



ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Waka Kotahi NZ Transport Agency & Queenstown Lakes
District Council

NZUP – SH6 Frankton Corridor, SH6 / 6A Intersection and Bus
Hub Expansion

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QUALITY REVIEW AND APPROVAL RECORD

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1 INTRODUCTION

Waka Kotahi NZ Transport Agency (Waka Kotahi) is a Crown entity with its objective, functions, powers and responsibilities set out in the Land Transport Management Act 2003 and the Government Rounding Powers Act 1989. Waka Kotahi is also a requiring authority under s.167(3) of the RMA.

The purpose of Waka Kotahi is creating transport solutions for a thriving New Zealand. Waka Kotahi shapes New Zealand's transport networks and people's safe and efficient use of them. Waka Kotahi connects families, help businesses take goods to market, and help others work, study and play.

An integrated approach to transport planning, funding and delivery is taken by Waka Kotahi. This includes investment in public transport, walking and cycling, local roads and the construction and operation of State Highways. Waka Kotahi exhibits a sense of social and environmental responsibility when undertaking this work.

The Queenstown Lakes District Council (QLDC) is a Territorial Authority and has financial responsibility for the expanded bus hub at Frankton.

Waka Kotahi and QLDC are proposing to undertake State Highway improvements and expand the existing bus hub at Frankton (the Project).

1.1 Purpose and Scope of this AEE Report

This Assessment of Effects on the Environment (AEE) report and supporting documentation have been prepared in support of the Notices of Requirement (NoRs) for the alteration to a designation alteration and a new designation that which would authorise, the construction, operation and maintenance of the Project.

An alteration of designation is proposed by Waka Kotahi for those components of the Project that relate to the expansion of the State Highway 6 (SH6) footprint to provide for the proposed works. A new designation is proposed by QLDC to provide for the expanded Bus Hub. This approach has been taken as, despite two requiring authorities being involved, the changes to SH6 and the Bus Hub are an integrated design solution to achieve the objectives of the respective organisations.

This AEE report includes a comprehensive and integrated assessment of environmental effects, which addresses all aspects relevant to the consideration and determination of the NoRs.

1.2 Structure of this Report

This AEE report, in conjunction with plans and technical reports, has been prepared in support of the NORs for the Project. It provides the following:

- Project background and reasons for the Project
- A description of the existing environment
- An assessment of the alternatives that have been considered
- A description of the consultation and engagement undertaken through the development of the Project and the identification of persons affected by the Project
- A description of both the construction and operation of the Project
- An assessment of any actual or potential effects on the environment that may result through the construction, operation and maintenance of the Project (including proposed measures to mitigate adverse effects)
- Proposed conditions
- An assessment of the statutory matters to be considered in respect of the Project.

2 REASONS FOR THE PROJECT

2.1 Project Background

The Queenstown Lakes District is one of New Zealand's fastest growing locations, driven by growth in population, the tourism industry and supporting activities. This growth is placing increasing pressure on infrastructure and, in particular, the transport system.

This Queenstown Business Case provides a detailed assessment of the previous work undertaken and direction set by the Queenstown Integrated Transport Programmed Business Case (PBC) and the Queenstown Transport Masterplan PBC. Both of these PBC recommended programmes, that were economically robust, sought to address the following key identified issues:

- Efficiency,
- Amenity,
- Safety,
- Resilience.

While Covid-19 has affected current growth rates, these are expected to recover by the medium term and do not compromise the findings of the business case.

The agreed investment objectives of the business case are to:

1. Provide more efficient and reliable access for people and goods that:
 - Sustainably manages growth
 - Reduces reliance on private vehicle travel
 - Enables enhanced land use
2. Is adaptable to change and disruption
3. Enhances the liveability and quality of the natural and built environment
4. Enhances safety with a goal of Vision Zero.

A wide range of interventions and programmes were considered in the development of the business case. The overarching philosophy when developing the preferred programme was to shift the current reliance on the private vehicle, providing users with choice, and to have a programme that is adaptive and scalable such that a response is agile to respond to uncertainties in the future.

A key outcome of the assessment process was that additional road capacity for State Highway 6A (SH6A) between Frankton and Queenstown would be unfeasible due to cost and geotechnical challenges. Furthermore, a step change is required to achieve the 40% alternative mode share needed during the PM peak on SH6A by 2028 to meet the investment objectives.

The recommended programme has therefore identified a mixture of infrastructure, public transport and travel behaviour change improvements for implementation.

2.2 Project Objectives

The primary objective of the Project is to improve public transport connections, active travel, safety and to accommodate future traffic demand on SH6 and 6A.

2.3 Need for the Project

The well-publicised tourism boom in Queenstown has led to substantial and sustained growth in both the number of visitors and the resident population. While tourism has proved an economic boon to some areas of the community, it has also created a myriad of social and environmental issues.

Although growth has recently slowed, as a result of COVID-19 pandemic travel restrictions and the associated economic downturn, it is highly likely Queenstown will quickly recover. Indeed, recent (April and May 2022) data from permanent traffic monitoring sites on SH6 have shown that both peak hour and

daily volumes are now in line with 2018 (pre-COVID) volumes – this includes a significantly lower visitor population, and demonstrates that the resident population has continued to grow through this period, essentially replacing tourist trips. Consequently, the hiatus has most likely only offered a short break before congestion and emission levels continue to rise above pre-pandemic levels but provides opportunity to progress transport improvements so that Queenstown is better positioned for the future.

A history of car-oriented development and dispersed land use has led to a lack of travel options for residents and visitors, while the ability to provide additional capacity, cost-effectively, is restricted by the area's challenging terrain, high property values and competing demands for land. As a result, the existing transport network is beginning to show signs of strain, unable to maintain an adequate level of service for the unprecedented number of users, which is negatively impacting the liveability of the town for residents and impacting visitor experience.

While the Queenstown roading network has limited ability to accommodate future growth, land use and tourism changes mean that peak hour demand to travel between Frankton and Queenstown is predicted to more than double by 2048.

This Project will help to achieve the objectives of the New Zealand Upgrade Programme Queenstown Package (NZUP). NZUP aims to reduce reliance on private vehicles and provide other modes of transport including active modes and improved public transport. The increase in mode share will also contribute to the Government's Emissions Reduction Plan targets to reduce vehicle kilometres travelled. These measures will support people in choosing different ways to travel that are both healthier and better for our environment.

The Project will provide an enhanced corridor that will improve access to the Frankton area, both to and from the existing business, retail and residential development on the south side of SH6 Frankton-Ladies Mile Highway, but also to proposed business mixed use development on the north side of SH6. The Project will provide improvements for public transport services and active travel.

2.3.1 Background

NZUP is a committed programme of works which includes Projects on four highway corridors in the Whakatipu Basin, refer to Figure 1 below.



Figure 1 - NZUP Programme - Overview

2.3.2 Problem

As identified above in Section 2.3, there is an issue with traffic congestion and delays on SH6, including along the Frankton Corridor and at the SH6/SH6A intersection. The operation of this part of the road network is predicted to be at capacity by 2028, irrespective of the Project, due to considerable network constraints at Shotover Bridge, Kawarau Falls Bridge and SH6A Frankton Road. Adding additional road capacity, for example at the critical SH6/SH6A and SH6/Hawthorne Drive intersections, does not provide a long-term solution, as widening would be required across the whole of Frankton Flats (to be compatible with any capacity uplift at SH6/SH6A), including additional and/or duplication of bridges.

Due to the level of both residential and visitor growth predicted, traffic modelling undertaken showed that without a significant level of mode shift (to public transport and active modes) and behavioural shift (peak spreading, home working etc), the section of SH6 through Frankton would not be able to accommodate the “Business-As-Usual” dependence on private car trips.

Consequently, infrastructure options for the corridor concentrated on maximising and integrating the following intervention types:

- Bus Priority – introduction of bus lanes where feasible, with additional and higher-quality stop facilities.
- Active Modes – improved facilities and linkages between existing and new routes.
- Intersection Improvements – change in intersection form to improve road safety and access, and to enable better operational management of the network.

2.4 Need for the Designation

Part 8 of the RMA allows for requiring authorities to request land be designated in District Plans for Projects and works for which the Requiring Authority has financial responsibility. Waka Kotahi and the QLDC are the Requiring Authorities with financial responsibility for the designations and the works proposed.

Designation is considered both reasonably necessary and to be the preferred planning mechanism for the Project. Over the long term, a designation provides greater certainty and flexibility than a resource consent. This certainty is important as Waka Kotahi and QLDC are making a long-term commitment to this Project, which will result in some permanent land use changes. A resource consent would result in less certainty for Waka Kotahi, QLDC and the community in terms of process and outcome, and there is less scope for minor changes to design detail once approved.

2.5 Solution

To create sufficient space for the necessary upgrades Waka Kotahi is giving notice of a requirement to add areas of land adjoining the current SH6 and 6A corridors for State Highway purposes (which will incorporate a multi-modal approach for public transport, active modes and general traffic), noting some of this is required temporarily for construction purposes. This also needs to be considered ‘hand in hand’ with the Notice of requirement from QLDC to designate the Bus Hub at Frankton, which is required to provide the necessary infrastructure to accommodate the increase in public transport (PT) the Project will facilitate.

3 STATUTORY APPROVALS SOUGHT UNDER THE RMA

The RMA outlines a number of relevant considerations for the determination of NoRs. In this section the key statutory matters under the RMA and their relevance to the Project are set out being:

- Notices of requirement for designations and outline plans (Part 8 RMA)

This section only seeks to set out the statutory matters. The assessment of the Project in relation to these matters is provided in Section 9 of this report.

3.1 Notice of Requirement

Waka Kotahi and QLDC have requiring authority status and are seeking to alter the designation / seek a new designation for the Project as part of undertaking their legislative functions, specifically:

- Waka Kotahi proposes to alter of designation for those components of the Project that relate to the expansion of SH6 footprint to provide for the proposed works.
- QLDC proposes a new designation to provide for the expanded Frankton Bus Hub.

The prescribed form for the Waka Kotahi NoR is set out in Form 18 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003. The prescribed form for the NoR by QLDC is set out in Form 20 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003. The NoRs for the Project have been prepared in accordance with these regulations.

Section 176A provides that an outline plan must be submitted to a territorial authority before commencing construction of a Project or work under a designation unless certain circumstances apply (which are not relevant to the Project). An outline plan(s) will be lodged with Queenstown Lakes District Council following the confirmation of the altered designation and new designation. This will be undertaken following the subsequent completion of detailed design.

4 EXISTING ENVIRONMENT

4.1 Location

Generally speaking, the site is located along two 'legs' of SH6 in Frankton, Queenstown. The first 'leg' is the section from Hardware Lane to the SH6/6A intersection, a length of approximately 1600 metres. The second leg is a shorter section of SH6 that stretches approximately 410 metres south of the SH6 / 6A intersection to the intersection of SH6 and Ross Street. Additional to the SH6 corridor is a mixture of adjoining land of a variety of status, including adjoining business and mixed used zoned land, some sections of local road, and recreation reserve.

4.2 Existing Transport Network

The existing transport network in the vicinity of the site is dominated by SH6 and SH6A. SH6 provides the link between Queenstown and the Central Otago District providing predominantly for traffic from the West Coast, and from further north via State Highway 8 as well as east to coastal Otago. To the south, SH6 provides a link with Southland and also to Te Anau and Fiordland. SH6A provides a link between Frankton and central Queenstown. The local road network adjoining the Project area consists of two distinct sections – the local road network in and around old Frankton, and the newer network servicing the mixed used development on Frankton Flats. Both sections of the network as described above interact with SH6, with the newer section on Frankton Flats carrying much higher traffic volumes.

4.2.1 Walking and Cycling

An existing off road shared path currently runs south from Hardware Lane, along the frontages of Queenstown Central and 5 Mile, around the rear of the residential property at 60 Frankton-Ladies Mile Highway, before crossing Joe O'Connell Drive and running along the SH6 frontage of the Golf Course. The shared path at Joe O'Connell Drive also runs along the western side of Joe O'Connell Drive and Events Centre Car Park before proceeding in a south westerly direction through the Frankton Golf Course and connecting with SH6 (Kawarau Rd) at the existing pedestrian signals between Ross Street and Lucas Place.

On the northern side of SH6, a short section of shared path skirts the northern edge of the existing roundabout at the SH6 / Grant Road intersection (roundabout) and a similar configuration exists at the intersection of SH6 and Hawthorne Drive.

4.3 Frankton Bus Hub

The Frankton Bus Hub consists of a sealed area on the western side of SH6 at Frankton, just south of the Gray Street intersection. There are two 'lanes' of bus stops one closest to the shelters and toilets, and another closer to the SH6 carriageway with a central manoeuvring area. There is space for 5 buses here (based on observation). A small car parking area is located at the Gray Street end of the facility. On the eastern side of SH6 there is an additional bus stop with space for three buses and a short bus lane. At either end of the bus hub there are pedestrian refuges in the middle of SH6 providing for pedestrians to cross SH6. The southernmost of these is signalised. There is also a vegetated 'island' between the bus hub and SH6, located within SH6.

The current shelter and toilets were authorised by way of an Outline Plan Waiver on 5 March 2007. The site is subject to Designation 155 and is subject to the set of 'standard' conditions applying to Recreation Reserves as outlined in 'B Recreation Reserves'. Our review of the conditions applying to this designation have identified that the current operation of the bus hub does not comply with the conditions of the designation, particularly Conditions 9 (Noise) and 10 (Hours of Operation).

Table 1 - Bus Hub Compliance Assessment

Condition #	Condition Wording	Comment
9	<p>Noise</p> <p>Activities, other than outdoor recreation, shall be conducted such that the following noise levels are not exceeded at the boundary of the site:</p> <p>All zones except Rural:</p> <p>During day time 40dB LAeq (15 min)</p> <p>During night time 30dB LAeq (15 min)</p>	<p>Noise measurements and modelling in relation to the existing Bus Hub (refer to the Bus Hub Noise Report in Appendix D4) have identified that this limit is exceeded during both daytime and night time by the existing bus hub.</p>
10	<p>Hours of Operation</p> <p>Where a site adjoins or faces a residential area no activities shall be conducted from the site between the hours of midnight and 7am.</p>	<p>Having reviewed the bus timetable below this condition is currently being breached at both ends of the day (i.e. activity before 7am and after midnight).</p>

Further to this, it is questionable whether the bus hub being located on the site could be considered to be consistent with the purpose of the designation (Recreation Reserve). Regardless, the proposed expansion provides an opportunity to rectify this situation and remove the existing designation from the site and have the bus hub subject to a new Designation set of conditions that reflect the activity being undertaken on the site. Any designation removal at the bus hub site would be undertaken subsequent to the confirmation of the bus hub designation as provided for by s182 of the Act.

The current bus hub operation services 5 routes:

1. Sunshine Bay – Remarkable Shops via Airport
2. Arthurs Point – Arrowtown
3. Kelvin Heights – Frankton Flats
4. Frankton Hub – Jacks Point
5. Queenstown - Lake Hayes Estate

The buses run on a regular basis from 6.00AM until after Midnight, seven days a week. Bus frequencies vary by route, with the most frequent services having buses operating every 15 minutes during the peak and the lowest frequency services having buses operating every 60 minutes. All existing routes at some point in time pass through the Frankton Bus Hub which acts as a central transport feature that connects the entire Queenstown bus network.

From observing the Queenstown bus routes the main travel routes for this service comprise of SH6A/Frankton Road, SH6 and Kawarau Road. These roads direct most of networks bus transport operations into and away from the Frankton Bus Hub, with a maximum of 3 different bus routes utilising each of these highways/roads at any one time. For example:

- a) SH6A assigned routes 1, 2 and 5
- b) SH6 assigned routes 2, 3 and 5
- c) Kawarau Road assigned routes 1, 3 and 4

The following tables detail the bus operations at the Frankton Bus Hub:

Table 2 - Current Frankton Bus Hub Operations

BUS ROUTE	START (First bus(es) at Frankton Hub)	ENDS (Last bus(es) at Frankton Hub)	INTERVAL	BUSES PER DAY
Sunshine Bay – Remarkable Shops via Airport	From Sunshine Bay: 6.40AM From Frankton: 6.20AM	From Sunshine Bay: 12.40AM From Frankton: 12.20AM	From Sunshine Bay: Every 15mins until 7.40PM. Every 30mins thereafter From Frankton: Every 15mins until 7.50. Every 30mins thereafter	From Sunshine Bay: 62 From Frankton: 63
Arthurs Point – Arrowtown	From Arthurs Point: 6.20AM From Arrowtown: 6.20AM	From Arthurs Point: 10.20PM From Arrowtown: 10.20PM	From Arthurs Point: Every 30mins between 6.20-8.20AM and 4.20-7.20PM. Every hour thereafter From Arrowtown: Every 30mins between 6.20-8.20AM and 4.20-7.20PM. Every hour thereafter	From Arthurs Point: 22 From Arrowtown: 22
Kelvin Heights – Frankton Flats	From Kelvin Heights: 6.20AM From Frankton Flats: 6.20AM	From Kelvin Heights: 10.20PM From Frankton Flats: 10.20PM	From Kelvin Heights: Every hour From Frankton Flats: Every hour	From Kelvin Heights: 17 From Frankton Flats: 17
Frankton Hub – Jacks Point	From Jacks Point: 6.15AM From Frankton Hub: 6.25AM	From Jacks Point: 10.15PM From Frankton Hub: 10.25PM	From Jacks Point: Every hour From Frankton Hub: Every hour	From Jacks Point: 17 From Frankton Hub: 17
Queenstown - Lake Hayes Estate	From Lake Hayes: 6.20AM From Queenstown: 6.20AM	From Lake Hayes: 10.20PM From Queenstown: 10.20PM	From Lake Hayes: Every 30mins between 6.20-9.20AM and 3.20-7.20PM. Every hour thereafter From Queenstown: Every 30mins between 6.20-9.20AM and 3.20-7.20PM. Every hour thereafter	From Lake Hayes: 25 From Queenstown: 25

***Note: two buses operating simultaneously per route in opposite directions*

There is a set of lights at the southern end of the existing bus hub, which provide for pedestrians to cross SH6 between the main part of the bus hub and the bus stops on the eastern side of SH6, where there is space for three buses plus a short bus lane.

Further south of the existing bus hub site is an existing weighpit that is used by the NZ Police for the inspection and weighing of heavy vehicles. This weighpit is located within the existing SH6 designation.

4.4 Land Use/Surrounding Area

The surrounding land use of the site is variable. On the immediate south side of the Frankton Corridor is a mix of large and smaller format retail, with other activities such as visitor accommodation. Further south of

the highway are located professional offices and some residential activity. Further towards 'old Frankton' is the Queenstown Events Centre and Frankton Golf Course. The existing land use on the north side of SH6 in the Frankton Corridor is a mixture of existing pastoral land, established infrastructure related activity such as the Transpower and Aurora Energy Substations, and a variety of other industrial activity. This area is in transition in terms of the land use pattern with a variety of developments already consented and at various stages of construction or preparation.

Prominent at the intersection of SH6 and 6A is the older well established Frankton Shopping Centre on the south eastern quadrant of the Roundabout, with the northern side of the roundabout occupied by a BP Service Station and the Terrace Junction Shopping Centre. Moving further along SH6 towards Invercargill, the eastern side of SH6 is again the Frankton Golf Centre. On the western side is the existing Bus Hub, located in a recreation reserve that stretches for approximately 320 metres to Gray Street providing a 'setback' between the state highway corridor and the (predominantly) residential properties that have access from McBride Street.

The other prominent land uses in the vicinity of the site is Queenstown International Airport and Frankton Hospital, and further to the east, Remarkables Park commercial centre.

4.5 Landscape

The underlying topography of the local landscape is relatively flat but also slopes away steeply to the south and west towards the Kawarau River and Lake Whakatipu respectively. The areas that are subject to the designation are typical in this sense, with the land to the east that abuts the Frankton Golf Centre undulating and rising from the existing road corridor towards the golf course.

Hills with a mixture of wilding pines, scrub, and pockets of native shrubs lie directly north of the proposal site. Wider vegetation consists mainly of well-established trees located within the Frankton Golf Centre and open space land to the east of the road corridor. These trees have high amenity value however they are not scheduled in the Queenstown Proposed or Operative District Plan but are situated on Council Reserves. Small areas of native vegetation occur in traffic islands adjacent to the BP service station and along Kawarau Road (SH6).

There is also a mix of trees and shrubs to the west of the road corridor and within the reserve and open space areas that separate the carriageway from those residential dwellings to the west. Vegetation on these properties is a mixture of exotic and native trees and shrubs, typical of reserve land in a residential area of this nature.

4.6 Geology and Geohydrology

The geological map of the Whakatipu area (GNS, 2000) indicates that the site comprises of a mix of the Schist of Peak A3B2 (the continuation of Queenstown Hill towards Lake Johnston), the Fan deposits of Frankton Flats and the Lake gravels of Lake Whakatipu. Landslide material is present to the north of the site, along the side of the Schist of Peak A3B2.

The fan deposits of the Frankton Flats are thought to have been deposited when the level of Lake Whakatipu was higher and the Shotover and Kawarau Rivers were also at higher bed elevations. These deposits are expected to be loose, commonly angular, boulders, gravel, sand, and silts.

The ground surface falls away towards Lake Whakatipu to the west of SH6, and the deposits represent the reducing Lake level over time, but are expected to be well sorted, fresh, rounded, fine to medium gravels in benches

4.7 Vegetation

Vegetation at the site consists predominantly of planted exotic species, some within the existing State highway corridor, some within QLDC managed reserves, and some on private property. Varieties of grass are the dominant groundcover, and some of these are more actively maintained including irrigation (e.g. Events Centre).

The arborist report (attached in Appendix D2) makes the following observations about trees within the Project footprint:

- The European Larch and Douglas Fir located along both sides of the corridor are the prominent species and at the time of planting last century were considered a practical, hardy, and appropriate species. Community attitudes toward exotic conifers particularly these species that are broadly grouped as Wilding tree species has significantly changed, to favouring New Zealand native species and ornamental trees both deciduous and coniferous that don't contribute to further seed dispersal and Wilding tree problems.
- The Oaks, Silver Birch, and various Cypress species are also prominent trees within the landscape and have reached a semi-mature age class. Most of these trees are generally showing a fair to good level of general health and structure and have the capacity to provide ongoing amenity for many years.
- The trees that are identified as less prominent within the landscape are those that have been planted in more recent years and have not yet reached a size and scale of maturing within the landscape. There are a few smaller specimen trees that appear to be establishing quite well however, many of the recent plantings are in poor health and stature due to a combination of site conditions, and lack of establishment irrigation and ongoing maintenance.

4.8 Archaeology and Heritage

The only site identified in the Proposed Queenstown Lakes District Plan in the vicinity of the site is the Frankton Cemetery Walls and Gates which are identified as Historic Heritage Feature 47. This feature will be unaffected by the proposed works; however the presence of the feature is acknowledged and has been taken into account in the proposed design. The proposed design response to this feature is discussed below in Section 8.

4.9 Cultural Values

Much of the historical context for Māori and post-colonial cultures, including European and Chinese, is tied to the 'resource rich' Whakatipu-Wai-Maori and the surrounding landscape. For Māori the multi-generational connection to the area as Mahika Kāi (resource gathering, use and transportation) is reflected by concepts of Nohoaka and Kāika (settlement and villages) that are connected in time and space via Ara Tawhito (trails), which wind their way through Whaktipu-Wai-Maori and connecting the area with wider Te Wai Pounamu.

These historical associations for Māori are also reflected in post-colonial cultural connections to Te Kirikiri | Frankton and the wider Whakatipu landscape. In 1863 Queenstown's founder, William Rees, named Frankton after his wife, Frances and was drawn to the area in search of land to farm. After the discovery of gold in the Arrow River by one of Rees' farm workers (Jack Tawa), the area underwent a significant shift with Queenstown becoming a "roaring goldmining town".

Fundamentally, these historical trends and the influence they have had on the associative landscape are based on the concepts of Mahika Kāi (resource utilisation), Nohoaka (pathways) and Kāika (villages) and the opportunity they provide for modern day society to occupy Te Kiriri | Frankton, which taken together is an expression of Ahi Kaa (fire of occupation).

4.10 Social and Community

4.10.1 Queenstown Events Centre

The Queenstown Events Centre is multi-purpose indoor sports and events complex located at 33 Joe O'Connell Drive, adjacent to the Queenstown International Airport and Frankton Golf Course. It is the districts principal community sport and recreation facility and is owned and administered by QLDC. It is designated under the District Plan as #29 Purpose: Queenstown Events Centre and Aquatic Centre.

The site offers a range of function and meeting room facilities, Alpine Health and Fitness (gym and group fitness studios), Alpine Aqualand (swimming pools), outside tennis / netball courts and sports fields including the John Davies Oval with stadium seating.

The events centre operates year-round with its general operational hours being 6AM-9PM during the week and 8AM-8PM on the weekend.

4.10.2 Frankton Golf Course

Frankton Golf Course is a public 9-hole golf course & driving range owned and administered by QLDC. Operating hours are from 9.00am-7.00pm during summer (6.00pm in winter), seven days a week. The site is located on the corner of Kawarau Road and State Highway 6 Frankton adjacent to Queenstown Events Centre and Queenstown International Airport. A significant part of the golf course is on Queenstown Airport land (Hole #2 Green, and Holes 3-7).

