

VERBAL SUBMISSION – RICK PETTIT- 13 DECEMBER 2023

I have lived here for over 30 years – I have seen a lot of change.

Part of that led me to becoming a QLDC Councillor between 2001 – 2007. At that time, the community was concerned about the direction we were heading.

The first thing we did we was consult with the local communities- QUEENSTOWN TOMORROW & WANAKA 2020 to establish what were the overriding priorities and aspirations.

To my knowledge similar consultation has not happened in the last 20 years. In this period, the QLDC has been the fastest growing District in Australasia, and probably still is.

But to be fair I doubt that our aspirations have changed.... PROTECT OUR RURAL LANDSCAPE, PROTECT OUR ENVIRONMENT AND CONTROL HOW AND WHERE GROWTH EVOLVES.

Our Basin is relatively small – confined by two lakes and mountain ranges on all sides –There are only three roads into the Basin – the areas for expansion are limited – unlike say Wanaka.

The Ladies Mile proposed plan change area isn't large- BUT is a critical area in terms of landscape significance and our long term visual amenity.

To that end our main subdivisions –through successive Councils have ensured that they are not seen from our roads – as I am sure you have seen LAKE HAYES ESTATE, SHOTOVER COUNTRY, but also JACKS POINT, HANLEY FARM AND WOOLSHED BAY are all pretty much invisible from our main roads.

This came about through the QUEENSTOWN ENTRANCES STUDY - ironically also known as the GATEWAY TO QUEENSTOWN.

QUOTE

THE IMPORTANCE OF CREATING SCENIC LANDSCAPEDD COORIDORS THROUT THE DISTRICT, PARTICULARLY ALONG THE MAIN ENTRANCES TO THE TWO CENTRES.....

Specifically for LADIES MILE TO SHOTOVER BRIDGE...BRING ABOUT THE EXPERIENCE OF AN OPEN RURAL LANDSCAPE. PRESERVE OPEN VIEW SHAFTS TO HIGH TOPOGRAPHICAL AREAS AND THE MOUNTAINN BACK DROPS.

PARTICULARLY IMPORTANT IS THE OPEN CHARATER OF SLOPEHILL.

ROADSIDE TREATMENT SHOULD PRESERVE OPENESS.

ROAD ENTRY TO LAKE HAYES ESTATE DEVELOPMENT MUST REMAIN AS INCONSPICUOUS AS POSSIBLE.

ANY FUTURE BUILDINGS ON THE NORTHERN SIDE OF THE ROAD SHOULD BE SET BACK AGAINST THE TOE OF SLOPEHILL.

UNQUOTE

This is very site specific – and for very obvious reasons exactly as it is there now. And obviously why our existing main subdivisions are set up the way they are.....

ENTIRELY CONTRARY TO THE SPATIAL PLAN.....WHICH FLIES IN THE FACE OF EVERYTHING THE COUNCIL AND COMMUNITY HAS BEEN TRYING TO PROTECT FOR THE LAST 30 YEARS.

APART FROM THE ONL – THE LARGEST LAND AREA IS THE WAKATIPU RURAL AMENITY ZONE WHERE SUBDIVION IS LIMITED TO 80 Ha IE YOU NEED 160Ha IN ORDER TO SUBDIVIDE Presumably because they want to protect the Rural environment from URBANISATION, because there is no horticulture and very little farming left in the Basin.

YET LADIES MILE IS THE BUSIEST RURAL ROAD IN THE DISTRICT.

THIS PROPOSAL MAKES A COMPLETE MOCKERY OF THE COUNCILS OWN OBJECTIVES AS PER THE PDP.

WE DO HAVE A HOUSING CRISIS – NO QUESTION.

AT HANLEY FARM OUR MOST RECENT MEDIUM DENSITY SUBDIVISION – stand-alone houses on 300 – 500 sq m sections – are now being sold at \$1.5m and heading to \$2m.

A recent 580 lot proposed subdivision above Frankton Road is marketing their cheapest sections at \$800,000.

Does anyone seriously believe that having paid \$30 million for a few paddocks along Ladies Mile that these proposed sections will be for AFFORDABLE HOUSING.....AND WILL SOLVE OUR HOUSING CRISIS??

