medium term              | Aurora                                      |      | x    |      | x    |      | x    |
| Strategic Land Purchase Review                               | All              | Proposed (new)        | Planning + strategy   | Review of potential sites for acquisition to enable key moves within the Masterplan  | Precinct Plans, Detailed Business Cases and service provision reviews for potential activities and anchor uses.  | High Priority/Short term | Way To Go                                   | x    | x    | x    | x    | x    | x    |
| Sustainability and resilience strategy                       | All              | Proposed (new)        | Planning + strategy   | Development of a strategy and programme of work that will drive sustainability and resilience aspirations within the Masterplan. This could set out targets, strategic goals and underpin an array of initiatives such as educational and advocacy projects. This should cover social, environmental and economic aspects.   | Queenstown Lakes District Spatial Plan, District Plan Review and related Strategies, Plans, Policies and Bylaws. Utilise partnerships and collaboration  | Short term               | QLDC - Policy                               | x    | x    | x    | x    | x    | x    |
| Public realm design guidelines                               | All              | Proposed (new)        | Planning + strategy   | Development of public realm design guidelines that support the delivery of a network of streets and spaces that balance the local aspirations and needs with the wider district network requirements.  | Infrastructure Design Standard, Transport Business Cases.  | Short term               | QLDC - Property & Infrastructure            | x    | x    | x    | x    | x    | x    |
| Placemaking Strategy   | All              | Proposed (new)        | Planning + strategy   | Development of a programme that focuses on creating a unique sense of place through the delivery of transitional projects, demonstration projects and event. This provides an opportunity for quick wins, community engagement and testing and trailing of ideas. This could be a community led initiative enabled by Council and could deliver on a range of Masterplan Outcomes.   | Policies and bylaws, funding, integration of parallels programmes of work and collaboration between operating units within agencies, i.e. roading, infrastructure, assets, parks and events teams. | Short term               | QLDC - Community Services                   | x    | x    | x    | x    | x    | x    |
| Quail Rise Precinct Plan                                     | Quail Rise       | Proposed (new)        | Planning + strategy   | A plan developed with key stakeholders that further investigates a higher amenity, revegetated gateway for Queenstown that integrates and screens adjacent infrastructure; landmark art installation; develop a higher-level, active travel route linking heritage bridge landing to Frankton Flats; including an active travel bridge over the terrace embankment cutting; establishments of viewshafts; establish an infrastructure and extraction cluster, high voltage transmission substation; repurposing the oxidation ponds into revegetated constructed wetlands; establishments of viewshafts; medium density infill, supported by an urban park; and creation of a positive precinct character. | Transport Business Cases   | Short term               | Way To Go + QLDC - Planning and Development | x    | x    | x    | x    | x    | x    |
| Quail Rise Infill Housing                                    | Quail Rise       | Existing - redevelop  | Land use              | Opportunity for medium density infill housing on larger sites closer to the Five Mile Urban Corridor with complementary open space provision for intensifying the residential area.  | Five Mile Urban Corridor; District Plan Review.  | Long term                | QLDC - Planning & Development               | x    | x    | x    | x    | x    | x    |
| Wakatipu High School Buildings Expansion                     | Remarkables Park | Existing - redevelop  | Behavioural/education | Wakatipu High School buildings expansion to meet increasing demand in youth demographic, supported by High Capacity Public Transport and Active Travel Network. Consideration is also required for second high school outside Masterplan area.   | Remarkables Park Masterplan  | Short term               | Ministry of Education                       |      |      |      | x    | x    | x    |
| Remarkables Place  | Remarkables Park | Proposed (new)        | Public realm          | Continue Market Street urban corridor towards the proposed Quayside development and jetty adjacent to the Kawarau River. Enhance visitor-based offerings, through the provision of hotels, serviced apartments and hospitality supported by a conference centre and gondola connections to destinations beyond the Masterplan area, including the Remarkables Ski Area.  | Remarkables Park Masterplan; Active Travel Network; High Capacity Public Transport; QAC Masterplan.  | Short term               | Remarkables Park Ltd                        | x    |      | x    | x    |      | x    |