The facilities on site include:

- 9-hole golf course
- Driving range
- Foot Golf Course
- Putting/chipping green
- On-site pro shop
- On-site parking

4.11 Utilities

There is a mixture of underground and overground utilities in the vicinity of the site

- Gas
- 3 Waters
- Electricity
- Telecommunications

Also, and as identified above, two prominent electricity related installations are located adjacent to the site

Table 3 - Utilities Designations

No.	Requiring Authority	Purpose	Address
1	Transpower New Zealand Limited	National Grid (including Electricity Substation and associated ancillary infrastructure)	93 Frankton - Ladies Mile Highway
338	Aurora Energy Limited	Electricity Substation and Ancillary Purposes	71 Frankton - Ladies Mile Highway

Access to these facilities will be maintained throughout the duration of the works.

4.12 Anticipated Future Environment

It should also be recognised that whilst land on the north side of SH6 currently exhibits a degree of rural character (and is zoned Rural General under the Operative District Plan) it has been rezoned to Business Mixed Use in the Proposed District Plan. This means that the current character of the land will change and current rural elements such as post and wire fencing, pasture and shelterbelts will in time transition to a built environment anticipated by the Business Mixed Use Zoning and in part the Frankton North Structure Plan. Therefore whilst the Project will result in changes to the physical environment (for example vegetation removal on SH6) these activities are already signalled by way of the zoning of the land. In addition to this, the 'up-zoning' of this land in and of itself is a driver of the NZUP Queenstown Package of work i.e. the anticipated demands on the transportation network arising from the rezoning of land and the desire to have an integrated land use and multi-modal transport system.

5 PROJECT DESCRIPTION

5.1 Overview

The Project seeks to implement the following interventions within and adjacent to the SH6 / 6A corridor in Frankton:

- Bus Priority – introduction of bus lanes, with additional and higher-quality stop facilities, improved pedestrian access to bus stops and the improved Frankton Bus Hub.
- Active Modes – improved facilities and linkages between existing and new routes.
- Intersection Improvements – change in intersection form to improve road safety and access, and to enable better operational management of the network.

In order to undertake the above works, Waka Kotahi needs to designate additional land for State Highway Purposes for the construction and operation of the work, and QLDC needs to designate the land required for the expanded Bus Hub.

Please note in terms of the below section:

- Eastbound means travelling towards Cromwell on SH6;
- Westbound means to travelling towards Queenstown on SH6; and
- Southbound means travelling towards Kingston on SH6.

Table 4 below summarises the land to be designated along with the relevant zoning(s). The Designation Plans corresponding to Table 4 are attached as Appendix B.

Table 4 - Affected Land

PROPERTY REFERENCE	RECORD OF TITLE	LEGAL DESCRIPTION	ADDRESS	LAND TO BE DESIGNATED (Ha)(approx)
REQUIRING AUTHORITY: WAKA KOTAHI				
301		ROAD	HARDWARE LANE	0.039
302	764774	LOT 2 DP 497316	163 FRANKTON-LADIES MILE HIGHWAY, FRANKTON	0.055
303	806429	SECTION 3 SO 502556	145 FRANKTON-LADIES MILE HIGHWAY, FRANKTON	0.356
304	804356	SECTION 2 SO 502556	FRANKTON-LADIES MILE HIGHWAY	0.073
306		ROAD	HAWTHORNE DRIVE	0.316
307	1031095	SECTION 6 SO 517733	FRANKTON-LADIES MILE HIGHWAY	0.124
308	1031095	SECTION 6 SO 517733	FRANKTON-LADIES MILE HIGHWAY	0.011
401		ROAD	GRANT ROAD	0.151
402	695482	LOT 6 DP 486920	4/22 GRANT ROAD, FRANKTON, QUEENSTOWN	0.005
403	941148	SECTION 4 SO 517733	FRANKTON-LADIES MILE HIGHWAY	0.242
404	627621	LOT 100 DP 468142	FRANKTON-LADIES MILE HIGHWAY	0.032
405	659427	LOT 1 DP 25073	FRANKTON-LADIES MILE HIGHWAY	0.551
406	1027396	LOT 1 DP 566709	57 FRANKTON-LADIES MILE HIGHWAY, FRANKTON	0.471
407		ROAD	JOE O'CONNELL DRIVE	0.115
408		ROAD	HANSEN ROAD	0.033

408a		ROAD	HANSEN ROAD	0.091
409	1091078	SECTION 5 BLOCK XXXIII TN OF FRANKTON	FRANKTON-LADIES MILE HIGHWAY	0.232
410	OT18B/922	PART-SECTION 5 BLOCK XXI SHOTOVER SD	FRANKTON-LADIES MILE HIGHWAY	0.177
411	1091078	SECTION 6 BLOCK XXXIII TN OF FRANKTON	FRANKTON-LADIES MILE HIGHWAY/KAWARAU ROAD	1.85
413	73370	LOT 1 DP318736	1094 FRANKTON ROAD, FRANKTON, QUEENSTOWN	0.115
414		ROAD	GRAY STREET/McBRIDE STREET	0.453
416	257274	SECTION 12 BLOCK XX TN OF FRANKTON	KAWARAU ROAD	0.133
417	257274	SECTION 14 BLOCK XX TN OF FRANKTON	KAWARAU ROAD	0.073
418		ROAD	ROSS STREET	0.045
419	544617	SECTION 17 BLOCK XII TN OF FRANKTON	KAWARAU ROAD	0.485
501		SECTION 19 BLOCK XII TN OF FRANKTON	KAWARAU ROAD	0.002
502		SECTION 18 BLOCK XII TN OF FRANKTON	KAWARAU ROAD	0.205
REQUIRING AUTHORITY: QUEENSTOWN LAKES DISTRICT COUNCIL				
412	1091078	SECTION 6 BLOCK XXXIII TN OF FRANKTON KAWARAU ROAD	FRANKTON-LADIES MILE HIGHWAY/KAWARAU ROAD	0.058
415	257274	SECTION 12 BLOCK XX TN OF FRANKTON GRAY STREET KAWARAU ROAD	KAWARAU ROAD/GRAY STREET	0.616

Sections 5.2 to 5.10 below break the Project down into a series of discrete locations to describe what is being undertaken at each site. The rest of Section 5 discusses other 'Project wide' matters.

5.2 Hardware Lane

Generally speaking, there is little change at Hardware Lane and the current left turn in only configuration will remain in place. Land is being acquired on the western side of SH6 in this location to provide for widening to incorporate the lane configuration to provide for the new 'fourth leg' of the Hawthorne Drive intersection into the land to the north (Section 2 SO 502556). In particular the widening is required to provide sufficient space for queuing traffic in the right turn lane (westbound) as well as a shared user path and bus stop.

5.3 Hawthorne Drive

It is proposed to upgrade the Hawthorne Drive / SH6 intersection to a signalised intersection including a new fourth leg to provide access to adjoining land (Zoned Business Mixed Use & High Density Residential in the PDP). Land is required in this location on the northern side of SH6 (302, 303 and 304) to provide for the additional carriageway width at this location which will provide for westbound left and right turn lanes, three straight-through lanes (one of which is a bus lane). Additional to this are two eastbound lanes.

5.4 Grant Road

It is proposed to upgrade the Grant Road / SH6 intersection to a signalised intersection. This will include ongoing access to the Transpower Substation. Additional approach lanes provided on the SH6 east arm (total of five lanes, including a dedicated bus lane) – to provide sufficient capacity in the AM peak for traffic

heading westbound towards Queenstown. A short right turn lane is provided for access into the Transpower Substation site

Due to constraints to the west, the two westbound SH6 lanes merge to a single lane approximately 100m from the intersection exit – although the bus lane continues through to the next downstream intersection

Straight active travel crosswalks on the west and south arms of the intersection will be provided.

New bus stops are provided on both sides of SH6.

A small piece of land (308) is required here to accommodate the intersection improvements.

5.5 Hansen Road

Hansen Road currently intersects with SH6 directly opposite Joe O’Connell Drive. In order to provide improved access to the land on the north side of SH6 in this location, it is proposed to relocate Hansen Road approximately 120 metres to the east, which will be constructed as a new road (legal width 20 metres narrowing to 15 metres), linking into the existing Hansen Road formation as a T-intersection. Traffic will then be able to turn left and access the development at 1 Hansen Road, or right and access the existing Church and other businesses and residential properties accessed from Hansen Road. These changes will also require the stopping of a portion of Hansen Road. This road stopping and associated land swap is being progressed separately between QLDC and the developer of 1 Hansen Road.

Additional to this land is required for State Highway here on both sides of SH6 in order to provide the required width (405-410).

5.6 Joe O’Connell Drive

Joe O’Connell Drive will also be signalised as part of the Project, which will entail some minimal widening at the throat of the intersection with SH6. It will also require the relocation of the existing Events Centre Variable Message Signage and vegetation removal.

5.7 SH6 / SH6A Intersection

It is proposed to replace the existing roundabout at this intersection with a conventional signalised intersection. The ‘eastern leg’ of the intersection will consist of two left turn lanes (i.e. southbound), one of which will be a dedicated bus / on road cycle lane. There will be two westbound straight-through lanes and a single right turn lane (into the BP / Terrace Junction site). Additionally there are two eastbound lanes and an eastbound cycle lane.

The ‘southern leg’ of the intersection will feature two left turn (westbound) lanes, one of which is a dedicated bus lane, two right turn lanes (one of which also providing straight ahead (northern) access into the BP / Terrace Junction site).

The ‘western leg’ of the intersection features a left turn ‘slip lane’ into the BP / Terrace Junction site, an eastbound cycle lane, two straight ahead (eastbound) lanes and two right turn lanes.

Outside of these improvements it is proposed to undertake a re-configuration of the internal access at the entrance to the BP / Terrace Junction site. There are also some changes required to the parking layout at the Frankton Village Shops. It is noted this parking area currently sits entirely within the SH6 / SH6A designation.

Also required to be relocated is the existing entrance to the Frankton Golf Centre. This will be relocated further south with its new access running parallel to the existing SH6 before exiting opposite the entrance to the Bus Hub (discussed below in 5.8). Access in this location will be controlled via signals.

Parcel 411 is required in this location to facilitate these improvements.

5.8 Bus Hub

The bus hub is proposed to be extended to the south, as shown in Figure 2 below. On the western side of SH6 it is proposed to extend the hub to the south as well as reconfigure the two internal ‘stands’. Along the western boundary of the site it is proposed to retain the existing bus shelters and toilets, and stops.

Three further stops are proposed to the south, set up in a herringbone arrangement. These additional three stops will be serviced by shelters. In terms of operation the 'northern' (existing) stops will likely be devoted to the Queenstown bound services (as these will be the more frequent service). The three herringbone stops will service other outgoing routes. Between these stops and the highway will be a long central island that will provide for coach parking (e.g. NZ Ski, InterCity) as well as providing 9 additional parks for short term use by cars e.g. taxi, uber, bus service vehicles. At the northern end of the site, adjacent to Gray Street a modest building (120m²) to provide amenities for bus drivers is proposed. This may also include an information kiosk and ticketing facility.

A cross section of SH6 at the bus hub is shown in Figure 3 below.

In terms of the designation 'priority' here 411, State highway is proposed as the primary designation, with 214 (bus hub) being the secondary. This is consistent with the west side of SH6 where the expanded bus hub designation (415) is a secondary designation over the primary (and existing) SH6 designation.

NZUP - STATE HIGHWAY 6/6A INTERSECTION IMPROVEMENTS AND BUS HUB EXTENSION



PRELIMINARY DESIGN ONLY

Figure 2 – Proposed Bus Hub

A shared path for walking and cycling will also be provided at the bus hub, providing a connection to the existing shared path that runs south along the western side of SH6. This path will commence at the Gray Street / SH6 intersection and run behind the bus shelters / toilets to provide separation, particularly for pedestrians waiting or disembarking at the bus hub and cyclists. At present this separation is not provided. Noise attenuation measures will be installed to mitigate the potential impact of the operation of the bus hub on adjoining properties. The attached acoustics report provides two options for providing appropriate noise attenuation. It is proposed the design detail of the mitigation measures will be incorporated into any subsequent Outline Plan including how the proposed conditions will be met.

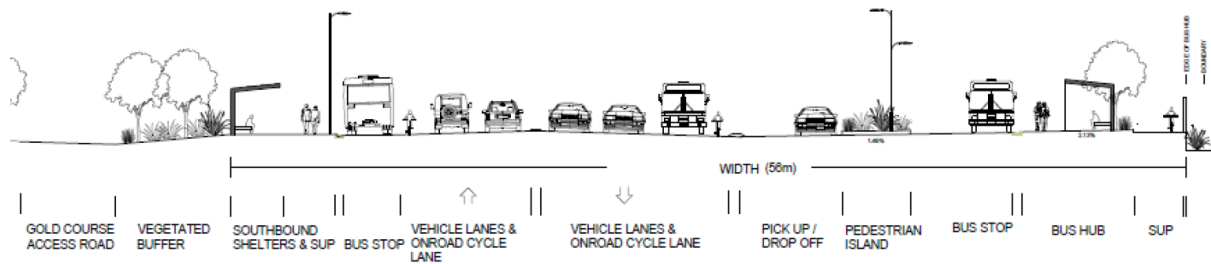


Figure 3 - Proposed Bus Hub Cross Section

On the eastern side of SH6 there are five bus stops proposed including shelters and seating, along with five short term parking spaces.

Vegetation removal and realignment of the existing pathway is required.

5.9 Weighpit Relocation

The existing weighpit located at the southern end of the bus hub (within SH6) will be relocated as part of the Project and ongoing engagement with the NZ Police CVIU staff is being undertaken to find a suitable location

5.10 Gray Street / Frankton Shops

Overall there will be the loss of 12 carparks in and around the Frankton Shops as a result of the Project (detailed in Table 5 below). It should be noted that the existing parking at the front of the Frankton Shops sits within SH6.

5.11 Property Access

As part of the Project, property access will need to be maintained. It is noted that SH6 is a Limited Access Road (LAR) and therefore any changes to or removal of crossings need to be dealt with in accordance with the provisions of the Government Roading Powers Act 1989.

5.12 Services

The works provide an opportunity for some enhancements to be made to current utilities in the area, as well as the installation of the necessary utilities associated with the Project. The following is proposed:

- The existing overhead powerline that runs from the existing Aurora Energy Substation south along SH6 to the intersection of McBride Street and Gray Street will be undergrounded.
- At the SH6/SH6A intersection the existing power / gas and telecommunications will need to be relocated.
- In conjunction with the proposed works, the existing QLDC watermain in SH6 will be upgraded.
- A new stormwater main will be installed to accommodate the runoff from SH6. This will be sized to accommodate overland flows from the uphill side of SH6 and is being designed in conjunction with QLDC to assist with the implementation of the Frankton Stormwater Catchment Management Plan. The newly installed stormwater main will connect to the existing stormwater main in Gray Street.

Ongoing consultation has been undertaken with infrastructure providers and will continue through the Project as detailed design progresses.

5.13 Walking and Cycling

It is anticipated that there will be a positive impact on safety and efficiency of walking and cycle movements. New facilities will be provided both linearly along the corridor to fill in gaps in the connectivity of adjacent existing footways and cycle trails, which is particularly important for movements along the north side of SH6 Frankton-Ladies Mile Highway associated with future development, and also on the south side (between SH6/SH6A and Joe O'Connell Drive) to serve existing desire lines.

In addition, the provision of new signalised crossing facilities at the following locations will improve safety for pedestrians and cyclists crossing both SH6, and the numerous side roads:

- SH6/Hardware Lane
- SH6/Hawthorne Drive
- SH6/Grant Road
- SH6/Hansen Road (re-aligned)
- SH6/Joe O'Connell Drive
- SH6/SH6A
- SH6/McBride Street
- SH6/Gray Street/Frankton bus hub (north)
- SH6/Frankton bus hub (south)

5.14 Stormwater Management

5.14.1 Existing Catchment and Stormwater Network

The existing stormwater network servicing the SH6 network includes some swales, cross culverts and catchpits. These either connect existing flow paths along the edge of the State Highway or direct the stormwater to existing QLDC stormwater mains running down Hawthorne Drive, Grant Road or SH6 toward the Remarkables Primary School and out to the lake (referred to as the Frankton Flats SW Main).

The section of SH6 running from the BP Roundabout to the Shotover River is situated below a hillside that drains to the road corridor. There are several scruffy dome inlets, swales and culverts taking this hillside run-off under the State Highway and into the Hawthorne Drive stormwater main. Additional flow is directed towards the Events Centre playing fields, although the swale network is not currently performing optimally due to ground level high points.

Flood modelling undertaken for this area has highlighted that during a 1% annual exceedance probability (AEP) rainfall event SH6 is overtopped by flood waters at the Grant Road roundabout and further east toward the Shotover River with significant areas of ponding upstream due to the land being lower than the highway. At the Aurora Energy substation site, existing overland flow comes down a gully. This is causing flooding issues in private land and across the road due to the current direction of flow.

The Hawthorne Drive stormwater main has limited spare capacity, while the stormwater main from SH6 to Remarkables Primary School has spare capacity. The infiltration gallery in the playing fields is not likely to have spare capacity, but it does have space for further extension/addition to take more flow.

5.14.2 Overall Philosophy

The Stormwater design will be completed in accordance with the NZTA Stormwater Treatment Standard for State Highway Infrastructure and will incorporate a mixture of grassed roadside swales, piped conveyance and attenuation. The stormwater design for the Project will be designed to convey stormwater from future land use on the north side of SH6.

Stormwater treatment will be implemented for all new fully impervious trafficked surfaces wherever practical to do so. Runoff generated outside the carriageway will not be treated unless separation of runoff from the two areas is impractical. Conservative assumptions have been used for design parameters which will be optimised during detailed design.

The proposed stormwater infrastructure also allows for the completion of the stormwater network through collection of overland flow from the Frankton – Ladies Mile area into the extended Kawarau Road stormwater main. This means that the reticulation will need to be installed through most of SH6 (Hardware

Lane to Humphrey Street) to allow for a connected network with appropriate discharge. Some of this work is being undertaken separately to the works identified in the NoRs.

As part of this network a series of swales are proposed on the Events Centre and Golf Course, and are shown on the Designation Plans in Areas 405, 409 and 411. A further area is shown further down Kawarau Road partially within 419.

5.14.3 Stormwater Treatment

A combination of infiltration basins, swales, raingardens, and proprietary systems (e.g. Filterra and StormFilter by Stormwater360 where space is constrained) have been proposed. Furthermore, water quality design criteria analysis has been undertaken to understand if specific local rainfall records could be used to refine the design water quality depth and intensity. Reductions to the QLDC CoP water quality storm depth and intensity have been proposed in the design memorandum titled Re-assessment of Water Quality Depth and Intensity for Stormwater Treatment Design prepared by the NZUP Stormwater Design Team.

The current design assumes a water quality depth of 20 mm (taken from proposed updates to the QLDC ECOP) for raingarden/basin sizing to understand land take requirements. This could be reduced to 16.8 mm as recommended in the memorandum upon formal acceptance of a departure from Waka Kotahi.

A water quality intensity of 4.8 mm/hr has been used for the sizing of the proprietary treatment devices, which are primarily designed to treat stormwater for prescribed flow rates rather than a given rainfall depth. Although not specified in either Waka Kotahi or QLDC guidelines, previous designs made by the Alliance have used 14.2 mm/hr, which was based on an earlier assessment prepared by Beca. This reduced rainfall intensity has been adopted as it better reflects local rainfall patterns and avoids over-investment on stormwater treatment infrastructure.

5.15 Construction Works and Programme

Road construction Projects typically involve activities that can be broadly classified into four stages:

1. Enabling works including tree and vegetation removal
2. Earthworks
3. Paving
4. General site works (incl. stormwater, services, landscaping, planting etc).

The contractor will be required to operate in accordance with Waka Kotahi safety protocols, develop and implement a Construction Environmental Management Plan (CEMP) as detailed in Section 8.1.1.

5.15.1 Construction Works and Programme

Temporary construction management areas will be located within the boundaries of the designation to avoid or minimise effects on the function of existing roads and adjoining land use activities during construction.

These areas are likely to contain items and facilities such as:

- site offices, staff facilities and parking
- plant, machinery and mobile fuel storage facilities
- construction materials and stockpiles
- site access and egress points.

The current programme assumes a 2-year construction period. Works will generally occur during daylight hours six days a week.

6 CONSIDERATION OF ALTERNATIVES

The current proposal is the preferred solution of Waka Kotahi and QLDC for achieving the objectives for the Project. Significant investigations were carried out prior to determining the proposed solution. The proposal is based on the outcome of an evaluation of the engineering, economic and environmental aspects of the alternatives considered along with feedback from consultation.

Due to the level of both residential and visitor growth predicted (as per the previous section), traffic modelling undertaken showed that, without a significant level of mode shift (to public transport and active modes) and behavioural shift (peak spreading, home working etc), the section of SH6 through Frankton would not be able to accommodate the “Business-As-Usual” dependence on private car trips. In other words, a ‘do-nothing’ option was not a viable option.

Consequently, infrastructure options for the corridor concentrated on maximising and integrating the following intervention types:

- Bus Priority – introduction of bus lanes where feasible, with additional and higher-quality stop facilities
- Active Modes – improved facilities and linkages between existing and new routes
- Intersection Improvements – change in intersection form to improve road safety and access, and to enable better operational management of the network

6.1 Public Transport Facilities

A major element of improvement of public transport services is the need to upgrade the existing Frankton bus hub. Several options were identified for this improvement, from enhancing the existing space, through to providing a new stand-alone facility on the east side of Kawarau Road (within the existing golf course), which could serve a potential mass-transit system (gondola).

The preferred option was established as an enhancement and expansion of the existing facility, to provide a larger space between Gray Street and Ross Street on the west side of Kawarau Road. The new Frankton bus hub should be able to accommodate increased Otago Regional Council (ORC) public transport service movements up to and beyond 2028 (with the flexibility to incorporate a change of service vehicle at later years), plus additional dedicated spaces for private coaches, pick-up-drop-off movements (“kiss and ride”) and taxis, as well as space for infrastructure for active modes (bike parking/charging) to encourage mode transfer. This site minimises impacts on the Frankton Golf Course

However, the Queenstown Integrated Transport Business Case and Frankton Masterplan both envisaged that further expansion of the hub would be needed in the longer term to the east side of SH6 Kawarau Road, likely incorporating a mass-transit system.

6.2 State Highway Configuration

Most options that were identified through the business cases focussed on widening of the corridor where possible to provide public transport priority lanes, rather than widening for additional general traffic lanes. The latter would only improve conditions locally as other constraints on the network such as Shotover Bridge, SH6A and Kawarau Falls Bridge mean that widening in Frankton would encourage the continued use of private car trips but with the same congestion points present, effectively just providing additional stacking areas for queues.

At intersections, most options focused on converting the existing intersection to signal control – either conventional signal intersection, or signalised roundabouts – which then provide the opportunity to incorporate safe crossing points for active modes and managed bus priority measures.

7 CONSULTATION

The below represents a high-level summary of the engagement work undertaken to date, with a full description being contained in Appendix E NZ Upgrade Programme Engagement Report.

7.1 Engagement Approach

Consultation and engagement with the community and those directly affected by the proposed works will continue throughout the Project. To date the engagement has included informing the wider community of the whole programme of works and reminding them of the outcomes of the business case and how the programme is based on those outcomes. Engagement has involved a brochure that was circulated within the Mountain Scene to the Whakatipu Basin, Arrowtown, Wanaka, Cromwell, and Alexandra. The brochure advertised face to face pop-up sessions – the Queenstown Events Centre and Pak ‘n Save to allow people to meet face to face with the team and discuss the proposed works. There were also online sessions held.

There has been hui with the Mana Whenua Liaison Group (MLG) and information provided to, and meetings had, with stakeholders. The MLG represents seven southern Kāi Tahu rūnaka via two organisations, Aukaha and Te Ao Marama.

More recently, engagement with the community has included face-to-face and online meetings, targeted door-knocking, face-to-face and online drop-in sessions, local media advertising, and brochure distribution through the following phases:

Phase 1: Inform businesses and residents at the SH6/6A intersection

Phase 2: Queenstown Package Community Inform

Phase 3: Targeted engagement for the SH6/6A intersection, bus hub and SH6 changes

7.2 Community Responses

For the phase 3 targeted engagement on the SH6/6A intersection, bus hub and SH6 residents and businesses provided feedback and raised specific concerns. There was general support that the change from a roundabout to traffic signals will provide improvements to traffic flow and safer pedestrian access across SH6A. However, key concerns were raised about:

- Parking around the Frankton Village shops, Gray Street and McBride Street.
- The proposed bus hub noise barrier as it could impact views, outlook, sunlight and access through the fence via gates to the bus hub.
- Safety of the on-road cycleway.
- Privacy impacts caused by the cycleway along the back of the bus hub - residents asked if this could be dropped down lower to increase privacy.
- The removal of trees - people are interested in seeing the future landscaping plans.