In growth areas like AUCKLAND, WELLINGTON and CHRISTCHURCH – they have been working on URBAN INTENSIFICATION for the last 10 years

QLDC HAS ONLY VERY RECENTLY PROPOSED BY WAY OF VARIATION TO THE PROPOSED DISTRICT PLAN – URBAN INTENSIFICATION, unbelievable AFTER the Current LADIES MILE...one can only assume they thought about this afterwards....AND NOT TEN YEARS AGO!!!

I support URBAN INTENSIFICATION in principle because in order to create affordable housing we need to go up and increase density. areas.

The proposed areas are huge – 20X times larger than the proposal you are considering.

AT 5 MILE – FRANKTON FLATS – QLDC DID A STUDY IN LATE 2020 OUT TO 2048.

THIS ENCOMPASSES THE WHOLE AREA AROUND THE AIRPORT INCLUDING REMARKABLES PARK.

WE ALREADY HAVE ZONEDD – RESIDENTIAL – COMMERCIAL – INDUSTRIAL – VISITOR ACCOMMADATION.

REMARKABLES PARK – WHICH IS SUBSTANTIALLY UNDEVELOPED IS ALREADY ZONE TO 12M.

WE ALREADY HAVE SPORTS FIELDS, SWIMMING POOL, EVENTS CETRE AND EVEN A GOLF COURSE SHOULD ADDITIONAL RECREATION SPACE BE REQUIRE.

ROADING AND IN GROUND INFRASTRUCCTURE IS ALREADY IN PLACE TO SERVICE DEVELOPMENT.

WHEN YOU LOOK AT THIS TOTAL AREA IT IS MANY TIMES THE SIZE OF THE PROPOSED LADIES MILE DEVELOPMENT AT AT THIS POINT **MOST IMPORTANTLY AT THIS POINT OF TIME IT IS PROBABLY AT 25% OF ITS DEVELOPABLE CAPACITY.**

ARE WE NOT BETTER TO CONSIDER THIS AS THE SOLUTION TO OUR PROBLEM THAN EXTENDING IN TO UNCLUTTERED, VISIONALLY SENSITIVE LANDSCAPE, WITH INADEQUATE, IF ANY OF THE NECESSARY INFRASTRUCTURE.....

THE OTHER ISSUE WE HAVE IS TRANSPORT – ROADING ACCESSIBILITY, PUBLIC TRANSPORT.....

THE WAKATIPU TRANSPORTATION STUDY with a 20 Year horizon was adopted by QLDC in 2007. This was a joint study between QLDC, NZTA , and the ORC.

The SAME PARTNERS have only this year announced it is planning to redo. So presumably the 2007 study still stands....

The conclusions of the 2007 study were extensive, BUT THE MAIN POINTS

- LOSS OF SERVICE LEVELS E & F AT INTERSECTIONS IN THE CBD AND AROUND FRANKTON FLATS – CURRENTLY SELF EVIDENT
- WIDEN FRANKTON ROAD – BUS LANES – PARK AND RIDE AND IMPROVED ROADING TO CATER FOR FUTURE GROWTH.

THE PROBLEM IS – WE – THE QLDC HAVE NO SAY OR CONTROL OF OUR MAIN ARTERIAL ROUTES – FROM CROMWELL AND INVERCARGILL ALL THE WAY INTO AND THROUGH THE MIDDLE OF THE CBD, BECAUSE THEY ARE STATE HIGHWAYS UNDER THE SOLE CONTROL OF WAKA KOTAHI.

THE TWO KEY RECOMMENDATIONS OF THAT STUDY WERE– TO SPEND \$120MILLION TO WIDENING FRANKTON ROAD TO TAKE PUBLIC TRANSPORT.

IMPROVING THE FLOW OF TRAFFIC BY TWO LANE, ONE WAY TRAFFIC DOWN STANLEY ST AND UP HENRY/MELBOURNE ST IN AND OUT OF THE CBD.

NONE OF THIS HAS HAPPENED IN THE LAST 20 YEARS AND IS NOT LIKELY TO HAPPEN IN DECADES.