| Action   | Precinct           | Status                | Type                | Description  | Dependencies  | Timeframe                | Responsibilities                 | MPO1 | MPO2 | MPO3 | MPO4 | MPO5 | MPO6 |
|--|--------------------|-----------------------|---------------------|--|---|--------------------------|----------------------------------|------|------|------|------|------|------|
| Remarkables Park Masterplan  | Remarkables Park   | Existing - redevelop  | Planning + strategy | A plan developed with key stakeholders that further investigates integration of Remarkables Park Masterplan, including aligning the proposed gondola and Quayside jet boat ferry services with the wider transport network; develop remaining masterplan areas in a combination of intensive mixed uses at higher residential densities supported by urban parks and revegetated esplanade reserves; land use capacity, including potential for residential infill; establishment of an active travel bridge crossing (maintaining potential to add an additional segregated public transport bridge); redevelopment of the Zoological Gardens; and creation of a positive precinct character.   | Transport Business Cases; QAC Masterplan; Remarkables Park Masterplan                                   | Short term               | Remarkables Park Ltd             | x    |      | x    |      | x    | x    |
| Te Kirikiri/Frankton Gardens                                       | Remarkables Park   | Existing - redevelop  | Public realm        | Redevelop the Zoological Gardens into a high amenity Frankton Gardens and closely coordinate bridge landings and development interfaces with it.   | Parks and Reserve Development and Management Plans; Active Travel Network; Remarkables Park Masterplan. | Medium term              | QLDC - Community Services        | x    |      |      |      | x    | x    |
| Future residential infill south of Frankton urban area             | Remarkables Park   | Existing - redevelop  | Land use            | Increasing density in the existing neighbourhood west of Remarkables Park provides more housing typologies and availability.   | Zoning provision, incentive for existing landowners to subdivide/develop                                | Long term                | Private sector + QLDC            | x    |      |      | x    | x    | x    |
| Five Mile Corridor Precinct Plan                                   | Five Mile Corridor | Proposed (new)        | Planning + strategy | A plan developed with key stakeholders that further investigates the potential design integration of the urban arrival experience; urban arterial to support a slower speed environment, crossings and public transport; urban form relationships, including TODs at key nodes; extension of the existing retail high street approach along the urban corridor, including sleeving of existing larger format retail stores; bulk and location of buildings for urban amenity and visual connections to natural landscape; potential relocation of power substations and transmission line (subject to investigations); north Glenda Drive regeneration; land use capacity; incorporation of urban parks and civic spaces; active travel linkages from Frankton Flats to the enhanced Kimiākau / Shotover Delta; protection of the freight link along Hawthorne Drive; and creation of a positive precinct character. | Transport Business Cases; QEC Masterplan  | High Priority/Short term | Way To Go                        | x    |      |      | x    | x    | x    |
| Hawthorne Drive commercial   | Five Mile Corridor | Proposed (new)        | Land use            | Commercial developments lining Hawthorne Drive to provide local employment; support urban centres and public transport; and manage potential reverse sensitivity of freight vehicle access to and from the industrial activity zones.  |   | Short term               | Private sector                   |      | x    |      | x    | x    | x    |
| Five Mile Shopping Centre and Queenstown Central Eastern Extension | Five Mile Corridor | Proposed (new)        | Land use            | Extend Small to Medium Retail and Mixed Use development into existing SH6 setback to establish the Five Mile Urban Corridor. Provide active frontages onto the urban arterial, while wrapping existing Larger  | Five Mile Urban Corridor; District Plan Review.   | Short term               | Private sector                   |      | x    |      | x    |      |      |
| Industrial Zone Consolidation                                      | Five Mile Corridor | Existing - redevelop  | Land use            | Industrial activities to be consolidated within the Airport noise contours and segregated from intensive land uses with transition uses between them to mitigate potential adverse effects, such as noise, traffic and visual. Consideration is also required for additional industrial areas outside Masterplan area.   | QAC Masterplan; Hawthorne Drive Freight Route;  | Short term               | QLDC - Planning & Development    |      |      | x    | x    |      | x    |
| Five Mile Urban Corridor   | Five Mile Corridor | Existing - redevelop  | Public realm        | Improving the SH6 gateway experience, strengthening urban form and changing to a slower speed urban arterial along the Frankton-Ladies Mile stretch of SH6.  | Active Travel Network; High Capacity Public Transport; District Plan Review; Bulk and Location Study;   | Short term               | Way To Go                        |      | x    |      | x    |      | x    |
| Resource Recovery Centre Relocation                                | Five Mile Corridor | Existing - relocating | Environmental       | Decommission of the current resource recovery centre on Glenda Drive and relocate to Kimiākau Community Eco Park on Kimiākau / Shotover Delta to shift infrastructure towards the edge of the Masterplan area to reduce current constraints and better accommodate future urban development. Retain existing site for community use, such as an urban park.  | Kimiākau Community Eco Park; Kimiākau / Shotover Delta District Park;                                   | Short term               | QLDC - Property & Infrastructure | x    |      |      |      | x    |      |
| Mixed use transition zone  | Five Mile Corridor | Proposed (new)        | Land use            | A band of mixed-use land manage the interface between industrial and commercial / residential areas to mitigate potential adverse effects, such as noise, traffic and visual.  | District Plan Review  | Medium term              | QLDC - Planning & Development    |      |      | x    |      |      | x    |
| Glenda Drive North Regeneration                                    | Five Mile Corridor | Proposed (new)        | Land use            | Redeveloping larger sites of the northern Glenda Drive industrial area for residential living to strengthening the relationship between high capacity public transport corridors and more intensive land use activities.   | Kimiākau / Shotover Delta Enhancements; Five Mile Urban Corridor; Transmission Lines Substation;        | Long term                | Private sector + QLDC            |      |      |      | x    |      | x    |