7.3 Next Steps

In summary, engagement with affected parties on design plans was undertaken ahead of lodgement of the NORs. Where possible, feedback received has been incorporated in the plans submitted or will be noted for consideration. However, all directly affected parties have been advised of the statutory process and have been encouraged to make a formal submission once the applications have been publicly notified. Once submissions on the NORs have been received all feedback will be considered and determination made how best to address it.

8 ASSESSMENT OF EFFECTS

8.1 Overview

This section describes the effects the Project is likely to have on the environment along the route. The focus of the effects assessed below is on those effects that will remain after taking into consideration the proposed mitigation measures.

The actual or potential effects of the Project are considered under the following headings:

- Traffic
- Public Transport
- Walking and Cycling
- Access and Parking
- Air Quality
- Landscape and Visual
- Lighting
- Noise and Vibration
- Contaminated Land
- Water Quality
- Cultural Values
- Archaeology and Heritage
- Social and Recreation
- Utilities

These actual or potential effects have been assessed. The effects assessments are detailed in the technical appendices attached to this AEE report (in support of the NoRs for an alteration of designation and a new designation for the Project).

The NoRs includes land required for construction. Although these areas are to be designated for *State highway purposes or Bus Hub*, along with the additional land required for road, following the completion of construction, the designation over the land required temporarily for construction will be uplifted.

The activities that will occur on land required for construction will be the same as those activities that will occur on land required for road, and therefore any actual or potential adverse construction effects in these respective land areas will be managed in the same manner, as identified in the following sections. With the mitigation measures proposed any actual or potential adverse construction effects will be temporary. It should also be noted the existing State highway designation is not subject to any conditions and a high proportion of the physical changes to the State highway network as a result of this component of the NZUP Queenstown Package can occur subject to an Outline Plan approval only. It is considered the State highway construction and operation within the altered State highway areas should be treated in a manner consistent with the existing State highway designation i.e. conditions are not necessary and all relevant matters can be dealt with as provided for by the Outline Plan Process.

8.1.1 Mitigation Measures

The Assessment of Effects below identifies actual and potential adverse effects that might arise as a result of the Project. Mitigation measures are identified in each section below.

A Construction and Environmental Management Plan (CEMP) is proposed to provide the overall environmental management framework and approach. The plan will contain a series of sub-plans to address activity specific matters. Such plans are an accepted means of addressing effects and are a useful way to show how compliance with the more specific controls or parameters laid down in conditions or permitted activity rules. So, for example, in the case of stormwater quality limits, specific parameters can be laid down but the way in which these are complied with is left with Waka Kotahi and QLDC to determine, that is, a management plan is a means for providing information about the method of compliance. However, because technology and knowledge might change over time Waka Kotahi and QLDC should have the ability to update management plans.

A CEMP can be submitted at the time of lodgement of an Outline Plan. The matters to be addressed in the CEMP include, but may not be limited to, the following:

(i) General:

- Plan purpose
- Plan revision and compliance issue resolution processes
- Roles and responsibilities
- Training and education

(ii) Mitigation of Effects:

- Environmental objectives and principles
- Environmental management approach and methods

(iii) Plan Requirements:

- Contractual requirements;
- Monitoring, maintenance, audit and reporting;
- Mitigation/contingency measures, including emergency spill management procedures

(iv) Activity Specific Requirements:

- Operating procedures, processes and controls, together with timing for specific activities supported by supplementary plans as required
- Stockpiling
- Refuelling
- Site facilities
- Air quality management including fugitive dust during construction

The following Specific Management Plans (SMPs) will form subsets of the CEMP:

- (a) Erosion, Sediment & Dust Control Management Plan
- (b) Temporary Traffic Management during Construction Management Plan(s)
- (c) Construction Noise and Vibration Management Plan

8.2 Traffic Effects

Effects on traffic are discussed at length in the Transportation Assessment report attached in Appendix D5. The below provides a high level synopsis of the key points identified

8.2.1 Traffic Management during Construction

The contractor will be required to implement suitable traffic management during construction in accordance with Waka Kotahi and QLDC requirements. It is important to note that some of the construction activity will be able to be undertaken 'offline', in particular, the construction activity to expand the bus hub and the construction work within the golf course can be undertaken with minimal disruption to the existing roading network.

8.2.2 Post Construction – Effects on the Transport Network

As identified in the Transportation Assessment, the operation of this part of the road network is predicted to be at capacity by 2028. Although not modelled, severe congestion is expected beyond 2028, as a result of continued development in the immediate area (Ladies Mile, Southern Corridor, etc), and more general background growth (e.g. tourist numbers). This demonstrates the importance of maximising Public

Transport mode share, as well as encouraging a higher active travel trip proportion. Adding additional road capacity, for example at the critical SH6/SH6A and SH6/Hawthorne Drive intersections, would not provide a long-term solution, as widening would be required across the whole of Frankton Flats (to be compatible with any capacity uplift at SH6/SH6A), including additional and/or duplication of bridges.

Consequently, the Project provides the means to maximise the uptake of alternative modes (to the private car), whilst improving road safety across the corridor, and the means to better control and manage the wider transport system. This is a positive effect.

8.3 Effects on Public Transport

As identified above in Section 2.3, a key issue the Project seeks to address is the scale of growth within the Whakatipu Basin and the associated forecast person trips cannot be accommodated by a continued reliance on private car trips. Therefore public transport will be the principal means to provide additional person carrying capacity in the existing network through an increase in bus service provision. Without the proposed bus lanes, the attractiveness of public transport as an alternative to the private car will be greatly reduced, with the result of less mode shift and more congestion in the area. The enhanced Frankton bus hub is required to accommodate the increased levels of service frequency to meet the Projected (and targeted) mode shift. This is outlined in detail in the Transportation Assessment attached in Appendix D5.

The Project will enable public transport to operate in a more efficient manner, and to provide for increased capacity on the public transport network in the future. This is a significant positive effect arising from the Project.

8.4 Effects on Walking and Cycling

The Project will result in improvements to provision for walking and cycling in three main ways:

- Safe crossing provision across SH6 and local side roads
- Enhanced and new linear footways, cycle lanes and segregated facilities (e.g. shared user paths) along SH6
- Improved connections to other existing and proposed walk and cycle links in the wider area

This will have the effect of increasing the number of walking and cycling trips in the area (particularly short trips within Frankton). It will also contribute to increased use of public transport through providing safe routes to and from bus stops. Finally it will provide increased opportunity for commuter cycle trips through integration with the wider active travel network. These are all positive effects.

8.5 Effects on Access & Parking

The proposed improvements at Frankton will require some changes to the existing vehicle circulation parking layout at the Frankton shops. In particular, Gray Street becomes one way (eastbound) between McBride Street and SH6 in order to provide improved parking and a separated cycleway on the south side of the street (which links to the wider active travel network). The exit from Gray Street to SH6 is left turn out only. Vehicles wishing to head towards Lucas Place or further south will need to travel via Ross or McBride Streets.

Parking will also be altered at the site as per Table 5 below.

Table 5 - Car Park Allocation in and around Frankton Shops

Location	Existing Provision	Proposed Provision
McBride Street, south of Gray Street	-	Loss of 2 spaces close to Gray/McBride intersection due to road safety improvements
Gray Street, west of McBride Street	-	Loss of 2 spaces close to Gray/McBride intersection due to road safety improvements
Gray Street off-street car park	37	35
Gray Street, SH6 to McBride	24	21

Outside Frankton Shops	36	32
Frankton bus hub (northbound)	7	4
Frankton bus hub (southbound)	0	4
Total	104	92
Frankton Golf Course	-	Additional 15 spaces
Total (provisional)	104	108

The table shows that the net level of parking is proposed to be similar to the existing, albeit parking locations are spread wider around the network. Currently there is a net loss of 12 parking spaces in and around Gray Street and the Frankton Shops, albeit these spaces are better allocated in terms of safer access and egress. As detailed design progresses further options will be explored to ensure the total parking loss is minimised. Furthermore the Project proposes significant improvements to encourage public transport use and active modes as an alternative to private vehicle use.

8.6 Effects on Air Quality

The Project area is predominantly within an area identified in the Regional Plan: Air for Otago (RPA) as Air Zone 2. Discharges to air from road construction are a permitted activity in accordance with Rule 16.3.13.1.2, providing any discharge of smoke, odour, particulate matter or gas is not noxious, dangerous, offensive or objectionable at or beyond the boundary of the property. In order to comply with the condition of the permitted activity rule in the RPA the contractor will need to implement appropriate management techniques for the management of dust.

8.6.1 Construction Related Effects

Potentially the most affected receptors of dust are the residences adjoining SH6 and the expanded Bus Hub.

Potential sources of airborne dust include: wind-blown dust from exposed surfaces and stockpiles and vehicle movements on unsealed roads. A range of appropriate dust mitigation measures are available and, if implemented as necessary during construction, fugitive dust emissions from construction activities can be kept within the acceptable thresholds and trigger levels. The construction work will be managed so that it will not cause noxious, offensive or objectionable levels of dust beyond the designation or construction area boundaries.

8.6.2 Mitigation Measures

An Erosion, Sediment and Dust Control Management Plan (ESDCMP) is to be prepared as part of the CEMP and shall give effect to:

- (i) Best practicable methods for avoiding or mitigating dust emissions during construction
- (ii) A complaints procedure
- (iv) Inspection and auditing procedures and contingency plans if controls fail.

The implementation of the ESDCMP can ensure the effect of fugitive dust emissions on the local environment will be compliant with the provisions of the Regional Plan: Air for Otago.

Effects on air quality are likely to occur from dust produced during construction works primarily. The construction work will be managed through the ESDCMP so that activities will not cause noxious, offensive or objectionable levels of dust beyond the designation or construction area boundaries.

8.7 Landscape and Visual Effects

With any Project there is the potential for impact on the surrounding landscape and visual amenity of the area. In particular this Project will result in the loss of trees from areas of public land (Golf Course /

Recreation Reserve). In order to provide detail on these effects an Urban Design and Landscape Assessment (UDLA) is attached in Appendix D1.

It should also be noted that (particularly on the north side of SH6) Frankton is an area in 'transition' in terms of land use with a number of sites being 'up-zoned' through the PDP process. This means that not only is there a degree of anticipated land use change surrounding the existing SH6 corridor, a further upshot of these changes in zoning is the need for changes to be made to the SH6 environment to respond to these changes (both immediately in Frankton and beyond).

At a higher level within the NZUP Project a Landscape Management Plan (LMP) will be prepared in accordance with the Waka Kotahi urban design guideline document Bridging the Gap¹ to "ensure the Project's permanent works are integrated into the surrounding rural landscape and urban context and to illustrate the urban, landscape, cultural and environmental elements of the Project to be taken into the detailed design".²

In addition to the LMP, a Cultural & Environmental Design Framework (CEDF), specific to the Te Kirikiri | Frankton area is required by the UDLA Minimum Requirements "addressing all proposed cultural design values, concepts, elements and outcomes... and as a consequence of mana whenua collaboration".

The LMP and CEDF are currently under development with direct input by Mana Whenua throughout the design development process.

The widening of the road corridor to provide for intersection and carriageway reconfiguration and expansion of the existing bus hub facilities will generate physical change in the landscape, including the loss parklike character on adjoining land at the bus hub. However, aside from associated tree removals, the resulting adverse physical effects will be low in degree owing to the relatively flat topography and lack of distinguishing physical features within the proposal site.

The UDLA discusses this at Section 8.1.1.1:

The removal of 92 trees from the area (including 50 that are healthy and have a life expectancy of >10 years) will result in a high degree of physical effect in the short term to medium term and while this degree of effect will diminish over time (due to replacement trees maturing and achieve comparable canopy closure) interim effects will be significant. There will be positive effects resulting from additional planting within the road corridor and adjacent to the bus hub/ shared path, however it will largely consist of lower growing native species and will not mitigate the loss of large, well-established trees to any real degree, owing to the difference in physical character and 'presence' of proposed vegetation vs that being removed.

On balance the degree of effect on the local landscape will be moderate with the primary adverse effect stemming from the removal of existing mature vegetation and the loss of open space land as the result of road corridor widening. The NZUP Project has a 'footprint' beyond the area subject of these NORs and it is proposed to continue to engage with QLDC to look for opportunities to provide planting to mitigate the loss of vegetation.

Despite the loss of vegetation associated with the Project, the UDLA does conclude:

As described above, there are both adverse and positive effects associated with the proposal and although there will be a notable increase in the scale and prominence of the road corridor in the local landscape the 'balance' that underpins the existing landscape values will not be significantly affected in the long term.

and

There will be a marked improvement in relation to user experience and for all modes of transport, including enhanced pedestrian, cycle and public transport users. Wayfinding within the proposal site will be improved and associative values will be enhanced through specific design measures like

¹ *Bridging the Gap, NZTA Urban Design Guidelines, Waka Kōtahi NZ Transport Agency.*

² Minimum Requirement F7.2.1.2(c)

the Frankton Cemetery entrance/ car park and the introduction of cultural design elements within the corridor as overt expressions of Mana Whenua values and sense of place.

As identified above, land use in Frankton (and beyond) is going through a transition and the need to provide improved public transport facilities is a key driver for the NZUP Queenstown Package. In order to undertake the NZUP Queenstown Package there will be the loss of a considerable number of trees which will give rise to interim significant effects. In saying this, it should be recognised that none of these trees are scheduled in the Operative or Proposed Plan as having any particular protection and further to this and regardless of the designation alteration sought with respect of SH6, the vegetation adjoining SH6 (between Hardware Lane and the SH6 / SH6A intersection) would likely be removed as part of the land use development envisaged by the Business Mixed Use Zoning.

8.8 Lighting Effects

As identified above, some minor changes to existing road lighting in the area are proposed, for safety reasons.

The lighting will be designed to comply with relevant standards.

No 'feature lighting' is envisaged.

8.9 Noise and Vibration Effects- State Highway

Given the Project will result in a changed highway alignment, an assessment of Road Traffic Noise and Construction Noise and Vibration have been assessed in the report attached in Appendix D3 (N and V Report).

Neither the Operative nor the Proposed Queenstown Lakes District Plans provide rules specifically for road traffic noise. The traffic noise assessment has been undertaken in accordance with the minimum requirements described by Waka Kotahi in Appendix F10 of the "NZUP Queenstown Package" document. Assessment against New Zealand Standard NZS 6806:2010 is typically applied to similar state highway roading Projects throughout New Zealand and will be appropriate for this Project.

Because no new roads are proposed for the Project, only the NZS 6806 altered road criteria are required to be considered. This compares the 'do nothing' noise environment with the 'do minimum' noise environment.

The assessment screen finds that NZS 6806 altered road criteria are not met by the Project, and therefore NZS 6806 should not be applied to investigate noise mitigation for the Project.

The existing noise environment adjacent the existing intersection is dominated by road traffic noise from the state highways, and this will not change following completion of the Project. The character of the traffic noise will also remain very similar, with many vehicles needing to decelerate/accelerate to navigate the new intersection, as they are often required to do for the existing busy roundabout. Consequently, road traffic noise effects arising from the Project should be minimal, and mitigation is not required.

In section 5.2 the N and V Report notes:

"The Project will move traffic slightly closer to the dwellings nearest to the existing roundabout. It would be expected that this would cause a small increase in noise levels, particularly for the residences facing the roundabout currently. While the absolute noise level for these dwellings exceeds the 67 dB criterion, the increase in noise level from the Project is very small, and below the +1 dB required to meet the relative criterion for an altered road. Similarly, the front dwellings along Frankton Road (SH6A) exceed the 67 dB criterion but do not have any significant increase in noise levels compared to the Do-Nothing scenario. This is due to the similar road layout and surfacing along SH6A for both cases.

The other dwellings in Stewart Street, Gray Street and McBride Street either do not show any difference in predicted noise levels with or without the Project, or predict a noise reduction following the Project. The latter is due to an extension of a quieter asphalt road surface to the south on SH6 that will benefit properties on McBride Street compared to the Do-Nothing case."

8.9.1 Operational Noise and Vibration

The operational noise effects of the Project are considered to be reasonable without the need for additional mitigation or management, based on the conclusions of the N and V Report.

8.9.2 Construction Noise

Exceedances at these closest receivers will therefore be likely during some phases of construction work unless effective noise management is employed. Some other receivers within the critical distance will be screened from the construction work by buildings, which may reduce their noise exposure below the 75 dB LAeq limit.

Multiple construction staging and plant storage areas have been proposed (but not yet confirmed) that minimise the requirement to cross busy roads. Two potential locations to the northeast and southeast of the proposed intersection are relatively well-separated from sensitive receivers. Two additional proposed areas are closer to residential areas, the Council car park at 14 McBride St, and the bus hub to the south, both of which have the potential to exceed noise limits if not adequately managed.

Some night-work may be required to manage the tie-ins with the existing network, which may exceed the NZS 6803 night time noise limits. Whether or not an exceedance is expected, night-work should be managed via site specific plans.

A Construction Noise and Vibration Management Plan (CNVMP) will therefore need to be prepared to manage the noise effects of construction of the Project.

8.9.3 Construction Vibration

There is no New Zealand standard for managing vibration. The QLDC Proposed District Plan (Rule 36.5.9) states that vibration from any activity shall not exceed guidelines given in the German Standard DIN 4150-3:1999. The vibration guidelines in this Standard are based on type of structure (residential/commercial/sensitive) and duration (short or long-term). Short-term vibration is generally defined as a single shock followed by a period of rest, such as pile-driving, drop hammer or blasting. Piling work is not expected to be required for construction of the Project, and therefore the primary sources of vibration are expected to be bulldozers, excavators, and vibratory rollers. The construction activities in this Project are therefore expected to be of a long-term definition. Guideline vibration values, below which damage should not occur, are 10 mm/s for commercial buildings and 5 mm/s for residential buildings. A vibration guideline level for sensitive structures (e.g. of cultural or historic significance) has a lower value of 2.5 mm/s.

Vibrational effects on humans are not covered by DIN 4150-3:1999, however vibration can potentially cause annoyance and complaints, especially when it occurs without prior warning. A vibration velocity of 1 mm/s PPV is suggested by British Standard BS 5228-2:2009 as likely leading to complaints but would be otherwise tolerated through prior warning and explanation to the community. Extrapolating from similar Projects (albeit with potentially different soils), vibration effects on buildings are predicted to be within DIN 4150-3:1999 guidelines for distances greater than 10 metres (commercial structures) and 20 metres (residential structures). Given the proximity of the closest sensitive receivers in this Project (both residential and commercial) there is potential to exceed the vibration guideline levels in DIN 4150-3:1999. While not required in the QLDC Proposed District Plan rule, there is also potential for human effects from vibrational levels. Specific consideration of vibration needs to be made regarding stakeholder engagement, equipment use and other mitigations in a Construction Noise and Vibration Management Plan. The CNVMP should also consider and manage the effects of vibration on underground services.

8.9.4 Construction Noise and Vibration - Mitigation

Noise associated with the construction of the Project has the potential to cause annoyance and disruption to sensitive receivers in proximity to the Project. The most effective method to mitigate the effects of construction noise is through proactive management. To ensure this occurs, it is recommended that a designation condition requires a Construction Noise and Vibration Management Plan (CNVMP) to be prepared and approved prior to the start of construction works.

Special attention, and potential vibration monitoring, is recommended for works occurring in close proximity to the buildings nearest the current roundabout. The mitigation measures required to manage construction vibration to a reasonable level should be provided in the CNVMP.

The CNVMP should:

- Adhere to the minimum requirements detailed in Appendix F8.3.2 of the “NZUP Queenstown Package” document.
- Follow the guidance for noise management plans given in Chapter 8 and Appendix E of NZS 6803:1999.
- Require night-work to be managed via site specific plans.
- Consider whether temporary noise barriers between the worksite and the ground floor receivers west of the proposed construction site would be effective and practicable.
- Provide specific guidance on managing construction vibration, including possible vibration monitoring where ground velocities may approach or exceed 5 mm/s PPV.
- Give specific consideration to management of noise and vibration for first floor residential receivers to the south west.
- Manage noise from depots, staging areas, and stockpiling areas by performing activities at a sufficient distance from sensitive receivers and/or by providing appropriate screening.
- Building inspections for buildings within 20 metres of the Project are undertaken and documented prior to work commencing.

Provided that an appropriate CNVMP is produced and adhered to, and good construction practices are followed, the construction of the Project should be achieved without significant construction noise or vibration effects, particularly when the existing noise environment is considered.

8.10 Noise Effects – Bus Hub

8.10.1 Existing Noise Environment

In addition to the assessment of road noise undertaken above, we have also assessed separately the noise effects arising from the bus hub expansion in a report attached in Appendix D4 (Bus Hub Noise Report). As identified above in Section 4.3 it is dubious as to whether the current bus hub is complying with the conditions of the designation of the site with respect to noise generation.

Based on onsite site measurements and site observations taken on 15 and 28 June 2022, the noise environment at the site is discussed below:

- *The noise environment before 0530 hours was subjectively perceived as quiet with the occasional car on State Highway 6/6a audible along with street cleaners in the distant and mechanical plant. There were periods where there was no traffic audible.*
- *The subjective noise environment increased from 0530 until about 0600 hours steadily which was predominantly from road traffic on State Highway 6/6a.*
- *Based on the measurements undertaken on the 28 June 2022, background noise levels were measured to be 36 to 41 dB LA90 between 0500 and 0530 hours. The background noise level increased to approximately 50 dB LA90 by 0600 hours.*
- *The average (LAeq) and background (LA90) noise levels measured on the 28 June 2022 were steady after 0600 hours and were at a similar level to those measured during the day on the 15 June 2022.*
- *Planes started to depart Queenstown Airport at 0700 hours, with 2 departing the airport between 0700 and 0800 hours. Noise from plane take-offs were not measured but dominated the soundscape for the brief period of take-off.*
- *During the measurements on the 15 June 2022, it was observed that helicopters departing Queenstown Airport used the northern runway departing over Alpine Aqualand / sports fields. When arriving, helicopters arrived over Queenstown Hill, using the flight path into the airport via western runway. Noise measurements were paused during these times, but noise level readily were over 70 dBA during these periods.*

In section 4.6 of the Bus Hub Noise Report analysis has been undertaken to establish the current level of noise being generated by the existing bus hub. For a number of properties, noise from the existing bus hub exceeds District Plan limits. Further to this the District Plan noise limits that apply to residential zones are more stringent than those recommended by other guidance. The noise measurements undertaken both during the night time and daytime show that both the average (LAeq) existing noise levels at the site are above the District Plan noise standards.

8.10.2 Bus Hub Expansion – Proposed Noise Environment & Mitigation

The Bus Hub noise report details the predicted noise emissions from the expanded bus hub site in Tables 5-1 to 5-4.

Because of the elevated noise levels that currently exist at the site, a bespoke set of acoustic criteria have been developed for noise from the site, based on NZS 6802:2008 Acoustics – Environmental Noise and the World Health Organisation recommendations (Table 4.7 in Bus Hub Noise Report). These limits are to be met at or within the boundary of any adjacent property

Table 6 - Bus Hub - Draft Noise Levels

Property	Time	Noise Limit
Residential Zoned properties	0600 to 2100 hours	50 dB LAeq(15min)
	2100 to 0600 hours	45 dB LAeq(15min) 70 dB LAFmax
Commercial / Local Shopping Centre zoned properties	0600 to 2100 hours	60 dB LAeq(15min)
	2100 to 0600 hours	50 dB LAeq(15min) 75 dB LAFmax

In order to achieve the noise limits identified above two scenarios which achieve compliance with the developed noise criteria have been explored. The detail of the final location of the acoustic mitigation will be decided as the design develops and detailed in the Outline Plan process, noting the expanded Bus Hub NOR is also subject to the process set out in Part 8 of the RMA including public notification as requested. Mitigation will be designed and constructed to achieve the proposed noise limits.

8.10.2.1 Scenario A – Boundary Fence

A 2.0 metre high acoustic wall could be installed along the site between the shared-use path and adjacent residential receptors (i.e. along the boundary). The noise report has specified that the acoustic wall needs to achieve the following minimum specification in order to achieve the noise limits identified:

- Height: 2.0 metres (min.)
- Surface mass: 10 kg/m² (min.)
- The fence shall be constructed and maintained such that there are no gaps or cracks in the fence.
- Where timber is used, the paling shall be overlapped by a minimum of 25 mm or a board and batten system implemented. A sleeper rail will be required sealing the bottom of the fence to the ground. This is to be constructed of 25 mm pine (or equivalent) to resist warping.

It should be noted that at Section 5.3 other mitigation measures such as a higher acoustic fence or enclosing the bus hub with a canopy were also assessed as either unlikely to be practicable or as having other amenity impacts on adjoining properties.

8.10.2.2 Scenario B – Bus Shelter Fence

A 2.0 metre high acoustic fence could be installed to extend between any proposed and existing bus shelters to create a continuous acoustic wall. Openings may be necessary in this barrier for non-acoustic reasons (such as safety and crime prevention). While the final design will be checked, generally overlapping the screen by 5 metres or more will be required so to not reduce the impact of the acoustic

barrier. The acoustic wall needs to achieve the following minimum specifications in order to achieve the noise limits identified:

- Height: 2.0 metres (min.)
- Surface mass: 10 kg/m² (min.)
- The fence shall be constructed and maintained such that there are no gaps or cracks in the fence.
- Where timber is used, the paling shall be overlapped by a minimum of 25 mm or a board and batten system implemented. A sleeper rail will be required sealing the bottom of the fence to the ground. This is to be constructed of 25 mm pine (or equivalent) to resist warping.