IT TOOK WAKA KOTAHI **TWENTY YEARS** —from the time they said yes - TO REPLACE THE 100-YEAR-OLD WOODEN ONE LANE KAWARAU FALLS BRIDGE – IT WAS OPENED IN 2018 at \$22m.

WAKA KOTAHI NOW HAS FAR GREATER AND MORE PRESSING ISSUES SOLVING INFRASTRUCTURE AND ROADING FAILURES IN THE NORTH ISLAND.

WAKA KOTAHI IS NOW ABOUT TO INSTALL 10 TRAFFIC LIGHTS ALONG FRANKTON ROAD.

QLDC IS NOT CONTINUING THE CBD RING ROAD.

YOU MAY HAVE NOTICED - BUT WE HAVE PROBABLY ONLY ABOUT 2KM OF 4 LANE ROADS – IF THAT! MOST OF THEM LEAD IN OR OUT OF TWO LANE ROUNDABOUTS THAT IMMEDIATELY CONVERGE BACK INTO SINGLE LANES !!! THAT CREATE THE USUAL JOSTLE AS DRIVERS TRY AND KEEP THEIR PLACE IN THE QUEUE!!

AS I AM SURE YOU CAN APPRECIATE NONE OF THIS HELPS PROVIDE AND EFFECTIVE AND EFFICIENT PUBLIC TRANSPORT SYSTEM.

CAN I ALSO ADD

- QLDC HAS JUST OVER 20,000 HOUSEHOLDS
- THIS YEAR RATES INCREASED – ON AVERAGE 14.5% - THE HIGHEST OVER 22%
- WE HAVE THE THIRD HIGHEST RESIDENTIAL RATES IN NZ – only just behind Carterton and the Manawatu!!!
- LAST YEAR THE QUEESNTOWN AIRPORT PUT THROUGH 2.3M PASSENGERS
- THE CBD BOUNDARY HAS BEEN INCREASED – INCLUDING LAKE VIEW LAND WHICH QLDC HAS SOLD FOR INTENSIVE HIGH RISE DEVELOPMENT

- URBAN INTENSIFICATION IS GOING UNDOUBETLDY IN THE FORESEEABLE FUTURE- TO OCCUR IN THE CBD- GORGE ROAD – ALONG FRANKTON ROAD AND 5 MILE
- THE SECOND LARGEST INDUSTRY OUTSIDE OF TOURISM – IS CONSTRUCTION. WHICH WILL HAVE VERY HIGH LEVELS OF ACTIVITY IN THE AREAS MENTIONED ABOVE.
- IN MY PERSONAL EXPERIENCE IT IS NOT PRACTICAL OR POSSIBLY TO PUT THE CONSTRUCTION INDUSTRY INTO BUSES– ON BIKES OR WALKING.

MY CONCLUSION IS – AND HOPEFULLY IT IS YOURS –

IS THAT THIS PROPOSED PLAN CHANGE WILL

- FOREVER CHANGE THE RURAL ELEMENT OF THE HIGHLY VISIBLE RURAL LANDSCAPE – FROM THE BUSIEST RURAL ROAD IN THE DISTRICT - WHICH THE COMMUNITY HAS SPENT DECADES TRYING TO PRESERVE
- WILL ADD VERY LITTLE TO IMPROVING OUR HOUSING ISSUES
- WILL JUST EXASERBATE OUR TRANSPORT STRUCTURE WHICH IS ALREADY AT A FAILURE POINT – NOW – ADDING TO THE PROBLEM OF MOVING ACROSS A TWO-LANE BRIDGE.
- UNDOUBTEBLY ALL THIS WILL COST RATE PAYERS SIGNIFIACNTLY

I ASK THAT YOU RECOMMEND TO THE MINISTER THAT THIS PROPOSAL SHOULD NOT GO AHEAD.

AT THE SAME TIME YOU SHOULD SUGGEST TO THE MINISTER THAT – THE 20,000 RESIDENTS OF THE QLDC CAN NOT AFFORD THE INFRASRUCTURE NECESSARY TO SUPPORT OVER 1 MIILION TOURISTS AS IT IS, WITHOUT ADDING THE ADDITION COST OF THIS.