| Action   | Precinct                                     | Status                | Type                  | Description  | Dependencies   | Timeframe                | Responsibilities   | MPO1 | MPO2 | MPO3 | MPO4 | MPO5 | MPO6 |
|--|--|-----------------------|-----------------------|--|--|--------------------------|--|------|------|------|------|------|------|
| QEC Masterplan and Implementation  | Frankton Village and Queenstown Event Centre | Existing - redevelop  | Public realm          | Expand and intensify recreational and community facilities in association with the QEC Recreation Masterplan and the relocation of Frankton Golf Course.   | QEC Masterplan; Relocation of Frankton Golf Course; Transport Interchange; Emergency Precinct; Active Travel Network.                  | High Priority/Short term | QLDC - Community Services                                    |      | x    |      | x    | x    | x    |
| Frankton Beach / Domain Enhancement  | Frankton Village and Queenstown Event Centre | Existing - redevelop  | Public realm          | Enhancement of Frankton Beach and Domain as a high-quality informal recreation destination, primarily for local residents. Coordinate proposals with Frankton Road enhancements, Frankton Marina and Queenstown Airport flightpath constraints.  | Parks and Reserve Development and Management Plans; Frankton Campground and Stewart Street Extension; Lake Link; Active Travel Network | Short term               | QLDC - Community Services                                    | x    |      |      |      | x    |      |
| Community Hub  | Frankton Village and Queenstown Event Centre | Proposed (new)        | Public realm          | Community facilities building in a central and easily accessible location that provides co-working space and is dedicated to the success of not for profit, social enterprise and charitable organisations. Investigate potential co-locate with an purpose-built entertainment venue.   | QEC Masterplan; Relocation of Frankton Golf Course; Transport Interchange;   | Short term               | QLDC - Community Services                                    |      | x    |      | x    |      | x    |
| Frankton Campground Redevelopment and Stewart St extension                   | Frankton Village and Queenstown Event Centre | Existing - redevelop  | Public realm          | Redevelopment of the Frankton Campground to provide more affordable visitor accommodation options and to better integrate this semi-private activity into the wider green and blue open space network. This includes removing the lakeside accessway and establishing a more direct active travel link from Frankton Village to Frankton Track via a Stewart St extension.   | Frankton Beach / Domain Enhancement; Active Travel Network.  | Short term               | QLDC - Community Services + QLDC - Property & Infrastructure | x    |      | x    | x    | x    |      |
| Frankton Village Precinct Plan   | Frankton Village and Queenstown Event Centre | Proposed (new)        | Planning + strategy   | A plan developed with key stakeholders that further investigates relocation of Frankton Golf Course; provision of a transport interchange with associate civic space; TOD with a community and entertainment focus; expanding and intensifying recreational and community facilities at QEC; establishing an Emergency Precinct (e.g. Fire and Emergency, Ambulance, Police, Air Rescue, Civil Defence) adjacent to the airport; direct active travel and visual links between QEC and the lake; redevelopment of Frankton Campground; enhancement of Frankton Beach and Domain; land use capacity, including potential for residential infill; and creation of a positive precinct character. | QAC Masterplan; Frankton Campground redevelopment proposals, F2Q Business Case.  | Short term               | QLDC - Community Services + Way to Go                        | x    |      | x    | x    | x    |      |