Of the two options above (A and B), Option A was the initial option proposed and discussed with adjoining residents. Feedback from the majority of residents who have been spoken to is that a wall on the boundary is not favoured due to amenity impacts, hence providing two options.

It should also be noted that after 2025 and as required by the Te Manatū Waka Ministry of Transport, all public buses purchased are required to be zero-emission, and by 2035 all fleets are required to be zero-emission. Based on a noise measurement database, noise generated by electric buses moving at slow speeds are lower than those measured of the ORC buses moving through the existing Bus Hub. This will result in lower noise levels received at adjacent properties in the future.

Noise from the operation of the Bus Hub has been predicted based on the 2028 design year traffic data, from all activities on the proposed Bus Hub, regardless if they occur within the roading corridor or within the designated site.

Based on the predicted traffic movements within the proposed Bus Hub, noise emissions are predicted to achieve the proposed noise limits at all adjacent sites with the currently proposed mitigation options. Therefore, the noise effects associated with the proposal are acceptable. The CNVMP discussed above will also need to cover the works associated with the construction of the Bus Hub. It may be that given the proximity of the proposed Bus Hub works to residential properties, and the fact that there are two separate designations it may be the CNVMP has a more bespoke set of provisions in relation to activity on the Bus Hub site as opposed to the State highway construction activity.

8.11 Effects on Contaminated Land

The only site affected by the proposed works that is in the ORCs HAIL database is the BP site at Frankton. There will be some minor disturbance to the site to enable access reconfiguration, however at this time design has not progressed to a point whereby the volume of soil disturbance can be confirmed (and therefore compliance or otherwise with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS) and the Regional Plan: Waste for Otago). It is proposed to address this issue as part of the Outline Plan process.

8.12 Effects on Water Quality

Whilst no resource consents in relation to stormwater discharge are required for the Project, as identified in section XX stormwater network improvements are proposed as part of the Project.

The proposed stormwater treatment systems have been designed to accommodate stormwater runoff volumes during low intensity and high intensity rainfall periods. This will mitigate any potential discharge of contaminants from entering the waterways.

Throughout the Project area best practice erosion and sediment control measures to prevent fine sediment entering adjacent waterways will be managed by way of an ESDCMP prepared in accordance with best-practice guidelines. It is intended to implement similar erosion and sediment control measures already adopted by Ka Huanui a Tahuna through other packages of work being delivered to cover both the State highway and Bus Hub construction activity.

8.13 Effects on Cultural Values

As identified in Section 7 consultation has been undertaken with Aukaha and Te Ao Marama throughout both the business case phase of the Project, and as part of the current phase of the Project. The impacts of the Project on water, particularly through the discharge of stormwater has been an area of focus. As

identified section 5.14.3 the Project will implement appropriate stormwater treatment. Further to this throughout this Project (as well as the wider NZUP scope of works) a Cultural and Environmental Design Framework (CEDF) is being prepared with direct input from mana whenua. This will address all cultural design values, concepts, elements and outcomes. Implementation of this framework in the final design detail will be provided to Council as part of any Outline Plan (or plans) submitted to Council.

8.14 Effects on Archaeological and Heritage Values

8.14.1 Archaeology

All pre-1900 archaeological sites are protected under the provisions of the HNZPTA, whether the sites are recorded or not. It is illegal to destroy or modify archaeological sites without an archaeological authority from Heritage New Zealand.

There is a risk of encountering unrecorded archaeological remains within the Project area however this is considered low given the previously disturbed and urbanised nature of the Project footprint and a review of the New Zealand Archaeological Database. As such it is proposed to proceed under an accidental discovery protocol (ADP).

8.14.2 Heritage

The only listed heritage item in the vicinity of the site is Item 47 in the PDP, the Frankton Cemetery Walls and Gates with has a QLDC Category 2 notation. It is not proposed to modify or alter the walls and gates as part of the Project, however works will be undertaken in the vicinity of these structures therefore appropriate measures will need to be taken during construction activity to protect this structure.

The enhancement of the user experience and recognition of the heritage values of Frankton Cemetery is also a positive associative effect of the proposal. The introduction of a dedicated parking area with associated planting and more formalised entry will improve the appearance and sense of arrival to the cemetery. This will provide more opportunity for the listed heritage wall to be experienced and appreciated by visitors and passers-by.

None of the trees to be removed as part of the Project are listed in the ODP or PDP.

8.15 Effects on Social and Recreation Activities

It is considered that the Project will have a positive impact on the social and recreational value of the area, particularly through improved connections. There will be disruption to reserve users during construction, however this will be temporary.

8.15.1 Walking and Cycling

As identified above, one outcome of the Project will be improved walking and cycling connections in the Frankton area designed for both 'social and recreational activity' and commuter use, linking to the wider development of the active travel network in the Whakatipu Basin. This includes the provision of both on and off-road cycling facilities that complement the existing network which is currently under expansion in a variety of locations. The Project will also result in a formal pedestrian link along the southern boundary of SH6.

8.15.2 Queenstown Events Centre

The Queenstown Events Centre is affected through a strip of land (FF2) along the SH6 frontage of the site being 'lost' to State Highway. This land is located on the SH6 side of a bund that runs along the front of the events centre site and is not used for recreation as such but provides open space.

The Project will also upgrade the current entrance to the Events Centre through the installation of traffic signals which will improve the safety and efficiency of access to this community and recreational facility.

The existing VMS sign at the Events Centre Entrance will be relocated further back into the site.

8.15.3 Frankton Golf Course

Waka Kotahi are currently working to acquire the necessary Golf Course land for the Project. The negotiations are ongoing with QLDC, noting the 'owner' of the land is actually the Department of Conservation (DOC) and the transfer of the land to Waka Kotahi will also need DOC approval. It is acknowledged there will be some adverse effects on the golf course through the loss of part of the site and the need for reconfiguration. This has been subject to community consultation by QLDC as required by the Local Government Act. The disposal of the Golf Course Land to facilitate the Project was agreed to by QLDC at its meeting of 1 September 2022, following the completion of the community consultation process.

8.15.4 Frankton Cemetery

The Project will also result in improvements to the entrance to the Frankton Cemetery which is currently a gravelled area with no formal parking identified. It is proposed create a dedicated parking area outside of the cemetery, which will be separated from SH6 by landscaping.

8.16 Effects on Utilities

The effects on infrastructure (beyond the roading network) arising from the Project will generally be positive. Waka Kotahi has undertaken consultation with the various service providers and will work with them as the Project progresses to ensure any effects on underground infrastructure are appropriately mitigated.

As identified above, the Project will also see the installation of stormwater infrastructure that implements Council's Stormwater aspirations for Frankton Flats.

One positive effect arising from the Project is the undergrounding of the overhead powerlines running alongside SH6 from the Aurora Energy substation to Gray Street.

8.17 Summary of Effects

The effects assessment shows that there will a number of positive effects from the Project, in particular with regards to the facilitation of:

- improved public transport connections;
- improved active travel networks;
- improved safety;
- accommodation of future traffic demands on SH6 and 6A.

There are also adverse effects in relation to:

- noise generation from the bus hub which can be appropriately mitigated;
- landscape effects through the loss of trees which need to be considered against proposed future land use change;
- Construction related effects, that will be mitigated through a CEMP.

9 STATUTORY ASSESSMENT

This section outlines the statutory and planning provisions that are relevant to the Notices of Requirement for the Project, i.e.:

- Notice of Requirement by Waka Kotahi to alter an existing designation (D84) to enable the expansion of the SH6/SH6A footprint to provide for the proposed works.
- Notice of Requirement by QLDC for a new designation for the expanded Bus Hub at Frankton.

9.1 Notice of Requirement – Alteration of SH6 designation

9.1.1 Section 181 RMA

Section 181(1) of the RMA, in summary, provides that a requiring authority may give notice to a territorial authority of its requirement to alter an existing designation in an operative district plan or a requirement for a designation in a proposed district plan.

Section 181(2) of the RMA states sections 168 – 179 of the RMA shall, with all necessary modifications, apply to an alteration to designation, as if it were a requirement for a new designation.

9.1.2 Section 169 RMA

Section 169 of the RMA provides the process for notifying a notice of requirement, requesting further information and arranging a hearing (if required).

Waka Kotahi has requested public notification of the Notice of Requirement for the alteration of designation and therefore QLDC (as territorial authority) is not required to make a decision on notification under 169(1) of the RMA.

9.1.3 Section 171 RMA

Section 171 of the RMA provides the matters that must be considered by a territorial authority when considering its recommendation on a notice of requirement.

Section 171(1) states that when considering a notice of requirement and any submissions received, a territorial authority, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard a number of matters including:

- (a) *any relevant provisions of –*
 - (i) *a national policy statement*
 - (ii) *a New Zealand Coastal Policy Statement*
 - (iii) *a regional policy statement or proposed regional policy statement*
 - (iv) *a plan or proposed plan; and*
- (b) *whether adequate consideration has been given to alternative sites, routes, or methods or undertaking the work if*
 - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) *it is likely that the work will have a significant adverse effect on the environment; and*
- (c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) *any other matters the territorial authority considers reasonably necessary in order to make a decision or requirement.*

Part 2 RMA

Part 2 matters under section 171(1) are considered below at section 9.5.

Effects assessment

The effects on the environment of allowing the requirement under section 171(1) are considered above in section 8.

Planning provisions

The planning provisions under section 171(1)(a) are considered below at section 9.3

Alternatives assessment

In this instance Waka Kotahi does not have an interest in the land sufficient for undertaking the work and therefore section 171(1)(b)(i) applies. At present the property acquisition process under the Public Works Act 1981 with directly affected landowners is underway, but is yet to be completed.

Alternative sites, routes and methods have been considered at length at the business case phase of the Project. The alternatives assessment is detailed above in Section 6.

Objectives assessment

The objective of Waka Kotahi under Section 94 of the Land Transport Management Act 2003 (LTMA) is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest.

The objectives of Waka Kotahi for the proposed work are to:

- The primary objective of the Project is to enable the upgrading of the Frankton Corridor, SH6 / 6A intersection and Frankton Bus Hub to improve public transport connections, active travel, safety and to accommodate growing traffic volumes on SH6 and 6A.

The proposed work is reasonably necessary for achieving the objectives of Waka Kotahi because it will:

- Reduce reliance on private vehicles and provide for other modes of transport including active modes and improved public transport. These measures will support people in choosing different ways to travel that are both healthier and better for our environment.

The proposed designation alteration is reasonably necessary as a planning tool, as it identifies and protects land required for the proposed work and will enable Waka Kotahi to carry out the proposed work.

The principal reasons for requiring a designation alteration to facilitate the work to which this requirement relates are:

- It will allow the land required to be identified in the Queenstown Lakes District Plan, giving a clear indication of the intended use of the land;
- It will provide certainty for landowners of the intended use of the land and the work to be undertaken at some time in the future; and
- It will protect the land from future development which may otherwise preclude construction of the proposed work.

Other matters

Other matters the territorial authority may consider relevant under section 171(1)(d) are considered below at section 9.4

Recommendation of territorial authority

Under section 171(2) of the RMA, the territorial authority may recommend to the requiring authority that it:

- confirm the requirement;
- modify the requirement;
- impose conditions;
- withdraw the requirement.

Pursuant to section 172 of the RMA, the requiring authority is then required to advise the territorial authority whether it accepts or rejects the recommendation in whole or in part.

9.2 Notice of Requirement - New designation for expanded Frankton Bus Hub

9.2.1 Section 168A RMA

Section 168A(1)(a) of the RMA provides that a territorial authority may give notice to a territorial authority of its requirement for a designation for a public work within its district and for which it has financial responsibility.

The Bus Hub NOR has been lodged with QLDC as the territorial authority under section 168A(1)(a) of the RMA.

Section 168A(1A) – (2AA) of the RMA provides the process for notifying a notice of requirement, requesting further information and arranging a hearing (if required).

QLDC (as requiring authority) has requested public notification of the Notice of Requirement for the new designation for the expanded Bus Hub and therefore QLDC (as territorial authority) is not required to make a decision on notification under 168(1A) of the RMA.

Pursuant to s168A(3), when considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to:

- (a) *any relevant provisions of –*
 - (i) *a national policy statement*
 - (ii) *a New Zealand Coastal Policy Statement*
 - (iii) *a regional policy statement or proposed regional policy statement*
 - (iv) *a plan or proposed plan; and*
- (b) *whether adequate consideration has been given to alternative sites, routes, or methods or undertaking the work if*
 - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) *it is likely that the work will have a significant adverse effect on the environment; and*
- (c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) *any other matters the territorial authority considers reasonably necessary in order to make a decision or requirement.*

Part 2 RMA

Part 2 matters under section 168A(3) are considered below at section 9.5.

Effects assessment

The effects on the environment of allowing the requirement under section 168A(3) are considered above in section 8.

Planning provisions

The planning provisions under section 168A(3)(a) are considered below at section 9.3

Alternatives assessment

In this instance, QLDC does have an interest in the land, with respect of the Bus Hub and therefore section 168A(3)(b)(i) does not apply.

It is unlikely that the works will have significant adverse effects on the environment and therefore section 168A(3)(b)(ii) does not apply. As outline above in section 8, actual or potential adverse effects on the

environment are assessed as minor, and can be avoided, remedied or mitigated to the extent that any such effects will likely be minor, and positive effects will arise.

Whilst neither of the two limbs of section 168A(3)(b) apply (such that an alternatives assessment is required), alternative sites, routes and methods in relation to the expanded Bus Hub have been considered at the business case phase of the Project. The alternatives assessment is detailed above in Section 6.

Objectives assessment

The objectives of QLDC for the Project are to:

- Provide an expanded Frankton Bus Hub to improve public transport connections as an integral part of the wider NZ Upgrade Project Queenstown Package.

The proposed work is reasonably necessary for achieving the objectives of QLDC because it will:

- Reduce reliance on private vehicles and provide other modes of transport including active modes and improved public transport. These measures will support people in choosing different ways to travel that are both healthier and better for our environment.

The proposed designation is reasonably necessary as a planning tool, as it identifies and protects land required for the Project and will enable QLDC to carry out the proposed work. The principal reasons for requiring a designation to facilitate the work to which this requirement relates are:

- It will allow the land required to be identified in the Operative and Proposed Queenstown Lakes District Plans, giving a clear indication of the intended use of the land;
- It will provide certainty for landowners of the intended use of the land and the work to be undertaken at some time in the future; and
- It will protect the land from future development which may otherwise preclude construction of the Project.

Other matters

Other matters the territorial authority may consider relevant under section 168A(d) are considered below at section 9.4

Decision of the territorial authority

Under section 168A(4) of the RMA, the territorial authority may decide to:

- confirm the requirement;
- modify the requirement;
- impose conditions;
- withdraw the requirement.

9.3 Planning Assessment

9.3.1 National Policy Statements

There are six National Policy Statements (NPS) in force. These are:

- National Policy Statement on Electricity Transmission 2008
- National Policy Statement for Renewable Electricity Generation 2022
- New Zealand Coastal Policy Statement 2010
- National Policy Statement for Freshwater management 2020
- National Policy Statement for Urban Development 2020
- National Policy Statement for Highly Productive Land 2022

Only the NPS on Freshwater Management is considered to be of relevance to the Project.

The proposed works will require stormwater disposal, which has the potential to affect water quality and freshwater ecosystems.

The stormwater system will use methods such as roadside swales or mechanical treatment to treat stormwater runoff. Swales are preferred as they provide less ongoing cost than a mechanical system however they require more physical space. Details of the final stormwater treatment methodology will be provided as part of an Outline Plan(s) submitted for the proposed works. Either method will provide an appropriate level of treatment.

It is therefore considered the discharges will also be consistent with the relevant objectives and policies of the NPS on Freshwater Management.

National Policy Statement for Highly Productive Land 2022

The National Policy Statement for Highly Productive Land 2022 (NPS-HPL) came into force on 17 October 2022. All of the land subject of the notices of requirement is urban as defined in Clause 1.3 of the NPS-HPL, therefore the NPS-HPL is not applicable.

9.3.2 National Environmental Standards

There are eight National Environmental Standards (NES) in force as regulations. The following NES's are considered relevant to the NoRs.

Assessing and Managing Contaminants in Soil to Protect Human Health

The NES for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS) is relevant to this proposal as it involves earthworks on a site, the BP site at Frankton, identified ORCs HAIL database. Given detailed design for works within the BP site have not yet progressed, we are not in a position to confirm whether or not the permitted activity conditions of the NES-CS will be met. Given the relatively minor nature of the works within the BP site, we are relatively confident the conditions will be met, but would propose confirming this as part of any Outline Plan submitted, and if necessary apply for an NES consent at that time. Given the largely technical nature of an NES-CS consent we do not consider effects in relation to the disturbance of soils on the BP site will be determinative to the assessing the NoR.

Air Quality

The NES for Air Quality includes standards for PM₁₀ – fine particulate. The standard for PM₁₀ is 50 µg/m³ as a 24-hour average with one exceedance permitted in any 12 month period.

Air quality may be a potential issue during construction where fugitive dust emissions from disturbed ground have the potential to create an adverse effect. However, fugitive dust can be managed and controlled through specific on-site measures. The contractor will be required to prepare and implement an ESDCMP which will identify how fugitive dust emissions will be managed.

9.3.3 Other Regulations

It is considered there are no other regulations relevant to the consideration of this application for a NoR.

9.3.4 Regional Policy Statements

In considering the proposal QLDC must have particular regard to the Regional Policy Statements (RPS's).

Currently Otago has two regional policy statements, the Partially Operative Otago Regional Policy Statement 2019 and the Proposed Otago Regional Policy Statement 2021. Both RPS's are broad policy documents which consider all of the Otago's regionally significant resource management issues and provides objectives, policies and methods to address those issues. It sets out how natural and physical resources are to be managed in an integrated way to promote sustainable management. Sections 168A93)(a)(iii) and 171(1)(a)(iii) of the RMA directs the territorial authority to have particular regard to the RPS's when considering the effects on the environment of allowing the requirement.

Another key issue is consistency with relevant objectives and policies of the proposed RPSs themselves. Objectives and policies from the RPS's that are relevant to consideration of the proposal and are considered in this AEE relate to:

- Provision for Ngai Tahu and their relationship with resources
- Resilient and Sustainable Communities

- Use and Development of resources
- Regionally Significant Infrastructure
- Land and Water
- Air Quality

These relevant objectives and policies are listed in Appendix C Tables 1 and 2 and an assessment as to the consistency of the Project with these is also summarised in Appendix C Tables 1 and 2. It is considered the proposed designation alteration and new designation for the expanded Bus Hub is at least consistent with, and even promotes, the relevant Objectives and Policies contained within the RPSs.

9.3.5 Regional Plans

Regard needs to be had to the relevant Regional Plans – being the Regional Plan: Water for Otago, Regional Plan: Air for Otago and the Regional Plan: Waste. A key issue is consistency with relevant objectives and policies of these plans.

These relevant objectives and policies are listed in Appendix C - Tables 2 and 3 and an assessment as to the consistency of the Project with these is also summarised in Appendix C Tables 2 and 3.

Overall, it is considered the proposal is consistent with the relevant objectives and policies.

9.3.6 Queenstown Lakes District Plans – Operative and Proposed

The Operative District Plan and Proposed District Plan (Plans) provide a framework to help manage the use, development and protection of the physical and natural resources of the Queenstown Lakes District. Specifically, the Plans sets down objectives, policies and rules to guide the use and development of land in a way that promotes the wellbeing of people and the environment.

In considering the requirements and proposed works, the territorial authority must have particular regard to the Plans.

Objectives and policies from the District Plans that are relevant to consideration of the proposal are listed in Appendix C Tables 7 and 8 and an assessment as to the consistency of the Project with these is also summarised in Appendix C Tables 7 and 8.

The evaluation finds the proposal in an overall sense is consistent with these objectives and the associated policies.

The need for the work, the proposal, and the alternatives considered, are discussed above respectively. It is considered this discussion demonstrates that the proposal will have an overall positive effect on the capacity and efficiency of the road network, and form part of a sustainable, integrated transport system for the Otago Region.

9.4 Other Matters

9.4.1 Iwi Environmental Management Plans

The *Kāi Tahu Ki Otago Natural Resource Management Plan 2005* is relevant as it provides important guidance for in the resource management decision-making framework in Otago. The document outlines environmental outcomes sought by Te Runanga and the means by which they are seeking to work with resource management agencies to achieve the outcomes. One of the key sections, as relevant to this proposal, is on water quality. Central to the objectives and policies is the need to restore, maintain and protect the mauri of freshwater resources. More specifically the policies seek to adopt a catchment approach so that integrated management occurs, identify freshwater resources where the mauri is affected and unaffected and protect the opportunities for future use of freshwater resources.

Similarly *The Cry of the People Te Tangi a Tauira Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008* seeks to maintain the mauri of waterbodies, protect cultural values and uses and protect instream values (instream flora and fauna).

The stormwater treatment system will use either grassed roadside swales or mechanical treatment devices to treat stormwater runoff, and in doing so will achieve the freshwater maintenance outcomes sought in the *Kāi Tahu Ki Otago Natural Resource Management Plan 2005*.

9.4.2 Other Statutory Processes

Outline Plan

An Outline Plan (or Plans) in terms of Section 176A(1) of the RMA for the proposed works will be lodged following confirmation of the Bus Hub designation and the alteration to the existing State Highway Purposes designation (D84). This will provide Council with an opportunity to review the finer design details of the physical works as provided for by the matters listed in Section 176A(3)(a-f). This includes the measures to address any adverse effects including the provision of construction management plans in accordance with Section 176A(3)(f).

9.5 RMA Part 2

In assessing the proposal against the need to meet the sustainable management of natural and physical resources sections 6 to 8 are assessed below with each analysis contributing to the final evaluation of section 5 – the Purpose of the RMA.

9.5.1 Section 6

Section 6 of the RMA sets out those matters of national importance that are to be recognised and provided for in achieving the purpose of the RMA. Matters in Section 6 that are of relevance to the Project are considered to include the following.

The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna is addressed in Section 6(c).

Section 6(c) of the RMA requires the *'protection of indigenous vegetation and significant habitats of indigenous fauna'*.

There are no areas of significant indigenous vegetation identified along the proposed alignment, and within the expanded bus hub.

In regard to the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga (Section 6(e)), on-going consultation with Aukaha and Te Ao Marama will ensure that correct measures are implemented to avoid, remedy and mitigate any actual or potential effects on tangata whenua. With Mana Whenua representation on the design team key themes and values have been incorporated into the design layout and opportunities for cultural narrative expression have been identified. The theme of Ara Tāwhito (pathways) is being developed further as part of detailed design.

Under Section 6(f), historic heritage is to be protected from inappropriate use and development. There are no recorded archaeological sites within the Project area. As such, the proposal will not impact on any recorded archaeological sites. Earthworks will be covered by the Accidental Discovery Protocol (ADP) developed by the Transport Agency, the NZHPT and Ngāi Tahu. In addition the Project will enhance the entrance to the Frankton Cemetery which as identified above has heritage importance in terms of its walls and gates.

It is considered none of these Section 6 matters will be adversely affected by the proposal, based on the assessment of actual or potential effects of the proposal on the environment and the proposed mitigation measures.

9.5.2 Section 7

Section 7 of the RMA sets out those other matters that a consent authority is to have particular regard to in achieving the purpose of the RMA. Matters in Section 7 that may be of relevance to the proposal are considered to include the following.

Section 7(b) requires a consideration of whether a proposal is an efficient use and development of natural and physical resources. A proposal may provide an efficient use of a resource, noting that the existing State highways are physical resources, enabling people to provide for their social and economic well-being but only to the extent that it: does not impair the social well-being and health of other people and the community; avoids, remedies, or mitigates adverse effects on the environment; and maintains and enhances amenity values and the quality of the environment. The proposal will contribute to the efficient use and development of the state highway network as a physical resource in the Queenstown Lakes District and Otago Region, satisfying Section 7(b) of the RMA.

Considering the maintenance and enhancement of amenity values (Section 7(c)) and the maintenance and enhancement of the quality of the environment (Section 7(f)) requires an all-encompassing view of amenity and the environment. There will be some impacts on amenity and quality of the environment during construction. Post construction the environment will be different due to essentially the expansion of the footprint of SH6, the removal of vegetation and the increase in footprint of the bus hub. Despite these changes, they are not considered to have a significant adverse effect on the quality of the environment.

Section 7(g) requires a consideration of the finite characteristics of natural and physical resources. The proposed mitigation measures in respect of stormwater management will avoid, remedy or mitigate adverse effects on freshwater receiving environments of the stormwater.

Section 7(i) requires consideration of the effects of climate change. The increase in mode share enabled by the Project will also contribute to the Government's Emissions Reduction Plan targets to reduce vehicle kilometres travelled"

It is considered none of these Section 7 matters will be adversely affected by the proposal, based on the assessment of actual or potential effects of the proposal on the environment and the proposed mitigation measures.