| Arranmore/McBride Farm heritage precinct                                     | Frankton Village and Queenstown Event Centre | Proposed (new)        | Behavioural/education | Adaptive reuse of heritage buildings to create a functional Heritage Precinct, recognising the pastoral farming history of the Masterplan area.  | QEC and QAC Masterplans;   | Short term               | Queenstown Airport Corporation + QLDC - Community Services   | x    | x    | x    | x    | x    | x    |
| Public Transport Interchange   | Frankton Village and Queenstown Event Centre | Proposed (new)        | Essential services    | Situated within/adjacent the QEC Masterplan area provides a central location to Frankton Village and helping to promote public transport and reduce car dependency. Relies on degazetting of Reserve status.   | Relocation of Frankton Golf Centre; QEC Masterplan; High Capacity Public Transport;  | Short term               | Way To Go  |      | x    | x    | x    | x    |      |
| Potential Arrow Water Race trail to Frankton Marina with signalised crossing | Frankton Village and Queenstown Event Centre | Proposed (new)        | Behavioural/education | Active travel route linking existing trails from the Kimiākau / Shotover through to the current Frankton Marina, with provision for safe pedestrian crossing over SH6 to enhance the interim solution under the approved Wakatipu Active Travel Network SSBC.  | Funding; feasibility of pedestrian crossing over SH6 at this location  | Medium term              | Way To Go  | x    | x    | x    |      | x    |      |
| Emergency Precinct   | Frankton Village and Queenstown Event Centre | Existing - relocating | Essential services    | Relocating emergency services (e.g. Fire & Emergency, Police, Ambulance, Civil Defence, Airport Fire Rescue) adjacent to QAC and within optimal response times.  | Frankton Golf Course Relocation; QEC and QAC Masterplans.  | Medium term              | Way To Go + Emergency Services                               |      |      |      | x    |      | x    |
| Frankton Village Redevelopment and Extension                                 | Frankton Village and Queenstown Event Centre | Existing - redevelop  | Land use              | Redeveloping and extending Frankton Village to form a more cohesive and defined centre to support local community, Transport Interchange and Frankton Beach / Domain.  | Transport Business Cases; Transport Interchange; District Plan Review  | Medium term              | Way To Go + QLDC - Planning and Development                  | x    | x    |      | x    |      | x    |
| Kimiākau / Shotover Delta Precinct Plan                                      | Kimiākau / Shotover Delta                    | Proposed (new)        | Planning + strategy   | A plan developed with key stakeholders that further investigates the enhancement of the natural gateway from the east and by air; creation of a new District Park that provides space for informal recreation and visual amenity; repurposing of the oxidation ponds into revegetated constructed wetlands; upgrading of the active travel routes along the Delta; revegetation; potential to accommodate the relocation of the Frankton Golf Course; and creation of a positive precinct character.   | Kimiākau Community Eco Park; Quail Rise Precinct Plan  | High Priority/Short term | QLDC - Community Services + QLDC - Property & Infrastructure | x    |      | x    |      | x    | x    |
| Kimiākau Community Eco Park  | Kimiākau / Shotover Delta                    | Proposed (new)        | Essential services    | The zero waste Eco Park will comprise of a Community Environmental Learning Park; Re-sell Store; Resource Recovery Park; Recycling Processing Facility; Waste Transfer Facility that complement the existing and proposed upgrades to the Wastewater Treatment Facility.   | Oxidation Pond Remediation;  | High Priority/Short term | QLDC - Property & Infrastructure                             |      |      | x    |      | x    | x    |

| Action   | Precinct                                       | Status                | Type                | Description   | Dependencies  | Timeframe                | Responsibilities   | MPO1 | MPO2 | MPO3 | MPO4 | MPO5 | MPO6 |
|--|--|-----------------------|---------------------|---|---|--------------------------|--|------|------|------|------|------|------|
| Frankton Golf Centre Relocation                              | Kimiākau / Shotover Delta                      | Existing - relocating | Public realm        | Potential relocation of golf course adjacent to the Kawarau River, in conjunction with water sensitive design approaches and available clean fill for land contouring.  | QEC and QAC Masterplans; Kimiākau / Shotover Delta Enhancements; Kimiākau Community Eco Park;   | High Priority/Short term | QLDC - Community Services + QLDC - Property & Infrastructure               | x    | x    |      | x    | x    |      |
| Decommissioning Oxidation ponds                              | Kimiākau / Shotover Delta                      | Existing - relocating | Essential services  | Repurpose remaining oxidation ponds into revegetated constructed wetlands to complement braided river environment and support ngā rauemi (resource harvesting areas), while maintaining some resilience to protect the long term quality of the Kimiākau / Shotover River   | Kimiākau Community Eco Park; Kimiākau / Shotover Delta District Park  | Short term               | QLDC - Property & Infrastructure   | x    | x    | x    |      | x    |      |
| Wastewater treatment plant expansion                         | Kimiākau / Shotover Delta                      | Proposed (new)        | Essential services  | Continuation of Project Pure to expand the existing wastewater treatment facility on the Kimiākau / Shotover Delta and decommission the oxidation ponds   | Kimiākau Community Eco Park; Kimiākau / Shotover Delta District Park  | Medium term              | QLDC - Property & Infrastructure   | x    |      |      |      | x    |      |
| Kimiākau / Shotover Delta District Park                      | Kimiākau / Shotover Delta                      | Proposed (new)        | Environmental       | Creation of a new District Park that provides space for informal recreation and visual relief to support the intensification of Frankton Flats and other growth within the Wakatipu Basin. Activities could include nature walks, dog parks, pump tracks, etc.  | Oxidation Ponds Remediation; Kimiākau Community Eco Park; QAC Masterplan;   | Medium term              | QLDC - Property & Infrastructure   | x    |      |      |      | x    | x    |
| Ngā rauemi (resource harvesting areas)                       | Kimiākau / Shotover Delta                      | Proposed (new)        | Environmental       | Provision of wetlands for ngā rauemi (resource harvesting areas) within the remediated Kimiākau / Shotover Delta. This provides for Kāi Tahu cultural values of environmental health; access to resource gathering areas; and promotes guardianship / stewardship from across the community.  | Oxidation Pond Remediation; Kimiākau / Shotover Delta District Park; Kāi Tahu Cultural Strategy   | Medium term              | Community  | x    | x    | x    |      | x    | x    |
| Crosswind Runway Removal                                     | Queenstown Airport and Ōterotu / Kawarau Falls | Proposed (new)        | Land use            | Removal of the cross wind runway would result in the reduction of the airport noise contours and height restrictions, allowing more intensive land use options along Five Mile Urban Corridor and Remarkables Park.   | QAC Masterplan;   | High Priority/Short term | Queenstown Airport Corporation + QLDC - Community Services                 |      |      |      |      | x    | x    |
| QAC Masterplan and Redevelopment                             | Queenstown Airport and Ōterotu / Kawarau Falls | Existing - redevelop  | Land use            | Accommodate Queenstown Airport growth and improve both airside and landside facilities as a key gateway. Coordinate multi-modal transport connections to improve access to higher capacity public transport connections.  | Lake Link; High Capacity Public Transport; Regional and Tourist Coach Hub; Emergency Precinct   | Short term               | Queenstown Airport Corporation + QLDC - Community Services                 |      | x    | x    |      |      |      |