9.5.3 Section 8

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

The wording shall take into account requires decision makers to consider the principles of the Treaty with all other matters.

Ongoing consultation with Aukaha and Te Ao Marama will ensure that appropriate methods are implemented to avoid, remedy and mitigate any actual or potential effects on tangata whenua. Further to this, ongoing engagement through the Manawhenua Liaison Group will continue. Recommendations have been made to avoid remedy or mitigate adverse effects on tangata whenua values with specific measures having been adopted by Waka Kotahi and QLDC and /or incorporated into the Project.

9.5.4 Section 5

Applying Section 5 involves an assessment of whether the requirements and proposed works would promote the sustainable management of natural and physical resources. This recognises that the RMA has a single purpose.

Section 5 goes on to elaborate on the definition of sustainable management that in summary, includes managing resources in a way that enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety, while achieving specified environmental outcomes.

Case law has indicated that making a judgement under Section 5 is not a balancing exercise between positive and negative effects, that adverse effects must under section 5(2)(c) be avoided, remedied or mitigated, regardless of positive effects³.

That is not to say however that adverse effects are not acceptable, rather it is a question of fact and degree. In this case, there will be positive benefits as the Project will, for example:

- Introduce bus lanes / bus priority to improve PT efficiency;

³ NZ Rail Ltd v Marlborough DC [1994] NZRMA 70 (HC), *Campbell v Southland DC* W114/94 (PT).

- Provide additional and higher-quality PT stop facilities;
- Enhance opportunity for Active Modes through improved facilities and linkages between existing and new routes.
- Intersection Improvements – change in intersection form to improve road safety and access, and to enable better operational management of the network.

Significant regard has been given to the existing environmental values at the site within the technical assessments. As a result, the proposal has been developed to ensure that where adverse effects cannot be avoided they can be adequately remedied or mitigated. Overall, it is considered that the proposal will achieve the purpose of the RMA.

10 SUMMARY

The need for the proposed work has been outlined above and has been demonstrated as being reasonably necessary for Waka Kotahi and the Queenstown Lakes District Council as the requiring authorities to achieve their objectives. The extent of the proposed designations is considered reasonably necessary in order for the requiring authorities to undertake the work.

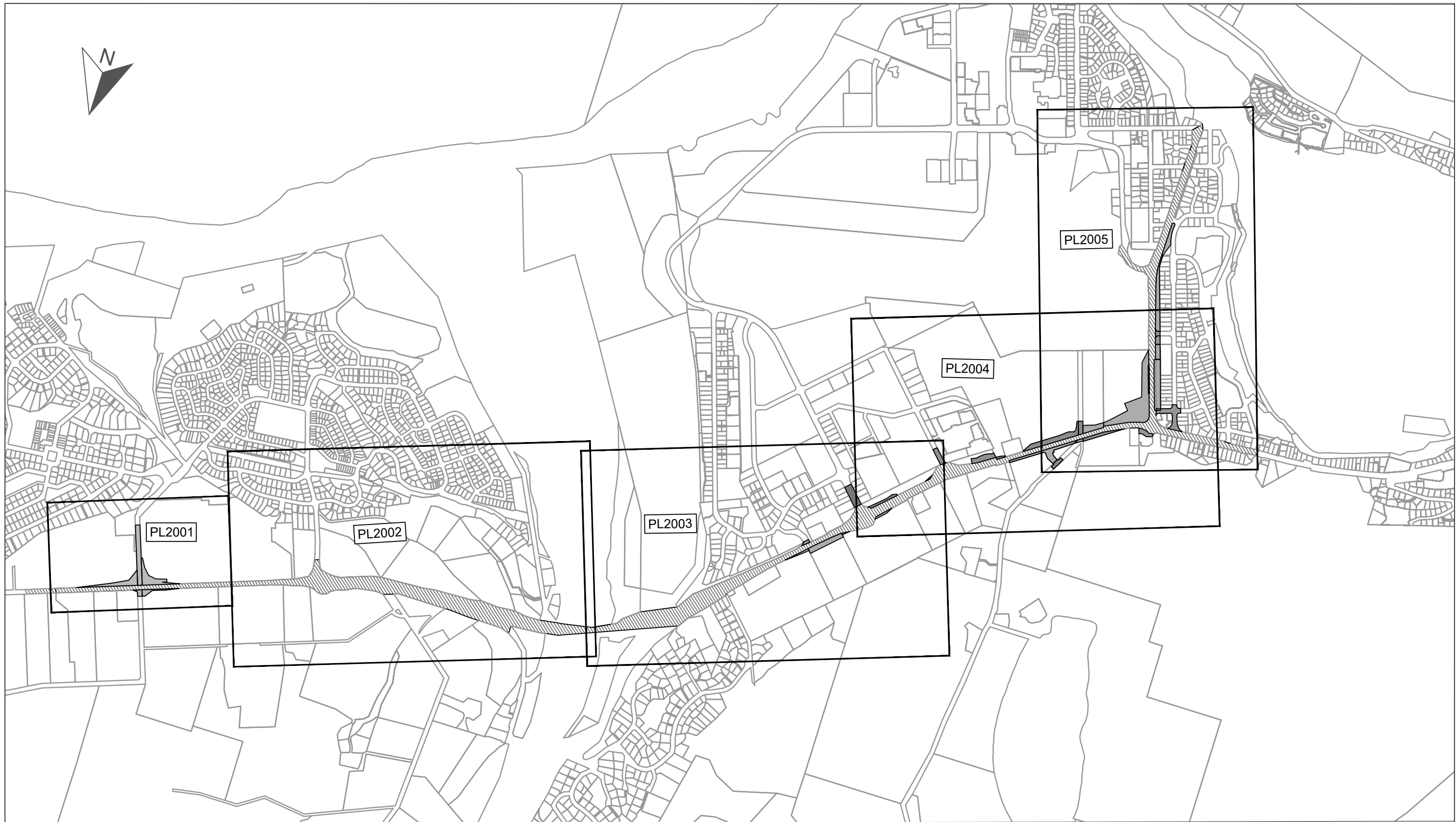
Technical assessments have been undertaken and form part of the Notices. These technical assessments have identified where there is the potential for adverse effects to arise within the Project area from construction works and operation of the State highway and Bus Hub. Where adverse effects cannot be avoided, appropriate mitigation measures have been proposed in order to remedy or mitigate those effects.

Further to this, the proposed work will give rise to positive effects in relation to improved public transport connections, opportunities for active travel, safety improvements and to accommodate future traffic demands on SH6 and SH6A

The key RMA tests for consideration of the Notices of Requirement, as contained in Sections 168A and 171 are assessed in Section 9 above. It is noted that these two notices, whilst assessed within this 'single' assessment of effects will be subject to separate processes in terms of their consideration by the QLDC (as regulator) It is the conclusion of this assessment that the proposed designations meet the purpose and principles of the RMA.

APPENDIX A Current Designation Conditions

APPENDIX B Designation Plan



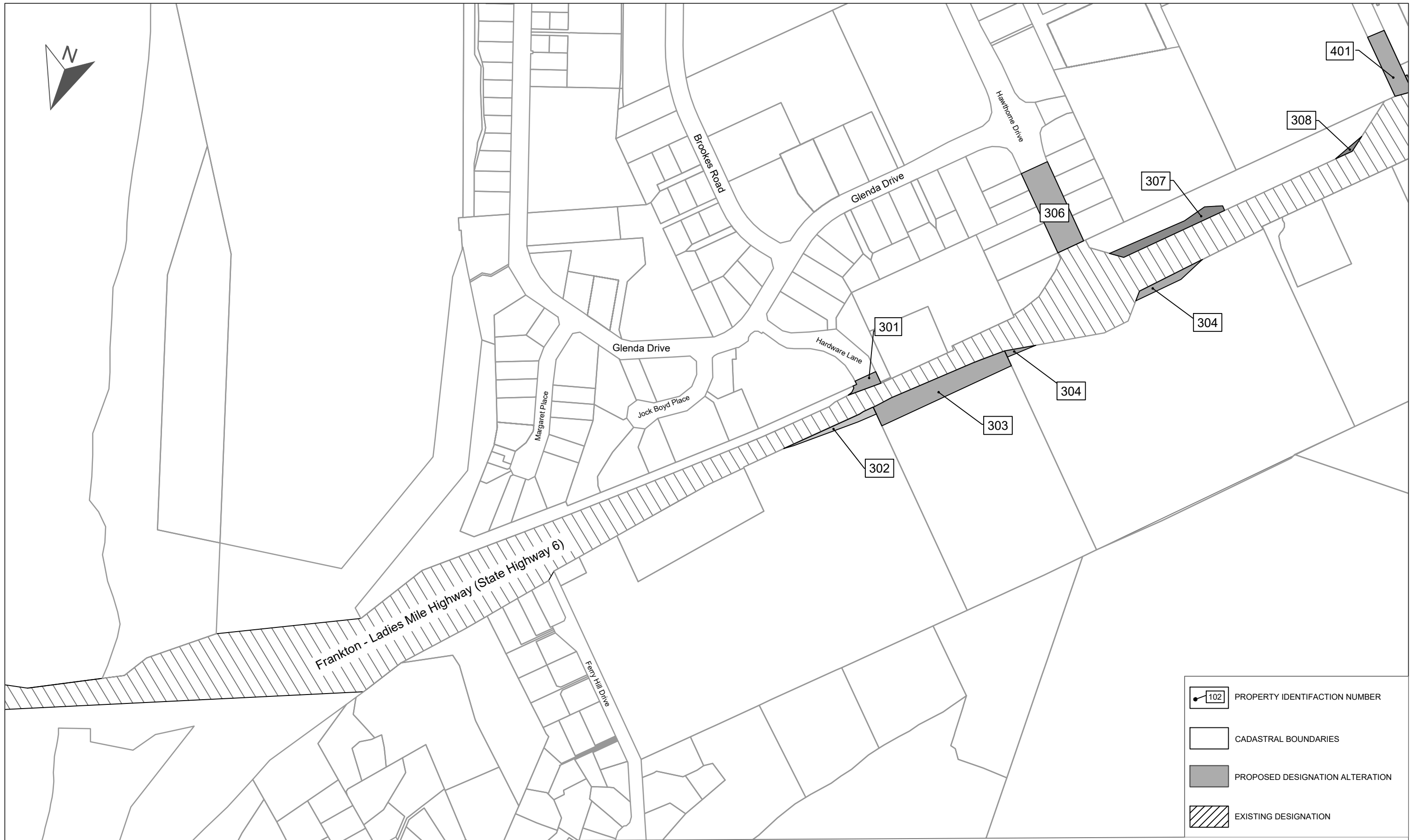
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A	FIRST ISSUE	R.G	27/07/2022
B	ISSUED FOR CONSULTATION	R.G	12/08/2022
C	DESIGNATION AREAS UPDATED	R.G	26/10/2022
D	PROPERTY SCHEDULE UPDATED	R.G	11/11/2022
E	304 AREA UPDATED	R.G	15/11/2022







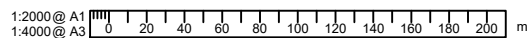
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DRAWING VERIFIED	VERIFIED	APPROVED DATE
R.GIBSON	R.GIBSON	31/03/2022

PROJECT		NZUP QUEENSTOWN	
SH6		MAIN WORKS	
TITLE			
STATE HIGHWAY LAND DESIGNATION PLAN			
KEY PLAN			
PROJECT NO.	PROJ/PKG-WORK-DISC-FILE	SHEET NO.	REVISION
KHT	KHT-NZU-DES-PL-DG	PL2000	E



-  102 PROPERTY IDENTIFICATION NUMBER
-  CADASTRAL BOUNDARIES
-  PROPOSED DESIGNATION ALTERATION
-  EXISTING DESIGNATION



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**Kā Huanui
a Tāhuna**

QUEENSTOWN
LAKES DISTRICT
COUNCIL



Queenstown
Package



New Zealand
Upgrade
Programme



WAKA KOTAHU
NZ TRANSPORT
AGENCY



Te Kāwanatanga o Aotearoa
New Zealand Government

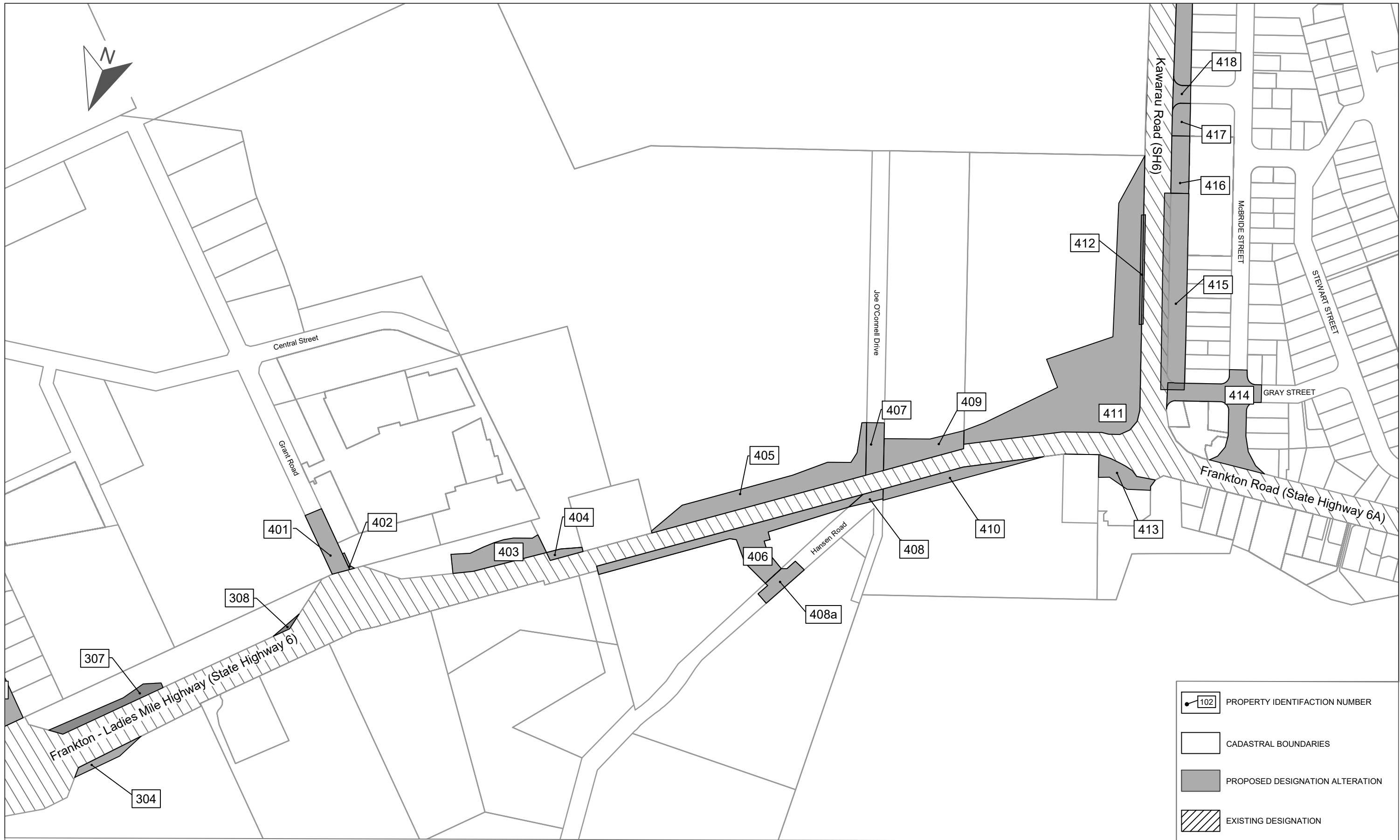
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DRAWING VERIFIED	VERIFIED	APPROVED DATE
R.GIBSON	R.GIBSON	31/03/2022

PROJECT
**NZUP QUEENSTOWN
 SH6
 MAIN WORKS**

TITLE
**STATE HIGHWAY LAND DESIGNATION PLAN
 SHEET 3**

PROJECT NO. KHT	PROJ\PKGE-WORK-DISC-FILE KHT-NZU-DES-PL-DG	SHEET NO. PL2003	REVISION E
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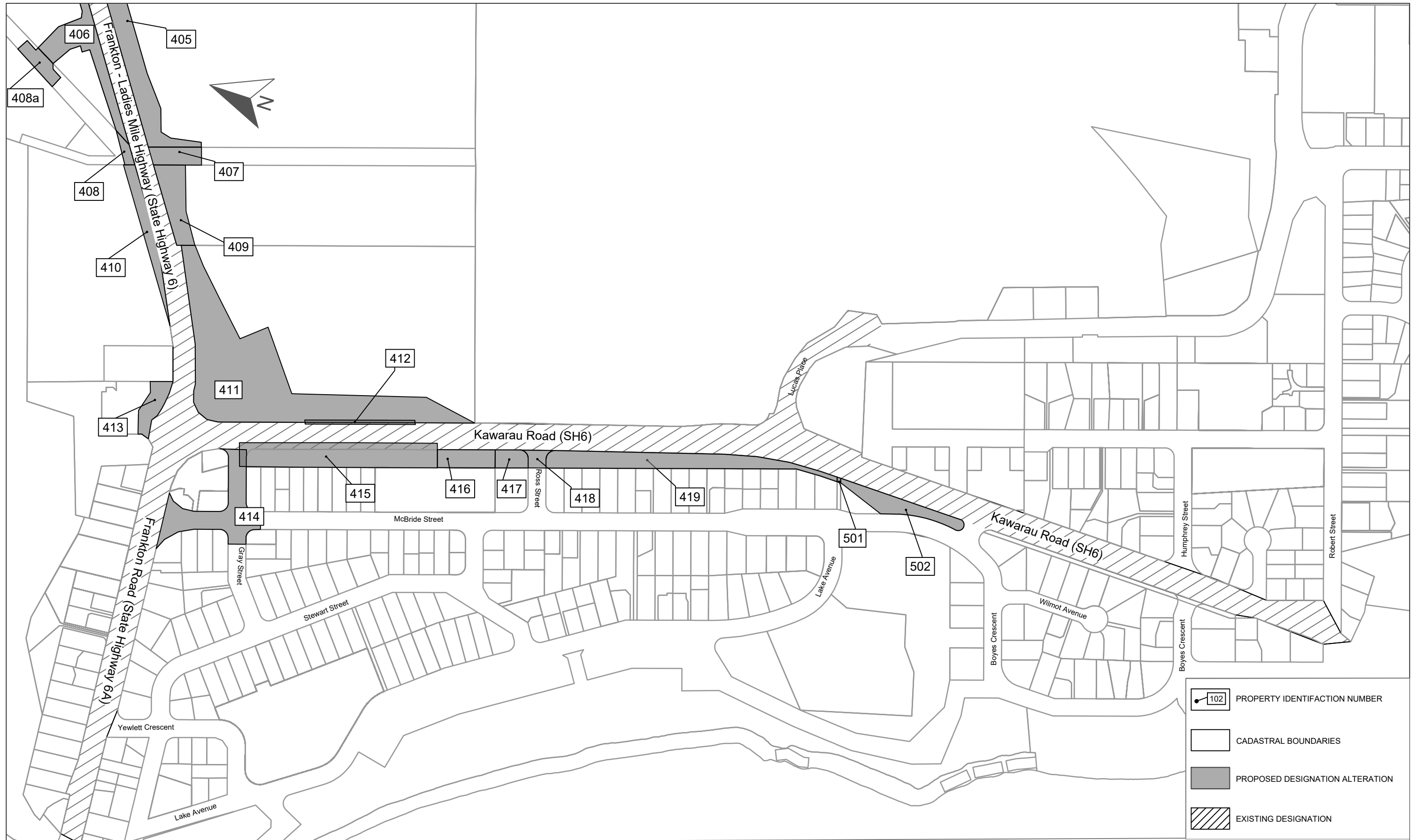
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





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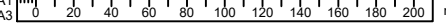
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PROJECT		
NZUP QUEENSTOWN		
SH6		
MAIN WORKS		
TITLE		
STATE HIGHWAY LAND DESIGNATION PLAN		
SHEET 4		
PROJECT NO.	PROJ/PKGE-WORK-DISC-FILE	SHEET NO.
KHT	KHT-NZU-DES-PL-DG	PL2004
REVISION		D



-  102 PROPERTY IDENTIFICATION NUMBER
-  CADASTRAL BOUNDARIES
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a Tāhuna**

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WAKA KOTAHU
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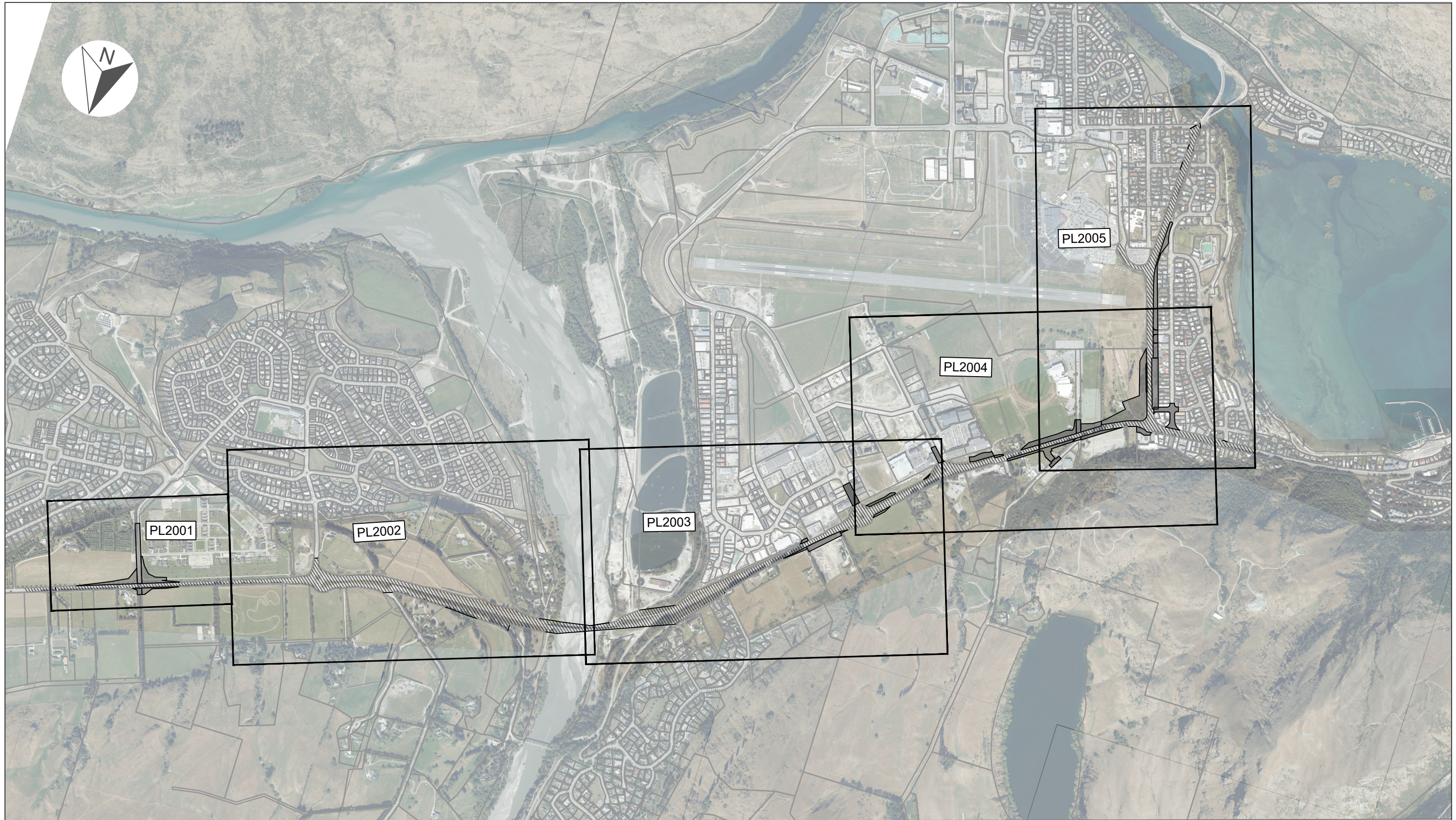
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DRAWING VERIFIED	VERIFIED	APPROVED DATE
R.GIBSON	R.GIBSON	31/03/2022

PROJECT		
NZUP QUEENSTOWN		
SH6		
MAIN WORKS		
TITLE		
STATE HIGHWAY LAND DESIGNATION PLAN		
SHEET 5		
PROJECT NO.	PROJ/PKGE-WORK-DISC-FILE	SHEET NO.
KHT	KHT-NZU-DES-PL-DG	PL2005
REVISION		D