| Ōterotu / Kawarau Falls Heritage Waterfront                  | Queenstown Airport and Ōterotu / Kawarau Falls | Proposed (new)        | Public realm        | Enhance the esplanade reserve along Ōterotu / Kawarau Falls to recognise opportunities for revegetation and stronger cultural heritage associations that tie in with the quality of treatments at the Kawarau Falls development opposite  | Parks and Reserves Development and Management Plans; Jetty Facilities; Frankton Beach / Domain; Native Revegetation along Esplanade Reserves / Strips | Short term               | QLDC - Community Services  | x    | x    |      | x    | x    | x    |
| Lakes District Hospital Relocation                           | Queenstown Airport and Ōterotu / Kawarau Falls | Existing - relocating | Essential services  | Investigate potential long term relocation options for Lakes District Hospital outside the Airport noise contours.  | QAC Masterplan; Lake Link; Emergency Services Precinct.   | Short term               | Southern District Health Board   | x    |      | x    |      |      |      |
| Ferry Facilities   | Queenstown Airport and Ōterotu / Kawarau Falls | Proposed (new)        | Essential services  | Facilities to support potential ferry services from a proposed jetty at Ōterotu / Kawarau Falls and Quayside, helping to minimise traffic on Frankton Road and providing an enhanced visitor experience in association with the proposed Lake Link.   | Transport Business Cases; QAC Masterplan; Lake Link; Parks and Reserve Development and Management Plans; Active Travel Network                        | Short term               | Way To Go  | x    |      |      | x    |      |      |
| Regional Coach and Tourist Hub                               | Queenstown Airport and Ōterotu / Kawarau Falls | Existing - relocating | Land use            | A hub proposed within the vicinity of Queenstown Airport to service locals through public transport transfers as well as visitors and tourist operators with easy links to the wider district to help reduce reliance on self-drive cars.   | QAC Masterplan;   | Short term               | Way To Go + QLDC - Planning & Development + Queenstown Airport Corporation |      | x    | x    |      |      |      |
| Queenstown Airport and Ōterotu / Kawarau Falls Precinct Plan | Queenstown Airport and Ōterotu / Kawarau Falls | Proposed (new)        | Planning + strategy | A plan developed with key stakeholders that further investigates the potential design integration of the urban arrival experience, particularly the Lake Link; multi-modal connections to the Airport terminal, including segregation of public transport between transport interchange and relationship to potential ferry services; establishment of a Regional and Tourist Coach Hub; road connections between Kawarau Road and Hawthorne Drive, via Humphrey St; investigate potential long term relocation options for Lakes District Hospital; esplanade reserve along Ōterotu / Kawarau Falls; land use capacity, including potential of infill; incorporation of urban parks and civic spaces; and creation of a positive precinct character. | Transport Business Cases; QAC Masterplan  | Short term               | Way To Go + Queenstown Airport Corporation                                 | x    | x    | x    | x    | x    | x    |
| Lake Link  | Queenstown Airport and Ōterotu / Kawarau Falls | Proposed (new)        | Public realm        | An Active Travel bridge over SH6 (Kawarau Road), providing a physical and visual connection between Frankton Flats and Lake Wakatipu for the community and visitors.  | QAC Masterplan, Ferry Facilities; Humphry Road Extension.   | Medium term              | Way To Go  | x    | x    | x    | x    | x    | x    |
| Humphreys Road Extension                                     | Queenstown Airport and Ōterotu / Kawarau Falls | Proposed (new)        | Public realm        | Strengthen road connections between Kawarau Road and Hawthorne Drive, via Humphrey St, to reduce public transport and active travel conflicts and provide a more direct link from SH6 to Queenstown Airport, Remarkables Park and Wakatipu High School  | Transport Business Cases; Emergency Precinct; QAC Masterplan.   | Medium term              | Way To Go  |      |      | x    | x    |      |      |

# 6. APPENDIX

## 6.1 SUMMARY OF ENGAGEMENT THEMES AND MASTERPLAN RESPONSE

Below is a summary of the key themes that emerged from the public engagement and how the draft Masterplan seeks to respond to them.

### GENERAL

#### Feedback summary

That the masterplan is for the residents only and not for the business and commercial interests.

#### Masterplan Response

In December 2018, a Memorandum of Understanding was signed between QLDC, NZTA and ORC to work together to provide integrated forward thinking solutions to create a safe and well-connected transport network for the Queenstown Lakes District. The 'Way to Go' (W2G) partnership recognises that all three agencies have an important role to play in driving and delivering change through collectively leading strategic transport planning and delivery, including integration of transport with land use and business cases.

QLDC have engaged with a broad range of stakeholders, including landowners, businesses, residents and interest groups in the formulation of the Masterplan. QLDC will continue to engage and work with members of the community including businesses and residents to achieve the outcomes sought in the Masterplan. We acknowledge that the Masterplan focuses on strategic issues and that we will need to address specific opportunities and issues in the detailed planning phases for the precincts.

### SH6 URBAN ARTERIAL

#### Feedback summary

There was 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.

#### Masterplan Response

Visual amenity and the connection to the natural and surrounding environment are fundamental components of the Masterplan and vision for Te Kirikiri/Frankton. While the land use intensification is important to increase the residential and commercial capacity within Te Kirikiri/Frankton and create an improved sense of arrival into Te Kirikiri/Frankton, we agree that there will be a need to balance this alongside ensuring that the views towards the Remarkables range are not compromised and remain a significant feature of both the arrival experience and existing outlook. Further work will need to be undertaken in the next phases of the project to investigate bulk, location and height for any built form along SH6 to ensure an appropriate outcome is achieved.

### WALKING AND CYCLING CONNECTIONS ON SH6

#### Feedback summary

There was concern from a few stakeholders regarding the crossings on SH6.

#### Masterplan Response

Various options for safe pedestrian and cycling crossings of roads including SH6 are being investigated including overbridges, underpasses and at-grade crossings.

### HOSPITAL RELOCATION

#### Feedback summary

Generally supportive of relocating the Lakes District Hospital in the long term but needing significant planning and understanding of what a new facility would be and its function in the region's health facilities and services matrix.

#### Masterplan Response

The Masterplan identifies the potential relocation or reconfiguration of the hospital. QLDC seeks to undertake further engagement with Southern DHB and other relevant stakeholders to identify the viability and options of providing a connection for people to walk and cycle between the Lake, the Queenstown Airport, local schools, residential areas and amenities such as Remarkable Park. This will need to be coordinated with the Emergency Services Precinct.

### LAND USE TYPOLOGIES

#### Feedback summary

Not enough detail on the Masterplan regarding specific land uses.

#### Masterplan Response

Many of the proposed developments in the Masterplan are for mixed-use developments which can accommodate a range of activities. QLDC through its planning functions will continue to work with the businesses, landowners and developers to meet the needs of the business community.

### SELF DRIVE AND RENTAL CARS

#### Feedback summary

Need for further information that details self-drive, rental cars and transportation to public transport etc.

#### Masterplan Response

QLDC, Otago Regional Council and the NZ Transport Agency will, following the Masterplan, continue to work with the tourism and business community to improve transport options, access to information and services to support a reduction in self-drive tourism within the Wakatipu Basin.

### LARGE FORMAT RETAIL LAND USE

#### Feedback summary

Need to link Masterplan and District Plan

#### Masterplan Response

The Masterplan takes a much longer and holistic view of the Te Kirikiri/Frankton urban area, beyond the ambit of the current District Plan. From this perspective, it has deliberately not sought to be constrained by current zone provisions as that would, in some instances, fail to deliver community and design aspirations for Te Kirikiri/Frankton as a whole. The purpose of the Masterplan is to establish a high level spatial framework that does not extend to the articulation of individual rules under future changes to the District Plan to might distinguish between industrial, retail and trade-related retail activities. The design rationale for identification of an area designed to accommodate Lake Front Retail is to enable a mixture of retail formats to be integrated into Te Kirikiri/Frankton in a location and fashion that is accessible, complementary to surrounding uses and in a way that enhances the urban environment.

### SPORT AND REC AT KIMIĀKAU/SHOTOVER DELTA

#### Feedback summary

Need to investigate feasibility of integrating sport and recreation into the Kimiākau/Shotover Delta, particularly with regard to the adjacent activities such as the Queenstown Airport

#### Masterplan Response

QLDC will undertake additional investigations into the suitability of the Kimiākau/Shotover Delta for recreation activities as well as sporting facilities including a golf course and other sports.

### POWER SUPPLY

#### Feedback summary

There is a significant amount of power infrastructure in Te Kirikiri/Frankton, in particular it is located to the north of the SH6 roundabout and Grant Rd intersection. This infrastructure is limiting the development opportunities to the north of SH6 for residential and commercial opportunities.

### **Masterplan Response**

QLDC acknowledges that there is significant power supply and reticulation infrastructure within Te Kirikiri/Frankton that will require further investigation to achieve the outcomes sought from the Te Kirikiri/Frankton Masterplan. The relocation of a power infrastructure is still yet to be investigated. The relocation was focused on unlocking the potential of land north of SH6, while providing capacity to meet the growth of the area. We intend to work closely with Transpower, Aurora and PowerNet in the short term to further investigate these options. QLDC is to coordinate a working group with Transpower, Aurora and PowerNet to investigate the economic feasibility of relocation of power infrastructure from current location in Te Kirikiri/Frankton (near the intersection of SH6 and Grant Road).

## **URBAN PARKS**

### **Feedback summary**

Location of urban parks with respect to private land holdings.