PROPERTY SCHEDULE FOR PROPOSED DESIGNATION ALTERATION

PROPERTY REFERENCE	RECORD OF TITLE	LEGAL DESCRIPTION	ADDRESS	LAND TO BE DESIGNATED (Ha)(approx)
REQUIRING AUTHORITY: WAKA KOTAHI				
101	889403	LOT 4 DP 22156 LOT 1 DP 536321	516 FRANKTON-LADIES MILE HIGHWAY, LAKE HAYES	0.414
102		ROAD	HOWARDS DRIVE	0.529
103	884963	LOT 1 DP 531988	HOWARDS DRIVE/FRANKTON-LADIES MILE HIGHWAY	0.474
104	613709	SECTION 44 BLOCK III SHOTOVER SD SECTION 43 BLOCK III SHOTOVER SD SECTION 42 BLOCK III SHOTOVER SD	HOWARDS DRIVE/FRANKTON-LADIES MILE HIGHWAY	0.141
105		UNFORMED LEGAL ROAD	FRANKTON-LADIES MILE HIGHWAY	0.061
106	OT5C/21	LOT 1 DP 12822	465 FRANKTON-LADIES MILE HIGHWAY, LAKE HAYES	0.006
107	884963	LOT 1 DP 531988	FRANKTON-LADIES MILE HIGHWAY	0.007
108	884963	LOT 1 DP 531988	FRANKTON-LADIES MILE HIGHWAY	0.007
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202	884963	LOT 1 DP 531990	FRANKTON-LADIES MILE HIGHWAY	0.011
301		ROAD	HARDWARE LANE	0.039
302	764774	LOT 2 DP 497316	163 FRANKTON-LADIES MILE HIGHWAY, FRANKTON	0.055
303	806429	SECTION 3 SO 502556	145 FRANKTON-LADIES MILE HIGHWAY, FRANKTON	0.356
304	804356	SECTION 2 SO 502556	FRANKTON-LADIES MILE HIGHWAY	0.073
306		ROAD	HAWTHORNE DRIVE	0.316
307	1031095	SECTION 6 SO 517733	FRANKTON-LADIES MILE HIGHWAY	0.124
308	1031095	SECTION 6 SO 517733	FRANKTON-LADIES MILE HIGHWAY	0.011
401		ROAD	GRANT ROAD	0.151
402	695482	LOT 6 DP 486920	4/22 GRANT ROAD, FRANKTON, QUEENSTOWN	0.005
403	941148	SECTION 4 SO 517733	FRANKTON-LADIES MILE HIGHWAY	0.242
404	627621	LOT 100 DP 468142	FRANKTON-LADIES MILE HIGHWAY	0.032
405	659427	LOT 1 DP 25073	FRANKTON-LADIES MILE HIGHWAY	0.551
406	1027396	LOT 1 DP 566709	57 FRANKTON-LADIES MILE HIGHWAY, FRANKTON	0.471
407		ROAD	JOE O'CONNELL DRIVE	0.115
408		ROAD	HANSEN ROAD	0.033
408a		ROAD	HANSEN ROAD	0.091
409	1091078	SECTION 5 BLOCK XXXIII TN OF FRANKTON	FRANKTON-LADIES MILE HIGHWAY	0.232
410	OT18B/922	PART-SECTION 5 BLOCK XXI SHOTOVER SD	FRANKTON-LADIES MILE HIGHWAY	0.177
411	1091078	SECTION 6 BLOCK XXXIII TN OF FRANKTON	FRANKTON-LADIES MILE HIGHWAY/KAWARAU ROAD	1.85
413	73370	LOT 1 DP318736	1094 FRANKTON ROAD, FRANKTON, QUEENSTOWN	0.115
414		ROAD	GRAY STREET/McBRIDE STREET	0.453
416	257274	SECTION 12 BLOCK XX TN OF FRANKTON	KAWARAU ROAD	0.133
417	257274	SECTION 14 BLOCK XX TN OF FRANKTON	KAWARAU ROAD	0.073
418		ROAD	ROSS STREET	0.045
419	544617	SECTION 17 BLOCK XII TN OF FRANKTON	KAWARAU ROAD	0.485
501		SECTION 19 BLOCK XII TN OF FRANKTON	KAWARAU ROAD	0.002
502		SECTION 18 BLOCK XII TN OF FRANKTON	KAWARAU ROAD	0.205
REQUIRING AUTHORITY: QUEENSTOWN LAKES DISTRICT COUNCIL				
412	1091078	SECTION 6 BLOCK XXXIII TN OF FRANKTON KAWARAU ROAD	FRANKTON-LADIES MILE HIGHWAY/KAWARAU ROAD	0.058
415	257274	SECTION 12 BLOCK XX TN OF FRANKTON GRAY STREET KAWARAU ROAD	KAWARAU ROAD/GRAY STREET	0.616



REVISION	AMENDMENT	APPROVED	DATE
A	FIRST ISSUE	R.G	27/07/2022
B	ISSUED FOR CONSULTATION	R.G	12/08/2022
C	DESIGNATION AREAS UPDATED	R.G	26/10/2022
D	PROPERTY SCHEDULE UPDATED	R.G	11/11/2022
E	304 AREA UPDATED	R.G	15/11/2022



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DRAWING VERIFIED	VERIFIED	APPROVED DATE
R.GIBSON	R.GIBSON	31/03/2022

PROJECT		NZUP QUEENSTOWN	
SH6		MAIN WORKS	
TITLE			
STATE HIGHWAY LAND DESIGNATION PLAN			
KEY PLAN			
PROJECT NO.	PROJ/PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
KHT	KHT-NZU-DES-PL-DG	PL2000	E



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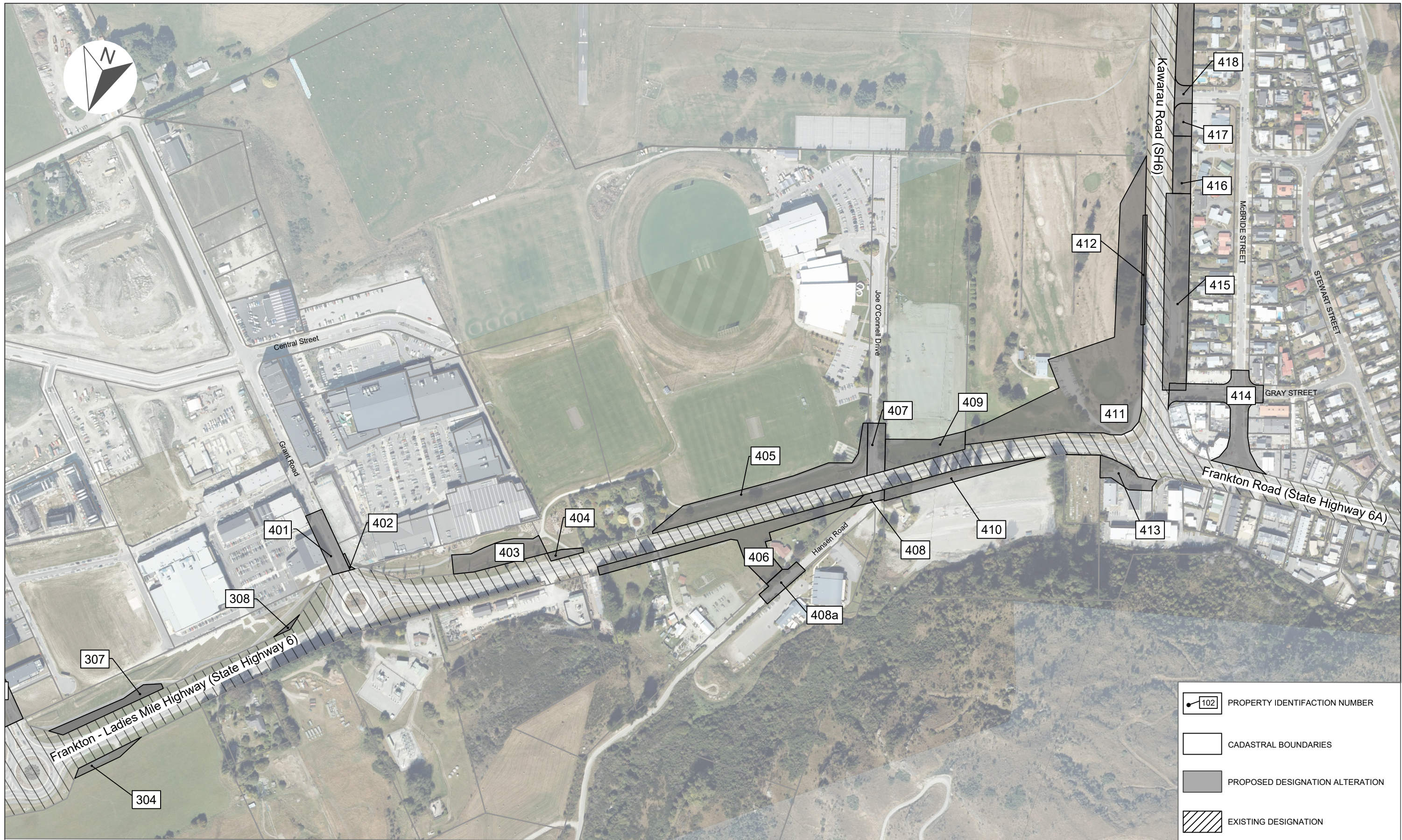
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R.GIBSON	R.GIBSON	31/03/2022

PROJECT		
NZUP QUEENSTOWN		
SH6		
MAIN WORKS		
TITLE		
STATE HIGHWAY LAND DESIGNATION PLAN		
SHEET 3		
PROJECT NO.	PROJ/PKGE-WORK-DISC-FILE	SHEET NO.
KHT	KHT-NZU-DES-PL-DG	PL2003
REVISION		
E		



1:2000@ A1
1:4000@ A3

REVISION	AMENDMENT	APPROVED	DATE
A	FIRST ISSUE	R.G	27/07/2022
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C	DESIGNATION AREAS UPDATED	R.G	26/10/2022
D	PROPERTY SCHEDULE UPDATED	R.G	11/11/2022



PLANNING

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R.GIBSON	R.GIBSON	31/03/2022	

PROJECT
NZUP QUEENSTOWN
SH6
MAIN WORKS
TITLE
STATE HIGHWAY LAND DESIGNATION PLAN
SHEET 4
PROJECT NO.
KHT
PROJ\PKGE-WORK-DISC-FILE
KHT-NZU-DES-PL-DG
SHEET NO.
PL2004
REVISION
D



PROPERTY IDENTIFICATION NUMBER
 CADASTRAL BOUNDARIES
 PROPOSED DESIGNATION ALTERATION
 EXISTING DESIGNATION

1:2000@ A1
 1:4000@ A3

REVISION	AMENDMENT	APPROVED	DATE
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PROJECT	TITLE	PROJECT NO.	PROJ\PKG-WORK-DISC-FILE	SHEET NO.	REVISION
NZUP QUEENSTOWN SH6 MAIN WORKS	STATE HIGHWAY LAND DESIGNATION PLAN SHEET 5	KHT	KHT-NZU-DES-PL-DG	PL2005	D

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APPENDIX C Relevant Objectives and Policies

TABLE 1: NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT 2020	
OBJECTIVE / POLICY	COMMENT
Part 2 Objectives and Policies	
<p>(1) The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that prioritises:</p> <p>(a) first, the health and well-being of water bodies and freshwater ecosystems</p> <p>(b) second, the health needs of people (such as drinking water)</p> <p>(c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.</p>	<p>The Project will result in an expansion of the stormwater reticulation system due to an expansion of the State highway and proposed bus hub expansion. It is proposed to treat stormwater from the increased impermeable surfaces through a combination of swales and/or mechanical devices to meet Project requirements and to improve stormwater discharge quality..</p>
<p>Policy 3: Freshwater is managed in an integrated way that considers the effects of the use and development of land on a whole-of-catchment basis, including the effects on receiving environments.</p>	

TABLE 2: PARTIALLY OPERATIVE OTAGO REGIONAL POLICY STATEMENT 2019	
OBJECTIVE / POLICY	COMMENT
Chapter 1 – Resource Management in Otago is integrated	
Objective 1.13 - Otago's resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities	The Project will contribute to the sustainable management of Otago's resources and will promote a number of wellbeings. The Project will recognise and provide for Kāi Tahu values particularly through stormwater treatment and detailed design responses. The Project will avoid significant adverse effects on human health (particularly through dust and noise mitigation measures) and will provide good quality and accessible infrastructure.
<p>Policy 1.1.21 - Social and cultural wellbeing and health and safety - Provide for the social and cultural wellbeing and health and safety of Otago's people and communities when undertaking the subdivision, use, development and protection of natural and physical resources by all of the following:</p> <ul style="list-style-type: none"> a) Recognising and providing for Kāi Tahu values; b) Taking into account the values of other cultures; c) Taking into account the diverse needs of Otago's people and communities; d) Avoiding significant adverse effects of activities on human health; e) Promoting community resilience and the need to secure resources for the reasonable needs for human wellbeing; f) Promoting good quality and accessible infrastructure and public services. 	
PART B Chapter 2 Kāi Tahu values and interests are recognised and kaitiakitaka is expressed	
Objective 2.1 - The principles of Te Tiriti o Waitangi are taken into account in resource management processes and decisions.	Consultation with iwi through the phases of the Project to date has occurred and this will continue as the Project proceeds through detailed design (and the outline plan process in relation to the designation).
Objective 2.2 Kāi Tahu values, interests and customary resources are recognised and provided for	
Part B – Chapter 3 – Otago has high quality natural resources and ecosystems	

<p>Policy 3.1.6 Air quality</p> <p>Manage air quality to achieve the following:</p> <ul style="list-style-type: none"> a) Maintain good ambient air quality that supports human health, or enhance air quality where it has been degraded; b) Maintain or enhance amenity values 	<p>The values associated with ecosystems at the site have been assessed in the ecological assessment.</p> <p>With regards to the matters identified in Policy 3.1.6 Air quality will be managed through the implementation of a CEMP.</p>
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Part B – Chapter 4 – Communities in Otago are resilient, safe and healthy	
<p>Objective 4.3 – Infrastructure is managed and developed in a sustainable way</p> <p>Policy 4.3.13 - Managing infrastructure activities</p> <p>Recognise and provide for infrastructure by all of the following:</p> <ul style="list-style-type: none"> a) Protecting and providing for the functional needs of lifeline utilities and essential or emergency services; b) Increasing the ability of communities to respond and adapt to emergencies, and disruptive or natural hazard events; c) Improving efficiency of natural and physical resource use; d) Minimising adverse effects on existing land uses, and natural and physical resources; e) Managing other activities to ensure the functional needs of infrastructure are not compromised. 	<p>The Project will ensure the existing State highway network is managed and developed in a sustainable manner by providing for increased capacity for public transport and active travel. Similarly the expansion of the bus hub is need to achieve this.</p> <p>Effects on existing land uses are minimised though the proposed mitigation measures, particularly in relation to noise.</p> <p>The Project does not impact on any of the locations identified in Policy 4.3.3.1(a).</p> <p>With regards to Policy 4.3.2, State Highways 6 and 6A are identified as 'Regional Strategic Highways' in Waka Kotahi's State Highway Classification.</p>
<p>Policy 4.3.2 - Nationally and regionally significant infrastructure</p> <p>Recognise the national and regional significance of all of the following infrastructure:</p> <ul style="list-style-type: none"> a) Renewable electricity generation activities, where they supply the, National Grid and or local distribution network; b) National Grid; c) Electricity sub-transmission infrastructure; d) Telecommunication and radiocommunication facilities; e) Roads classified as being of national or regional importance; f) Ports and airports and associated navigation infrastructure; g) Defence facilities; h) Rail infrastructure Structures for transport by rail.; i) Municipal infrastructure. 	

Policy 4.3.4 Adverse effects of nationally and regionally significant infrastructure

(1) Manage adverse effects from of infrastructure that has national or regional significance, by all of the following:

a) Giving preference to avoiding its location in all of the following:

i. Areas of significant indigenous vegetation and significant habitats of indigenous fauna in the coastal environment;

ii. Outstanding natural features, landscapes and seascapes;

iii. Areas of outstanding natural character;

ii. Outstanding natural character in the coastal environment;

iii. Outstanding natural features and natural landscapes, including seascapes, in the coastal environment;

iv. Areas of significant indigenous vegetation and significant habitats of indigenous fauna beyond the coastal environment;

v. Outstanding natural character in areas beyond the coastal environment;

vi. Outstanding natural features and landscapes beyond the coastal environment;

viiiiv. Outstanding water bodies or wetlands;

viii. Places or areas containing significant historic heritage of regional or national significance;

TABLE 3: PROPOSED OTAGO REGIONAL POLICY STATEMENT 2021

OBJECTIVE / POLICY	COMMENT
<p>EIT-TRAN-O7 – Effective, efficient, and safe transport Otago has an integrated air, land and sea transport network that:</p> <p>(1) is effective, efficient and safe,</p> <p>(2) connects communities and their activities within Otago, with other regions, and internationally, and</p> <p>(3) is resilient to natural hazards.</p>	<p>The Project will further this objective through the improvements proposed to the transport network.</p>
<p>EIT-TRAN-O8 – Transport system</p> <p>The transport system within Otago supports the movement of people, goods and services, is integrated with land use, provides a choice of transport modes and is adaptable to changes in demand.</p>	<p>The proposed works will support the movement of people (by a variety of modes) and is integrated with land use. Infrastructure necessary for improved active travel and public transport are a key component of the Project.</p>
<p>EIT-TRAN-P18 – Integration of the transport system</p> <p>The transport system contributes to the social, cultural and economic well-being of the people of Otago through:</p> <p>(1) integration with land use activities and across transport modes, and</p> <p>(2) provision of transport infrastructure that enables service delivery as demand requires.</p>	
<p>EIT-TRAN-P19 – Transport system design</p> <p>Resilience and adaptability of the transport system supports efficient networks for the transport of people and goods that are sustained and improved by:</p> <p>...</p> <p>(2) placing a high priority on active transport and public transport and their integration into the design of development and transport networks,</p> <p>...</p>	
<p>EIT-TRAN-P20 – Public transport Plans and proposals for maintenance and development of the transport system enhance the uptake of public transport by:</p> <p>(1) providing safe and reliable alternatives to private vehicle transport,</p> <p>(2) including measures to ensure pedestrian and cyclist safety and amenity, and</p> <p>(3) taking into consideration the accessibility needs of the community.</p>	<p>The proposed works are necessary to provide for an enhanced uptake of public transport by providing for infrastructure to give public transport ‘priority’. Further to this there is provision for improvements to the activity travel network providing for improved pedestrian and cyclist activity, including pedestrian access to public transport.</p>

TABLE 4: REGIONAL PLAN: WATER FOR OTAGO	
OBJECTIVE / POLICY	COMMENT
Chapter 7 Water Quality	
<p>Policy 7.C.5 With respect to discharges from any new stormwater reticulation system, or any extension to an existing stormwater reticulation system, to require:</p> <p>(a) The separation of sewage and stormwater;</p> <p>(b) Measures to prevent contamination of the receiving environment by industrial or trade waste; and</p> <p>(c) The use of techniques to trap debris, sediments and nutrients present in runoff</p>	<p>The Project will result in an expansion of the reticulation system due to an expansion of the State highway and bus hub proposed. It is proposed to treat stormwater from the increased impermeable surfaces through a combination of swales and/or mechanical devices to meet Project requirements and to ensure compliance with the provisions on the RPW.</p>
<p>7.C.6 To promote the progressive upgrading of the quality of water discharged from existing stormwater reticulation systems.</p>	

TABLE 5: REGIONAL PLAN: WASTE FOR OTAGO	
OBJECTIVE / POLICY	COMMENT
Chapter 5 – Contaminated Sites	
Objective 5.3.1 To avoid, remedy or mitigate any adverse effects of contaminated sites.	Whilst contaminated land will be disturbed as part of the Project, appropriate measures will be put in place when this occurs. It is noted that detailed design with regards to the HAIL site being impacted by the Project is yet to occur. When that occurs, the need for resource consents for contaminated site disturbance will be revisited and confirmed with the consent authorities.
Policy 5.4.3 To contain contaminated sites and rehabilitate them to the extent that is practicable having regard to the use to which the land is to be put.	

TABLE 6: REGIONAL PLAN: AIR FOR OTAGO	
OBJECTIVE / POLICY	COMMENT
Part III Air Quality Management: Objectives and Policies	
<p>6.1.2 To avoid adverse localised effects of contaminant discharges into air on:</p> <p>(a) Human health;</p> <p>(b) Cultural, heritage and amenity values;</p> <p>(c) Ecosystems and the plants and animals within them; and</p> <p>(d) The life-supporting capacity of air.</p>	<p>Provided the appropriate management practices are adopted, adverse discharges to air will be avoided, particularly with regards to the generation of dust.</p>
<p>8.2.8 To avoid discharges to air being noxious, dangerous, offensive or objectionable on the surrounding local environment.</p>	
<p>10.1 Policy for dust from area sources</p> <p>10.1.1 The Otago Regional Council will encourage:</p> <p>(a) People undertaking land use activities to adopt management practices to avoid, remedy or mitigate any adverse effects of dust beyond the boundary of the property;</p>	

TABLE 7: QUEENSTOWN LAKES OPERATIVE DISTRICT PLAN	
OBJECTIVE / POLICY	COMMENT
Section 14 Transport	
Objective 1 – Efficiency Efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation.	The proposal will result in efficiency gains for public transport and will also provide for improved capacity for public transport provision as well as improvements to the active travel network.
1.8 To consider options for encouraging and developing greater use of public transportation facilities and in particular to continue to investigate the options for alternative transport means.	The proposed works have a clear focus on improving the development and provision of public transport as well as active modes.
Objective 2 – Safety and Accessibility Maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.	The proposed works will provide for a variety of improvements, particularly for pedestrian movement and access.
2.3 To ensure access and movement throughout the District, and more particularly the urban areas, for people with disabilities is not unreasonably restricted.	The proposed design incorporates a number of measures to improve accessibility, and in particular for access to public transport.
Objective 3 – Environmental Effects of Transportation Minimal adverse effects on the surrounding environment as a result of road construction and road traffic.	The proposed mitigation section identifies those measures that will be put in place to minimise adverse effects on the surrounding environment as a result of road construction.
3.5 To maintain and enhance the visual appearance and safety of arterial roads which are gateways to the main urban centres.	The proposal will enhance the quality of the road corridor and overall user experience. Upgrading the likes of footpaths and areas surrounding the bus hub will improve the overall 'look and feel' of the corridor. The new bus hub and improved pedestrian and cycling facilities will significantly improve wayfinding and experiences for all transport modes especially bus users, pedestrians and cyclists where there are currently no established facilities and a low-quality existing environment.
3.6 To incorporate vegetation within roading improvements, subject to the constraints of road safety and operational requirements, and the maintenance of views from the roads.	Planting is proposed as part of the Project an detailed planting plans will be provided as part of the Outline Plan process.
3.7 To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction. (see Section 4.3 Objective 1 Policy 1 for consultation procedures with takata whenua).	Waka Kotahi accidental discovery protocol will be followed during the construction activity.
Objective 6 – Pedestrian and Cycle Transport Recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.	This Project has been developed through an extensive business case process with the specific aim to reduce the reliance on private vehicles and to promote public transport and active modes (walking and cycling). Such connections have been identified and allowed for.

Objective 7 – Public and Visitor Transport Recognition of public transport needs of people and provision for meeting those needs.	The Project has a strong focus on providing for the needs of people with respect to public transport.
7.1 To plan and encourage an efficient pattern of public transport.	One of the key drivers of the Project is to improve efficiency of public transport. The proposed improvements to not preclude changes to the current pattern of public transport in Queenstown and Frankton (and beyond).
7.2 To investigate opportunities for public transport as an alternative to, or in association with, changes or extensions to the major road network	The Project will provide for increased opportunities for public transport, through the provision of dedicated bus lanes. This can be achieved with minor widening of the existing State Highway corridor.
7.3 To promote and investigate opportunities for a public transport link between Queenstown and Frankton.	A public transport link between Queenstown and Frankton already exists and will be enhanced by this Project.
7.5 To liaise with the Otago Regional Council and public transport operators to ensure the public transport needs of the District are met.	The ORC was a key stakeholder through the Business Case and continues to be involved in the Project. Most recently the preliminary design for the bus hub has been developed in collaboration with the ORC.

TABLE 8: PROPOSED QUEENSTOWN LAKES DISTRICT PLAN	
OBJECTIVE / POLICY	COMMENT
Chapter 7 Lower Density Suburban Residential Zone	
Policy 7.2.1.1 -Ensure the zone and any development within it is located in areas that are well serviced by public infrastructure, and is designed in a manner consistent with the capacity of infrastructure networks.	The Project provides an increase of public infrastructure (bus hub) in proximity to the zone. Any stormwater generated by the Project will be managed in a manner not to compromise the stormwater network.
Policy 7.2.1.3 Ensure that the height, bulk and location of development maintains the suburban-intensity character of the zone, and maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight.	The proposed noise wall alongside the expanded Bus Hub strikes a balance between providing noise mitigation and protecting amenity.
Objective 7.2.6 - Development efficiently utilises existing infrastructure and minimises impacts on infrastructure networks.	The Project will integrate and use existing infrastructure (particularly the stormwater network) whilst providing an improved level of stormwater treatment. The Project will also provide stormwater capacity for future development in accordance will council's stormwater strategy from Frankton.
Policy 7.2.6.3 Integrate development with all transport networks and in particular, and where practicable, improve connections to public transport services and active transport networks (tracks, trails, walkways and cycleways).	The proposal will provide improve public transport connects for both existing and future development in the zone.
Chapter 15 Local Shopping Centre Zone	
Objective 15.2.1 – Local Shopping Centres provide a focal point for a range of activities that meet the day to day needs of the community at a limited scale that supplements the function of town centres.	The Project will provide for improved accessibility to the Local Shopping Centre Zone for those using public transport or active modes. Private vehicle access to the zone will be maintained, with a small loss of parking on the southern side of SH6 / 6A (Frankton Shops).
Policy 15.2.1.1 Provide for a diverse range of activities that meet the needs of the local community, enable local employment opportunities and assist with enabling the economic viability of local shopping centres.	
Avoid the establishment of activities that are not consistent with established amenity values, cause inappropriate environmental effects, or are more appropriately located in other zones.	Whilst the Project does not require the permanent designation of any land in this zone there is a considerable amount of activity proposed adjacent to the zone. The proposed works will be managed to ensure they are consistent with amenity values of the zone and to not cause inappropriate environmental effects.