### **Masterplan Response**

The provision of urban parks and more broadly a network of accessible and connected public open space across the Te Kirikiri/Frankton urban area was a strong desire amongst stakeholders and the community. While the exact nature of the proposed urban parks is yet to be established, it is expected that they will be appropriately designed to reflect the needs and activities of their respective locations. It is acknowledged that the recreational and amenity benefits of public open spaces are likely to be more significant in mixed use and residential areas, however, it is important to provide access to open space for the working population within industrial and commercial areas. The inclusion of these public open space strengthens the environmental qualities the public realm, as well as providing an opportunity to create a stronger more unified character throughout the masterplan area.

## **LUCAS PLACE**

### **Feedback summary**

The role of Western Access/ Lucas Place as a gateway to Remarkables Town Centre

### **Masterplan Response**

To achieve a number of outcomes including the development of the Lake Link for active modes between the Lake, Queenstown Airport and Remarkable Park there is a need to re-align Lucas Place. This connection will continue to service the Queenstown Airport, Remarkables Park and link to SH6 to the south of the new active mode link.

## **SPORTING AND RECREATION NEEDS**

### **Feedback summary**

General and specific feedback on growth and sport and recreational facilities and concerns around the capacity of the QEC site to deliver future needs for a growing population.

### **Masterplan Response**

QLDC is investigating additional sporting needs for the community including the provision of indoor, outdoor and passive recreation facilities and infrastructure to support the current and future population.

## **EMERGENCY SERVICES PRECINCT**

### **Feedback summary**

Development of an emergency services precinct.

### **Masterplan Response**

The Masterplan has identified the opportunity to develop an emergency services precinct within Te Kirikiri/Frankton to centrally service the Wakatipu Basin and communities further afield. The scale and location of the emergency services precinct is indicative and further investigations will be required to identify the footprint, location and feasibility of co-locating these providers.

## **QUEENSTOWN AIRPORT**

### **Feedback summary**

The long term role of Queenstown Airport and it's integration into the wider transport network.

### **Masterplan Response**

Queenstown Airport, located within Te Kirikiri/Frankton, is a domestic and international Queenstown Airport that has operated on this site since 1935. It is estimated that more than a third of all arrivals to Queenstown are via the Queenstown Airport and is a key contributor to the economic and commercial outcomes for the region. The Queenstown Airport has more than 60 businesses and 700 people providing a broad range of services.

The Queenstown Airport is owned and operated by Queenstown Airport Corporation and has been involved in the development of this Masterplan. It should also be noted that the Queenstown Airport is a lifeline utility under the Civil Defence Emergency Management Act 2002.

The Masterplan seeks to improve connectivity to, from and around the Queenstown Airport for a variety of transport users, including school students, workers at the Queenstown Airport and across Te Kirikiri/Frankton

as well as for visitors. QLDC will continue to work with Queenstown Airport Corporation in the implementation of the Masterplan including for precincts such as the Kimiākau/Shotover Delta, Arranmore / McBride Farm Heritage area, Emergency Precinct and Lake Link.

## **SUSTAINABILITY**

### **Feedback summary**

The sustainable management of growth with respect to the local community and the environment.

### **Masterplan Response**

The Masterplan also seeks to improve air and water quality through infrastructure and services that allow people to walk and cycle more, make shorter journeys for their daily activities and needs such as getting to school, work or recreational activities.

## **ASSUMPTIONS**

### **Feedback summary**

How does the masterplan respond to growth etc, assuming the Queenstown Airport remains in situ?

### **Masterplan Response**

QLDC recognises that the Masterplan will need to evolve over time to reflect major changes and assumptions such as tourism and population growth. The Masterplan and Integrated Transport Programme Business Case are based on the assumptions outlined below:

- Queenstown Airport is remaining, including estimated passengers per annum and resulting noise boundaries
- Continued demand for all land use typologies
- Any proposed new public transport routes, hubs, bus stops etc shown in the Masterplan and Integrated Transport Programme Business Case are subject to further investigation and consultation processes.
- At this time, it is not intended to extend the Masterplan boundaries. QLDC is investigating the needs to support a growing population across the Wakatipu Basin through the Spatial Plan.
- The cross wind runway might be removed in the medium term, thus enabling intensification along SH6 which was limited by some of the noise and height implications.