<p>For development of the site(s) at 1 Hansen Road, between Hansen Road and the Frankton Cemetery (as shown on the District Plan web mapping application), in addition to other Zone-wide requirements:</p> <ul style="list-style-type: none"> a. ensure that development is undertaken in an integrated manner, having particular regard to ensuring the safe and efficient operation of the transport network; b. implement specific controls to limit effects on the historic values of the neighbouring cemetery. 	<p>The Project will result in some changes to the roading network to provide for the safe and efficient operation of the transport network as it relates to the site at 1 Hansen Road.</p>
<p>Chapter 16 Business Mixed Use Zone</p>	
<p>Objective 16.2.3 – A high quality, well designed urban environment on the northern side of State Highway 6 at Frankton, that is integrated with a primary road that connects State Highway 6 at Hawthorne Drive to Quail Rise, pedestrian and cycle access, and appropriate servicing.</p>	<p>The Project will result in the provision of the necessary connection at the SH6 / Hawthorne Drive intersection.</p>
<p>Policy 16.2.3.4 Ensure safe transport connections by:</p> <ul style="list-style-type: none"> (a) avoiding any new access to State Highway 6; (b) limiting access to the land at Frankton North to: Hawthorne Drive/SH6 roundabout, Hansen Road and Ferry Hill Drive; (c) providing the primary road connection between State Highway 6 and Quail Rise; (d) providing access to the primary road connection from all sites within Frankton North: (e) providing internal road, pedestrian and cycle connections that are of a form that accounts for long-term traffic demands for the area between Hansen Road and Ferry Hill Drive without the need for subsequent retrofitting or upgrade; and (f) ensuring that road frontages are not dominated by vehicular access and parking; and integrating with the pedestrian and cycle path and the road network and public transport routes on the southern side of State Highway 6, including pedestrian and cycle access across State Highway 6. 	<p>The Project will improve the existing connection at Hansen Road and provide the necessary connection at the SH6 / Hawthorne Drive intersection.</p>
<p>Chapter 38 Open Space and Recreation Zones</p>	
<p>Objectives and Polices – District Wide</p>	
<p>Objective 38.2.1 - The open space land and facilities administered by the Council make a major contribution towards meeting the needs of the District’s residents and visitors for passive and active recreation.</p>	<p>The open spaces adjacent to the proposed works will continue to provide for active and passive recreation.</p>

<p>Policy 38.2.1.1 The design, development, management and maintenance of Open Space and Recreation Zones shall provide for:</p> <ul style="list-style-type: none"> a. the needs of the community in the area in which the zones are located, and the needs of the wider community and visitors to the District; b. the effective and efficient use of resources so as to ensure that Open Space and Recreation Zones are fit for purpose and safe for all users; c. the maintenance and enhancement of integrated public access connections to walking and cycling networks throughout the District, including along lake and river margins; d. recognise and provide for users of all ages and different physical capacities e. the location within which Open Space and Recreation Zones are situated, responding to recognised natural character, landscape and heritage values; and f. the provision of infrastructure necessary to service Open Spaces and Recreation Zones, including recreation facilities and amenities. 	
<p>Chapter 38 Informal Recreation Zone</p>	
<p>Policy 38.4.1.4 Ensure that buildings and activities that exclude or restrict public access are limited so as to encourage public use and maintain open space for informal recreation, recognising that the existing facilities that have been established within this zone are appropriate to remain and in some instances, may be extended or redeveloped.</p>	<p>Access to facilities and open space will be maintained during construction and after completion of works.</p>
<p>Policy 38.4.1.5 Limit the intensity of activities to minimise adverse effects such as noise, glare and traffic on amenity values, peace and enjoyment of the Informal Recreation Zones and surrounding environment.</p>	<p>A CEMP will be put in place to minimise construction effects on adjoining Recreation Zones.</p>
<p>Policy 38.4.1.6 Opportunities are taken to enhance recreational trail networks, cycling and walking linkages within the zone, and to other zones, to create a contiguous network to assist residents and visitors to move through and around neighbourhoods, and to other destinations, thereby providing an alternative and sustainable mode of transport.</p>	<p>The Project will enhance the walking and cycling linkages within the zone, and between the zone and adjoining zones.</p>
<p>Chapter 38 Community Purposes Zone</p>	
<p>Objective 38.7.1 – Community activities that meet the current and future social, cultural, recreation, health and community needs of both local communities and visitors to the District are provided for within a diverse range of open spaces.</p>	<p>The Project will enhance the walking and cycling linkages within the zone, and between the zone and adjoining zones.</p>
<p>Chapter 29 Transport</p>	

<p>29.2.1 Objective - An integrated, safe, and efficient transport network that:</p> <p>a. provides for all transport modes and the transportation of freight;</p> <p>b. provides for future growth needs and facilitates continued economic development;</p> <p>c. reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport;</p> <p>d. contributes towards addressing the effects on climate change;</p> <p>e. reduces the dominance and congestion of vehicles, particularly in the Town Centre zones; and</p> <p>f. Enables the significant benefits arising from public walking and cycling trails</p>	<p>The proposed works will further Objective 29.2.1 by (in particular):</p> <ul style="list-style-type: none"> • Providing for future growth needs; • Assisting with reducing dependency on private motor vehicles; • Reducing vehicle congestion; • Enabling increased opportunities for walking and cycling.
<p>Policy 29.2.1.1 Require that transport networks including active transport networks, are well connected and specifically designed to:</p> <p>a. enable an efficient public transport system;</p> <p>b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and</p> <p>c. provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.</p>	<p>The proposed works will provide improved walking and cycling connections, improved and safer walking connections to public transport.</p> <p>Furth to this and as identified above, a particular objective of the Project is to improve public transport efficiency.</p>
<p>29.2.3 Objective - Roads that facilitate continued growth, are safe and efficient for all users and modes of transport and are compatible with the level of amenity anticipated in the adjoining zones.</p>	<p>The Project will provide for safety improvements, particularly with relation to pedestrians and accessibility of the public transport network.</p>
<p>29.2.3.2 Enable transport infrastructure to be constructed, maintained, and repaired within roads in a safe and timely manner while:</p> <p>a. mitigating adverse effects on the streetscape and amenity of adjoining properties resulting from earthworks, vibration, construction noise, utilities, and any substantial building within the road;</p> <p>b. enabling transport infrastructure to be designed in a manner that reflects the identity of special character areas and historic management areas and avoids, remedies, or mitigates any adverse effects on listed heritage items or protected trees; and</p> <p>c. requiring transport infrastructure to be undertaken in a manner that avoids or mitigates effects on landscape values.</p>	<p>Avoiding effects on adjoining properties will be managed during construction through the preparation of a Construction Environmental Management Plan.</p> <p>The transport infrastructure proposed in this location will avoid any impacts on listed heritage items and trees, and landscape values.</p>

<p>29.2.3.3 Ensure new roads are designed, located, and constructed in a manner that:</p> <p>a. provides for the needs of all modes of transport in accordance with the Council’s active transport network plan and public transport network plan and for the range of road users that are expected to use the road, based on its classification;</p> <p>b. provides connections to existing and future roads and active transport network;</p> <p>c. avoids, remedies, or mitigates effects on listed heritage buildings, structures and features, or protected trees and reflects the identity of any adjoining special character areas and historic management areas;</p> <p>d. avoids, remedies, or mitigates adverse effects on Outstanding Natural Landscapes and Outstanding Natural Features and on landscape values in other parts of the District; and</p> <p>e. provides sufficient space and facilities to promote safe walking, cycling, and public transport within the road to the extent that it is relevant given the location and design function of the road.</p>	<p>The changed roading configuration in Frankton arising from the proposed works provides for all modes of transport and has been designed to provide connectivity to ‘up zoned’ land on the north side of SH6.</p> <p>The proposed works will not affect any listed structures of trees, or and landscapes of note.</p> <p>The proposed design provides sufficient space for safe walking, cycling and public transport.</p>
<p>29.2.3.4 Provide for services and new linear network utilities to be located within road corridors and, where practicable, within the road reserve adjacent to the carriageway in a manner consistent with the provisions of Chapter 30.</p>	<p>As part of the Project there will be some network utility renewals / improvement works undertaken.</p>
<p>29.2.3.5 Allocate space within the road corridor and at intersections for different modes of transport and other uses such as on-street parking in a manner that reflects the road classification, makes the most efficient use of the road corridor, and contributes to the implementation of council’s active and public transport network plans.</p>	<p>The Project makes provision for active modes both on and off Highway and provides improvements to the wider active travel network.</p>
<p>29.2.3.7 Encourage the incorporation of trees and vegetation within new roads and as part of roading improvements, subject to road safety and operational requirements and maintaining important views of the landscape from roads.</p>	<p>Replanting is proposed and a full planting schedule will be provided as part of an Outline Plan or Plans.</p>
<p>29.2.4.8 Require any large scale public transport facility or Park and Ride to be located, designed, and operated in a manner that mitigates adverse effects on the locality and, in particular, on the amenity of adjoining properties, while recognising that they are an important part of establishing an effective transport network.</p>	<p>The proposed bus hub will operate in a manner that will mitigate against effects on the amenity of adjoining properties, in particular noise effects.</p>
<p>29.2.4.10 Enable the construction or implementation of the active and public transport networks to reduce traffic congestion and improve transport choice.</p>	<p>The Project seeks to construct / expand the existing active travel and public transport networks.</p>

APPENDIX D Technical Reports

D.1 Urban Design Evaluation and Landscape Assessment

D.2 Arborist Report

D.3 Noise Assessment – SH6/6A

D.4 Noise Assessment – Bus Hub

D.5 Transportation Assessment



**Queenstown
Package**

**New Zealand
Upgrade
Programme**



NZ Upgrade Programme

—

Queenstown Package








Urban Design and Landscape Assessment

Project Team: Kā Huanui a Tāhuna - NZUP Queenstown package

21 November 2022

Reference: 3336972/04E/2102

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1 INTRODUCTION

Growth in Queenstown's resident and visitor population, together with high dependency on private vehicle travel, has compounded traffic congestion and delays in the district. Waka Kotahi's NZ Upgrade Programme – Queenstown Package (NZUP) is focused on prioritising infrastructure across the State Highway network to support public transport and improve overall level of service by providing:

- Improved Public transport infrastructure – introduction of bus lanes where feasible, with additional and higher-quality stop facilities including an expansion of the existing bus hub at Frankton
- Improved facilities for Active Modes – improved infrastructure and linkages between existing and new routes
- Intersection Improvements – change in intersection form to improve road safety and access, and to enable better operational management of the network

The NZUP programme consists of six distinct packages/ zones that allow for prioritisation of key areas to establish logical construction packages. The main aspects of each zone are highlighted below to provide context for this assessment.

Zone 1 – Ladies mile

- Conversion of the existing SH6/Howards Drive T- junction to a roundabout.
- A westbound (towards Frankton) public transport priority lane between Howards Drive and the eastern side of Shotover Bridge.
- Installation of a vehicle barrier between the carriageway and the existing exotic trees on the southern edge of the road.
- 1 new bus stop, and associated shelters, seating and ski racks.
- Associated stormwater upgrades including a series of soak pits.

Zone 2 – Five mile

- Conversion of the existing roundabouts at Hawthorne Drive and Grant Road to signalised intersections.
- East and westbound public transport priority lanes between SH6/Hardware Lane and SH6/SH6A/Terrace Junction.
- A new signalised intersection at SH6/Hansen Road Access Link.
- Conversion of the existing priority intersection at SH6/Joe O'Connell Drive (Events centre entrance) to a signalised intersection.
- A shared user path on both sides of the road connecting the active travel network from Hardware Lane through to Frankton village.
- 5 new bus stops, and associated shelters, seating and ski racks.

Zone 3 – SH6 and SH6A Intersection (proposal site, highlighted in yellow in figure 2)

- Conversion of the existing SH6/6A roundabout to a signalised intersection.
- Shared user paths connecting pedestrians and cyclists traveling all directions with a focus on encouraging commuter and recreational cyclists toward the Frankton Marina and on to the Frankton Track
- Expansion of current bus hub and associated amenities, including signalised entry and exit to allow for an additional 9 bus stops.
- Conversion of existing priority intersection at Gray Street to signalised intersection, with no right turn exit.
- Drivers shared facility building to include break room, toilets, storage and an information kiosk with interpretation and information signage.
- Signalised intersection at McBride Street.
- Stormwater attenuation basin for proposed areas first flush run off.
- New access road for Frankton Golf Centre with signalised intersection.

Zone 4 – Kawarau Road

- Conversion of the existing roundabout at SH6/Lucas Place to a signalised intersection.
- Shared 'north to south' user path traveling on the western side of the road through the existing reserve land.
- Public transport priority lanes between Ross Street and Kawarau River Bridge.
- Stormwater attenuation basin for proposed areas first flush run off, located in the reserve area between Ross Street and Lucas Place.

Zone 5 – Frankton Marina to Goldfield Heights

- New access into Marina from SH6A.
- Public transport priority lanes between Marina Drive and Livingstone Lane traveling east and westbound.
- Associated stormwater and retaining structures to allow for road widening.
- Shared user path and footpath upgrades:
 - 373m long and 3m wide shared user path
 - 190m long and 2.5m wide shared user path
 - 471m of footpath upgrades
- Upgrades to existing bus stops to improve connectivity, safety and increased waiting area.
- Improved signalised pedestrian crossings.

Zone 6 – Goldfield Heights to Suburb Street

- Shared user path upgrades, space permitting.
- Improved signalised pedestrian crossings.

- Shared user path and footpath upgrades.
 - 670m long and 3m wide shared user path
- Upgrades to existing bus stops to improve connectivity, safety and increased waiting area.
- Associated stormwater and retaining structures to allow for road widening.

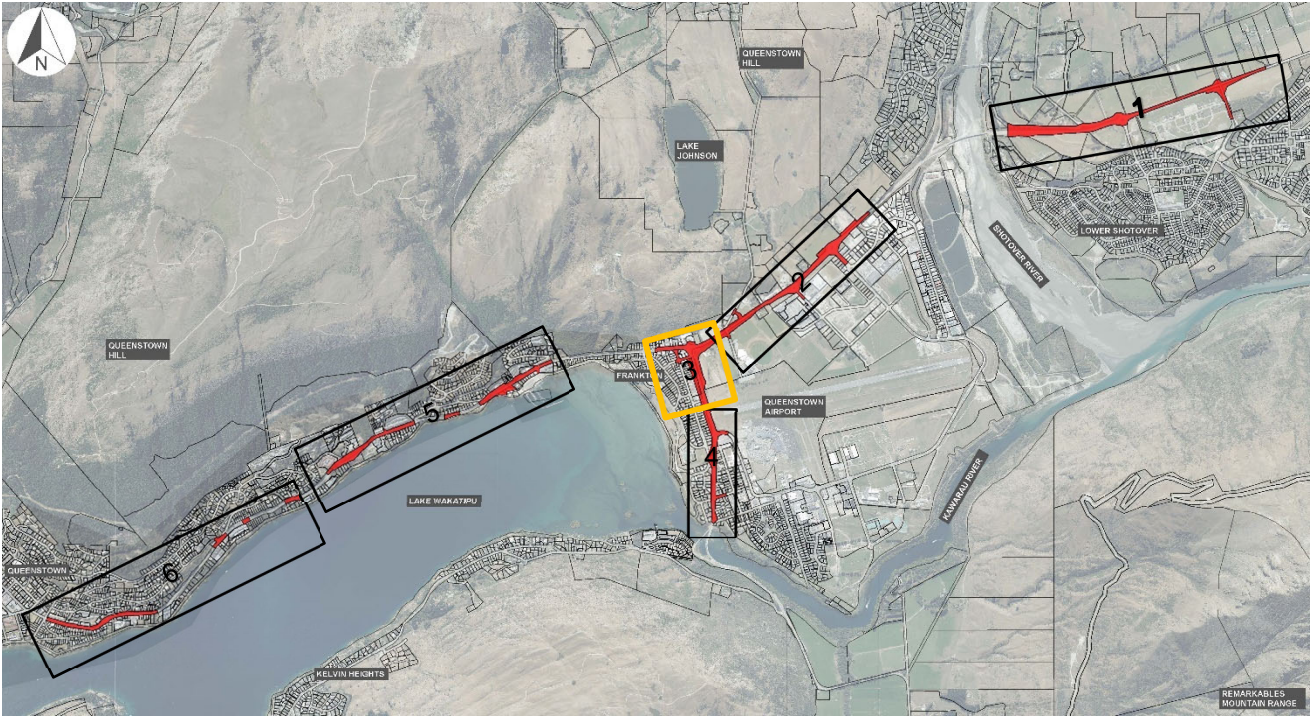


Figure 1: Overview of NZUP – Queenstown package zones 1 to 6.

This report has been prepared by Ka Huanui a Tāhuna to evaluate the proposed infrastructure upgrades against the established project urban design principles and objectives and to also assess the landscape and visual effects of the proposal in relation to the alteration to designation application.

2 SCOPE AND PURPOSE

This report focuses on those areas of the NZUP programme that are subject to an alteration to existing designation within Zone 3, specifically the intersection of State Highway 6 and 6A (SH6 and SH6A) in Te Kirikiri | Frankton (refer Figure 2). This land is required to enable road widening for the reconfiguration of the existing SH6/SH6A intersection (described in Section 2) and expansion of the existing bus hub located to the west of the existing SH6 carriageway.

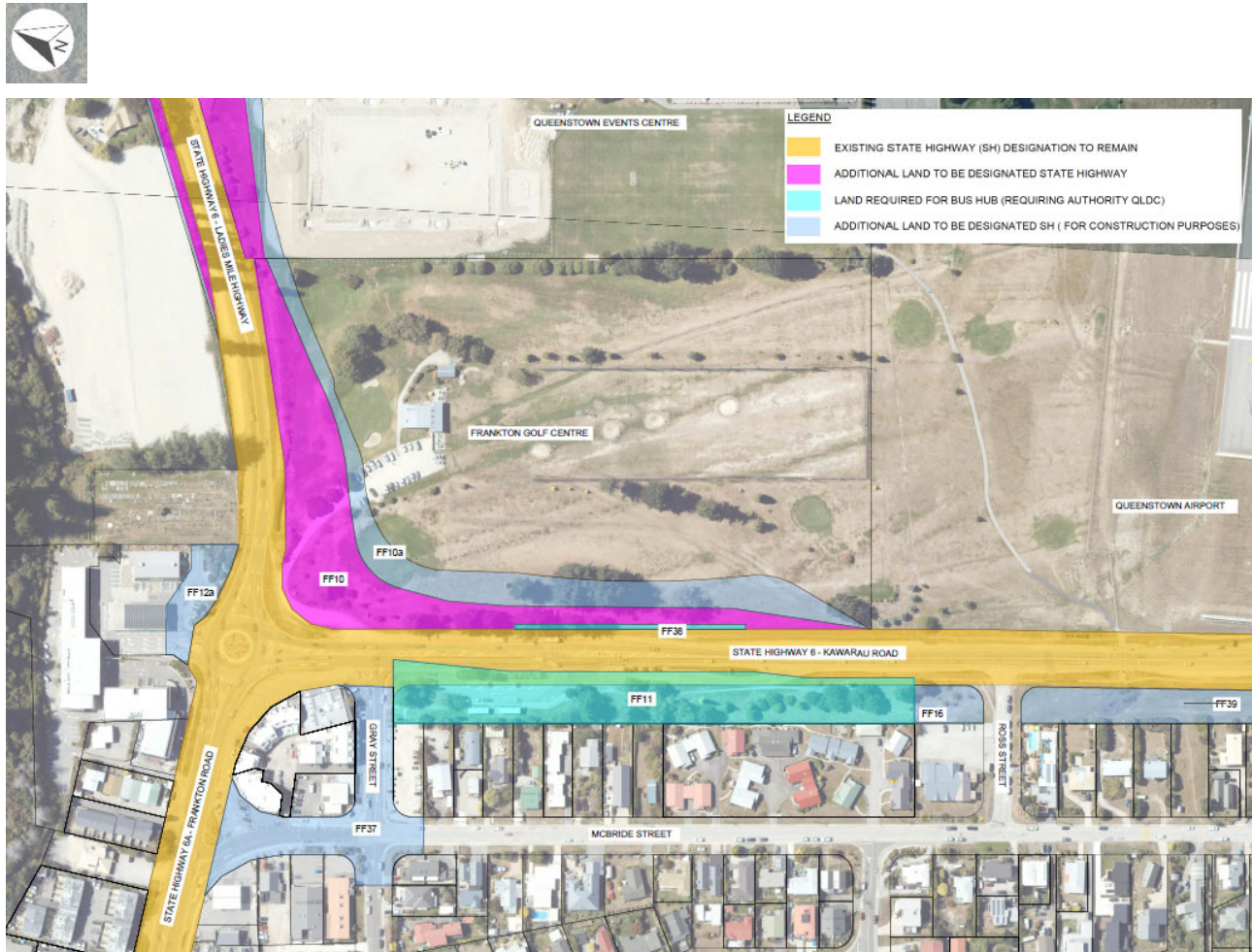


Figure 2: Overview of SH6 / SH6A intersection with designation parcels highlighted.

For clarity, the areas subject to this report (and alteration to designation) are referred to as the proposal while the wider NZUP project will herein be referred to as the ‘wider project’.

A **Landscape Management Plan (LMP)** is to be prepared in accordance with Waka Kotahi’s Bridging the Gap¹ to “ensure the Project’s permanent works are integrated into the surrounding rural landscape and urban context and to illustrate the urban, landscape, cultural and environmental elements of the Project to be taken into the detailed design”.²

¹ Bridging the Gap, NZTA Urban Design Guidelines, Waka Kōtahi NZ Transport Agency.

² Minimum Requirement F7.2.1.2(c)

In addition to the LMP, a **Cultural & Environmental Design Framework (CEDF)**, specific to the Te Kirikiri | Frankton area is required by the UDLA Minimum Requirements *“addressing all proposed cultural design values, concepts, elements and outcomes... and as a consequence of mana whenua collaboration”*.

The LMP and CEDF are currently under development with direct input by Mana Whenua throughout the design development process as described in Sections 2.2.3 and 2.2.4.

2.1 Approach

This report is structured as a ‘hybrid’ Urban Design Evaluation and a Landscape and Visual Effects Assessment; its purpose is twofold:

Urban design evaluation

Firstly, it provides an evaluation of the current design³ against urban design principles and objectives that have been prepared in accordance with the urban and landscape design Minimum Requirements established by Waka Kotahi for the project. These establish the requirements for all urban and landscape design works being undertaken and confirm the desired urban and landscape design outcomes for the proposal and the wider project.

The following **principles and objectives** have been prepared as part of the LMP and provide the framework for the urban design evaluation section of this report:

Principle	Objective
ENVIRONMENT	
Design for context	The project establishes a strong sense of place and is a good ‘fit’ in its urban context, through consideration of design values, narrative, specific design elements and maintenance and enhancement of amenity.
Design with nature	Demonstrate how the consideration of the underlying natural environment and eco-systems has occurred and has directly informed the design. Promote blue-green infrastructure with the enhancement of indigenous vegetation within existing vegetation patterns and new infrastructural project development. This includes water management systems that buffer and prevent detrimental discharge to natural waterways with stormwater conveyance and treatment within the road corridor and adjacent land as particularly relevant.
Mitigating climate change / conscience	Design for predicted future regional climatic impacts in the corridor location. Consider the positive contribution that the corridor functions can make to the local climatic environment of future places and streets. Address long term planning in regard to climate change such as sustainable management of resources and development and adoption of renewable energy.
SOCIAL	
Respect cultural heritage values	Design does not negatively affect heritage features that are important to the wider community and mana whenua. This can include specific buildings, structures, sites and natural features, as well as the associations (i.e., narratives and meaning) that people have with them.

³ Being preliminary design phase.

Principle	Objective
Create a positive road user experience	Provide a transport corridor that allows the user to experience the local landscape setting and sense of place in a legible and safe way.
Opportunities for collaborative design process, in the spirit of Te Tiriti o Waitangi partnership	Adopt best practice collaborative design principles and methodologies to obtain culturally inclusive design outcomes.
BUILT FORM	
Contribute to good urban form	The project recognises the function that the road network has as a key 'building block' for both existing and future urban form. The design pays particular attention to the physical and experiential quality of the road corridor and key interfaces.
Achieve a low maintenance design	Adopt best practice design principles and methodologies. Use appropriate landscape and planting material.
MOVEMENT	
Integrate all modes of movement	Allow for and accommodate good walking, cycling and micro-mobility outcomes that promote additional transport choices to and around the project area, including prioritisation of walking and cycling and quality of user experience.
Maintain local connectivity	Key physical linkages across and within the road corridor(s) are recognised and maintained, including a specific focus on the opportunity to enhance existing connections and establish new ones. Identify and recognise experiential / perceptual linkages to the road corridor, project area and wider landscape.
LAND USE	
Integrate transport and land-use	The design facilitates and enhances where possible existing land uses while providing a catalyst for new activities to occur in the future to support the vibrancy, character and economic vitality of the area.

2.2 Landscape and Visual Effects Assessment

This report also provides an assessment of the landscape and visual effects of the proposal in support of the alteration to designation application. The assessment is required to support the Notice of Requirement (NOR) for the project and the methodology used to undertake this assessment is described in Section 1.2.

3 METHODOLOGY

The key aspects of the assessment process include:

3.1 Desktop Analysis

A review of background documentation has been undertaken to identify existing relevant landscape and urban design influences on the NZUP project, and those design standards that are to be integrated into the project.

The background documents include the following.

NZUP Minimum Requirements documents

- Provide Waka Kotahi's minimum requirements for the project. The documents cover design standards, guidelines, site specific information, material finishes and processes.

Aotearoa urban street planning and design guide

- The Aotearoa Urban Street Planning and Design Guide brings together Waka Kotahi's key shifts, good urban design principles and mode specific guides, pedestrian planning guidelines, cycling network guidance, and public transport design guidelines to create a suite of technical guidance for urban mobility and a safe system.

Bridging the Gap, Waka Kotahi (NZTA) Urban Design Guidelines

- Bridging the Gap presents Waka Kotahi's urban design objectives and requirements. It sets out 10 fundamental urban design principles which should guide the development of transport projects and contains best practice on detailed design aspects. These guidelines seek to improve the understanding of what good urban design means in a transport project.

NZTA P39 Standard Specifications for Highway Landscape Treatments

- P39 provides baseline landscape specifications that set the required performance standards, quality, and workmanship for highway landscape treatments.

Te Kirikiri / Frankton Masterplan (FMP)

- The Frankton Masterplan sets a framework to respond to the future needs of Frankton as a hub for the Wakatipu basin. The outcomes cover: integrating with the water's edge; gateway into the district; enhancing the local network; unified and integrated urban centres; living and growing in harmony with nature; and inclusive neighbourhoods.

QLDC District Plans (Proposed and Operative)

- The District Plan guides land use and development across the Queenstown Lakes District. It sets out what activities you can do as of right, what activities you need resource consent for, and how certain activities may be carried out. It covers things like: land uses; noise; location and height of buildings; and the protection of indigenous vegetation.

Queenstown Lakes Spatial Plan

- The Queenstown Lakes Spatial Plan is a vision and framework for how and where the communities of the wider Wakatipu and Upper Clutha can Grow Well and develop to ensure social, environmental and economic prosperity.

Whakatipu Active Travel Network Stage 1 UDLF (WATN)

- This work aims to provide an integrated network of trails for walking and cycling that connects to public transport, providing a genuine alternative to travelling by car. It is important to incorporate the WATN trails into NZUP to ensure all trails/paths are connected, which gives users access to the wider Queenstown Lakes District.

Stage 1 Arterials UDLP

- Delivered as part of the wider Kā Huanui a Tāhuna programme of works, the Stage 1 Arterials project spans from Frankton Road and Suburb Street, through to the intersection of Henry Street, Shotover Street and Gorge Road, proximate to the Queenstown CBD. The NZUP project interfaces with Stage 1 Arterials at the Frankton Road/ Suburb Street intersection. It is important to acknowledge the design language used for Arterials Stage 1 and where appropriate integrate into NZUP to ensure continuity of user experience.

Iwi environmental management resources

- Kāi Tahu ki Otago Natural Resource Management Plan (2005)
- Te Tangi a Tauira: Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan (2008)
- Āpiti Hono, Tātai Hono: Ngā Whenua o Ngāi Tahu ki Murihiku – Stage 1 Landscape Assessment Study

3.2 Site Investigations

Visits to the wider project and proposal sites were undertaken on five separate occasions, including:

- 22nd of September 2021 – a general project wide site walkover was undertaken with other alliance design team members (including mana whenua appointed Cultural design lead from Aukaha - Keri Whaitiri). Concept plans were used to identify the extent of works and its surrounding context.
- 23rd of September 2021 – Jesse Byrne (Landscape architecture design lead) returned to site where the broader landscape character and visual catchment was observed, and representative photographs were taken.
- 23rd of November 2021 – Jesse Byrne undertook a vegetation survey with the consultant Arborist from NZ Tree Care. Trees species, condition and useful life expectancy were identified and recorded. Subsequent visits were undertaken by the project arborist in June 2022.

- 22nd of February 2022 – Following further design development the full design team and representatives from Waka Kotahi and QLDC undertook a general site walkover to discuss the design and identify specific site challenges that may affect the designs.
- 23rd of February 2022 – Jesse Byrne (Landscape architecture design lead) returned to site where neighbouring properties, potentially affected parties, and the local landscape context and edge conditions were observed, and detailed photographs taken.

3.3 Design Development

The Queenstown Integrated Transport Programme Business Case (2017), endorsed by Waka Kotahi, is the overarching strategic transport document that recommended a programme of investments for the overall Queenstown network. A subsequent business case, the Queenstown Transport Business Case, looked to merge multiple study areas in to one network.

The NZUP project was created in response to these business cases, the concept designs which were developed as part of the above have been reviewed and analysed as part of the project start-up phase.

The proposal site is currently at the 30% preliminary design phase, meaning design layouts have been confirmed and design elements are being compiled for initial pricing.

Although the current design is in alignment with the business case there have been some key moves to improve pedestrian connectivity and safety within the bus hub.

These include providing a direct connection across Kawarau Road along the active travel route, leading to safer more legible crossing and access through the bus hub for users. The bus hub layout has been altered to include two bays, one for buses and one for pick up/drop off and private coaches. This design allows for pedestrians to safely exit vehicles on a central island and cross into the bus hub 'proper' over a zebra crossing.

A detailed tree survey was completed during this period an investigation and a feasibility study was undertaken to reduce tree removals within the bus hub and on the golf course land, but due to the existing versus proposed ground levels the number of trees saved as part of the development has been very low in comparison to the number of removals.

With Mana Whenua representation on the design team, through Keri Whitiri (cultural design lead), key themes and values have been incorporated into the design layout and opportunities for cultural narrative expression have been identified. The theme of Ara Tāwhito (pathways) is being developed further as part of the Mana Whenua Cultural Values and Design Framework - Te Kirikiri / Frankton document.

Elements within the landscape design that have been identified as areas of opportunity include the noise barrier(s), located proximate to the bus hub and the bus shelter structures.

A soft landscape strategy is in development with QLDC and the design team, this is focused on using endemic grassland and shrub species to the garden areas and stormwater infrastructure within the proposal site. Street trees located within the bus hub will be exotic species which will provide a functional form within the hub and adjacent to the signalised intersection. A mixture of native grove trees and exotic and native specimen trees are proposed for the areas of reserve land which line the proposal sites.

3.4 Co-design and Partnership with Mana Whenua

A co-design approach has been adopted by Kā Huanui a Tāhuna. This includes a Mana Whenua appointed designer, Keri Whaitiri, embedded in the Alliance to ensure that both design process and outcomes appropriately reflect cultural connections to place – Keri is a designer ‘by trade’ and performs a Kaiwhakaterere role within the UDLA and wider project team. This role and the overall approach to design is reflective of the partnership aspirations of Kā Huanui a Tāhuna and the obligations of the owner / partner organisations to meet their obligations under Te Tiriti o Waitangi

Te Kaiwhakaterere has provided input to the formation of the urban design principles and objectives set out in Section 1.1. The precursor to these objectives and policies were a suite of cultural values (see Section 6.2.3) that have been used to inform the current design and provide the high-level guidance to be established in the Mana Whenua Cultural Design Integration Framework.

One of the key stages in the design process involves submission of the current design to the Kāi Tahu Design Review Panel for guidance and approval of milestone designs. This process ensures that Mana Whenua play an active and influential role in establishing appropriate areas of focus, including identifying key values, sites of significance, narratives and environmental outcomes. The feedback from these design review sessions is then fed back to the design team for incorporation into subsequent design phases. In addition, design progress is also shared with the project Mana Whenua Liaison Group, which is responsible for providing high-level overview and guidance to Kā Huanui a Tāhuna in all aspects of the project.

3.5 Urban Design Evaluation

The Urban Design Evaluation considers the proposed development against the relevant Waka Kōtahi Design Principles. It provides urban design focused commentary on the current preliminary design and recommends the framework for how and where any urban design outcomes should be considered in future design stages. These recommendations provide the basis for an urban design specific designation condition, and where there is an overlap of urban design outcomes with other considerations (for example ecological, landscape, visual or water quality related recommendations) they could be integrated within the relevant specialist conditions.

3.6 Landscape Assessment

The process that underpins the assessment of landscape effects draws on Te Tangi a Te Manu, Aotearoa New Zealand Landscape Assessment Guidelines prepared by the New Zealand Institute of Landscape Architects (NZILA)⁴.

3.6.1 Defining and Describing the Landscape

Section 4 of the NZILA Guideline details those matters that are relevant to the definition of ‘landscape’. This report adopts the ‘tri-partite’ conceptualisation provided in the guideline, including⁵:

⁴ 210430_Te Tangi a te Manu_Aotearoa New Zealand Landscape Assessment Guidelines [Final Draft] May 2022.

⁵ Adapted from Te Tangi a te Manu_Aotearoa New Zealand Landscape Assessment Guidelines.

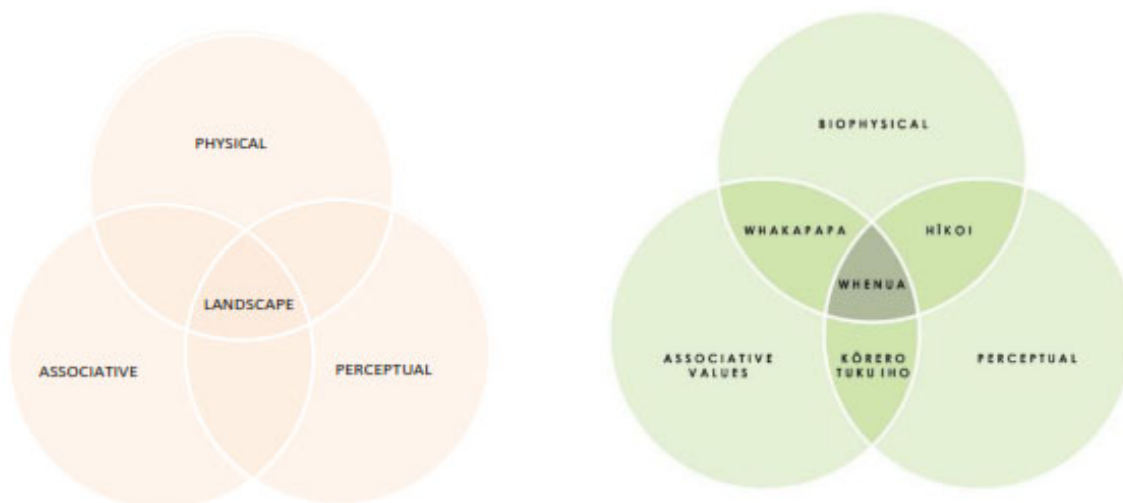


Figure 3 – Conceptualisation of Landscape

- **Physical** – meaning both the natural and human-derived features in the landscape and the interaction of natural and human processes over time. Sometimes referred to as ‘natural and physical’, ‘natural and built environment’, ‘physical environment’, ‘biophysical’ and ‘geographical’.
- **Associative** – the meanings and values we associate with places. Often the intangible things such as history, identity, customs, laws, narratives, creation stories, and activities specifically associated with a landscape. Such associations typically arise over time out of the relationship between people and place. Tāngata whenua associations are therefore especially relevant because of primacy and duration. Pūrākau, tikanga, whakapapa, and mātauranga are key considerations of the associative dimension from a Te Ao Māori perspective. Other terms sometimes used for this dimension include ‘intangible’, ‘meanings’, ‘place-related’ (sense of place).
- **Perceptual** – being, how we perceive and experience places. ‘Perceptual’ means both sensory experience and interpretation and typically occurs simultaneously with interpretation, knowledge, and memory. What we know, remember, and imagine influences how we perceive a place. While sight is the sense most typically applied to landscape assessment, sensory perception includes all the senses such as sound, smell, touch, and taste. Other terms sometimes used for the perceptual dimension include ‘sensory’ (which suggests only raw senses and does not capture the cognitive or interpretative aspect that is implied in the term ‘perceptual’), ‘aesthetic’ (which suggests a focus on beauty rather than wider appreciation), and ‘experiential’ which perhaps better conveys movement and active engagement.

The guideline lists typical factors that are often considered under each of the three conceptual headings above. They are attached to this report as Appendix A and are utilised in the description of the existing environment below.

The urban landscape

The site lies within an urban setting characterised by the relationship between the transport network/ corridor and a varied land use matrix, consisting of commercial, retail, residential, recreation, public open space and Queenstown Airport to the east.

The commentary in Section 4.46 the NZILA Guideline regarding 'Urban landscapes' is of relevance to the project, where it says:

“Urban landscapes’ are a type of landscape which fall within the same conceptual framework as all other landscapes... For the avoidance of doubt, ‘urban landscapes’ do not just mean the natural or green parts of cities. Rather, urban landscapes comprise the physical urban environment (its topography, streets, buildings, open spaces, and their related processes and activities), how people perceive it (its legibility, memorability, aesthetics), and what it means to them (its identity, history, sense of place).”

As above, the guideline also provides typical factors that are often used to describe urban character, and these have also been included in Appendix B for reference.

Expectedly, there is overlap between those typical factors set out in Appendix A and given the hybrid nature of this report, both lists are used together and interchangeably to describe and assess existing (urban) landscape character and values (Section 4) and resulting effects that arise from the proposal (Section 6).

Assessing landscape effects

*A landscape effect is a consequence of changes in a landscape’s physical attributes on that landscape’s values. Change is not an effect: landscapes change constantly. **It is the implications of change on landscape values that is relevant.**⁶ (emphasis added)*

Therefore, the assessment of landscape effects (incl. visual) provided in Section 6 focusses on the impacts of the proposal on specific values identified in Section 4. Where particular attributes/ typical factors within the local landscape exist, but do not contribute meaningfully to the values then effects are considered negligible.

Degree of effect

In addition to describing the **nature** of the effects, the seven-point assessment scale below has been applied in assessing the **degree** of landscape effects of the proposal. Where positive effects occur they are simply described as positive and do not utilise the scale below.

To assist project planners and decision makers in understanding the degree of landscape and visual effects of the proposal and also undertaking the broader 'balance' required under the RMA, those effects that are assessed as 'low moderate' are 'minor' in planning evaluation terms. Effects that are 'high to very high' are significant.

⁶ Paragraph 6.1. Te Tangi a te Manu_ Aotearoa New Zealand Landscape Assessment Guidelines.



Figure 4: Seven-point scale to rate qualitative assessments

4 POLICY CONTEXT

4.1 Proposed District Plan

The proposal site is in the Queenstown Lakes District and is subject to the relevant objectives and policies contained within the Proposed Queenstown Lakes District Plan. A detailed consideration of the proposal against the District Plan is provided in the Notice of Requirement with those provisions that are most relevant to the scope and purpose of this report provided below (Emphasis added):

Objectives & Policies	
CHAPTER 7 – LOWER DENSITY SUBURBAN RESIDENTIAL ZONE	
Objective 7.2.1	Development within the zone provides for a mix of compatible suburban densities and a high amenity low density residential living environment for residents as well as users of public spaces within the zone
Policy 7.2.1.3	Ensure that the height, bulk and location of development maintains the suburban-intensity character of the zone, and <u>maintains the amenity values enjoyed by users of neighbouring properties</u> , in particular, privacy and access to sunlight.
Objective 7.2.6	Development efficiently utilises existing infrastructure and minimises impacts on infrastructure networks.
Policy 7.2.6.3	Integrate development with all transport networks and in particular, and where practicable, <u>improve connections to public transport services and active transport networks</u> (tracks, trails, walkways and cycleways).
CHAPTER 15 – LOCAL SHOPPING CENTRE ZONE	
Objective 15.2.1	Local Shopping Centres provide a focal point for a range of activities that meet the day to day needs of the community at a limited scale that supplements the function of town centres.
Policy 15.2.1.1	<u>Provide for a diverse range of activities</u> that meet the needs of the local community, enable local employment opportunities and assist with enabling the economic viability of local shopping centres
Policy 15.2.1.1	<u>Avoid the establishment of activities that are not consistent with established amenity values</u> , cause inappropriate environmental effects, or are more appropriately located in other zones.
CHAPTER 16 – BUSINESS MIXED USE ZONE	
Objective 16.2.3	A high quality, well designed urban environment on the <u>northern side of State Highway 6 at Frankton</u> , that is integrated with a primary road that connects State Highway 6 at Hawthorne Drive to Quail Rise, pedestrian and cycle access, and appropriate servicing.
Policy 16.2.3.4	Ensure safe transport connections by: <ol style="list-style-type: none"> avoiding any new access to State Highway 6; limiting access to the land at Frankton North to: Hawthorne Drive/SH6 roundabout, Hansen Road and Ferry Hill Drive; providing the primary road connection between State Highway 6 and Quail Rise;

Objectives & Policies	
CHAPTER 7 – LOWER DENSITY SUBURBAN RESIDENTIAL ZONE	
	<ul style="list-style-type: none"> d) providing access to the primary road connection from all sites within Frankton North; e) providing internal road, pedestrian and cycle connections that are of a form that accounts for long-term traffic demands for the area between Hansen Road and Ferry Hill Drive without the need for subsequent retrofitting or upgrade; and f) <u>ensuring that road frontages are not dominated by vehicular access and parking</u>; and integrating with the pedestrian and cycle path and the road network and public transport routes on the southern side of State Highway 6, including pedestrian and cycle access across State Highway 6.
CHAPTER 38 – OPEN SPACE AND RECREATION ZONES (DISTRICT WIDE)	
Objective 38.2.1	The open space land and facilities administered by the Council make a major contribution towards meeting the needs of the District’s residents and visitors for passive and active recreation
Policy 38.2.1.1	<p>The design, development, management and maintenance of Open Space and Recreation Zones shall provide for:</p> <ul style="list-style-type: none"> a) the needs of the community in the area in which the zones are located, and the needs of the wider community and visitors to the District; b) the effective and efficient use of resources so as to ensure that Open Space and Recreation Zones are <u>fit for purpose and safe for all users</u>; c) the maintenance and enhancement of <u>integrated public access connections to walking and cycling networks throughout the District</u>, including along lake and river margins; d) recognise and provide for users of all ages and different physical capacities e) the location within which Open Space and Recreation Zones are situated, <u>responding to recognised natural character, landscape and heritage values</u>; and f) the <u>provision of infrastructure necessary to service Open Spaces and Recreation Zones, including recreation facilities and amenities</u>.
CHAPTER 38 – INFORMAL RECREATION ZONE	
Objective 38.4.1	Use and development for informal recreation maintains and enhances the environment
Policy 38.4.1.6	Opportunities are taken to <u>enhance recreational trail networks, cycling and walking linkages</u> within the zone, and to other zones, to create a contiguous network to assist residents and visitors to move through and around neighbourhoods, and to other destinations, thereby providing an alternative and sustainable mode of transport
CHAPTER 38 – COMMUNITY PURPOSES ZONE	
Objective 38.7.1	Community activities that meet the current and future social, cultural, recreation, health and community needs of both local communities and visitors to the District are provided for within a diverse range of open spaces.
Policy 38.7.12	Enable the continued operation of the District’s existing cemeteries while maintaining public access, the open space amenity, and any historic heritage values of these community spaces.

Objectives & Policies	
CHAPTER 7 – LOWER DENSITY SUBURBAN RESIDENTIAL ZONE	
CHAPTER 29 – TRANSPORT	
29.2.1 Objective	An integrated, safe, and efficient transport network that: <ul style="list-style-type: none"> a) provides for all transport modes and the transportation of freight; b) provides for future growth needs and facilitates continued economic development; c) reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport; d) contributes towards addressing the effects on climate change; reduces the dominance and congestion of vehicles, particularly in the Town Centre zones; and e) Enables the significant benefits arising from public walking and cycling trails
Policy 29.2.1.1	Require that transport networks including active transport networks, are well connected and specifically designed to: <ul style="list-style-type: none"> enable an efficient public transport system; reduce travel distances and improve safety and convenience through discouraging single connection streets; and <u>provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport</u>
Objective 29.2.3	Roads that facilitate continued growth, are <u>safe and efficient for all users and modes of transport and are compatible with the level of amenity anticipated in the adjoining zones.</u>
Policy 29.2.3.2	Enable transport infrastructure to be constructed, maintained, and repaired within roads in a safe and timely manner while: <ul style="list-style-type: none"> <u>mitigating adverse effects on the streetscape and amenity of adjoining properties</u> resulting from earthworks, vibration, construction noise, utilities, and any substantial building within the road; enabling transport infrastructure to be designed in a manner that reflects the identity of special character areas and historic management areas and avoids, remedies, or <u>mitigates any adverse effects on listed heritage items</u> or protected trees; and requiring transport infrastructure to be undertaken in a manner that <u>avoids or mitigates effects on landscape values.</u>
Policy 29.2.3.3	Ensure new roads are designed, located, and constructed in a manner that: <ul style="list-style-type: none"> a) <u>provides for the needs of all modes of transport</u> in accordance with the Council’s active transport network plan and public transport network plan and for the range of road users that are expected to use the road, based on its classification; b) <u>provides connections</u> to existing and future roads and active transport network; c) avoids, remedies, or mitigates effects on listed heritage buildings, structures and features, or protected trees and reflects the identity of any adjoining special character areas and historic management areas; d) <u>avoids, remedies, or mitigates adverse effects on</u> Outstanding Natural Landscapes and Outstanding Natural Features and on <u>landscape values</u> in other parts of the District; and e) provides sufficient space and facilities to <u>promote safe walking, cycling, and public transport within the road</u> to the extent that it is relevant given the location and design function of the road.

Objectives & Policies	
CHAPTER 7 – LOWER DENSITY SUBURBAN RESIDENTIAL ZONE	
Policy 29.2.3.6	<u>Enable public amenities within the road</u> in recognition that the road provides an important and valuable public open space for the community which, when well designed, encourages human interaction and enriches the social and cultural wellbeing of the community.
Policy 29.2.3.7	<u>Encourage the incorporation of trees and vegetation within new roads</u> and as part of roading improvements, subject to road safety and operational requirements and maintaining important views of the landscape from roads.

4.2 Other Relevant Standards and Guidelines

4.2.1 Tree Policy

QLDC has a Tree Policy that is contained within Appendix C.

The most relevant aspect of the Tree Policy relates to tree removal where it says: (**Emphasis added**)

“Tree replacement

QLDC acknowledges that trees have a finite lifespan and may require removal for a number of different reasons. QLDC is committed to ensuring that a tree renewal programme is maintained to ensure the canopy cover is not only replaced, but appropriate character and stature are accommodated to maintain and enhance a quality treed landscape for future generations.

Policy:

1.13

A minimum of two new trees will be planted for every tree removed, with the projected canopy cover replacing what is lost within 20 years. This means more than two trees may be required. The species of trees is determined by the appropriateness to the location as per Policy 1.2.

The location of replacement trees will be based on the following, in order or priority:

Removals within road reserves:

- (1) In the same road corridor where the tree was removed; or*
- (2) If no further planting can be practically located in the road corridor, then in the closest road corridor that requires either new or additional planting; or*
- (3) Within the urban forest.*

Removals on land owned or administered by QLDC):

- (1) In the same reserve where the tree was removed; or*

- (2) *If no further planting in the reserve is required, then in the closest road corridor or reserve that requires either new or additional planting; or*
- (3) *Within the urban forest.*

Note: ‘Urban forest’ can be found in the Definitions section of this document.”

5 PROPOSAL

The proposal allows for urgent transportation corridor upgrades to deal with the increased population growth in the immediate area and wider Whakatipu region. Figure 1 illustrates the proposal is within Zones 2 & 3 of the Queenstown NZUP Programme, which consists of a further four (4) stages of development (not subject to the current alteration to designation application).



Figure 5: Landscape plan of the proposal site

Detailed features of the enhanced Te Kirikiri | Frankton Bus Hub and associated intersections are shown in Figure 5 and include:

- An expansion to the south of the existing bus hub footprint, to provide additional capacity. More kerb space is provided on SH6/ Kawarau Road southbound;
- The main northbound half of the Frankton Bus Hub is split into two “platforms”, with the (existing) west kerb used for predominantly ORC (Orbus) local bus services, and all other activity on the second platform;
- A driver rest area (building), toilets, information kiosk, bus shelters and seating for each stop, bus service information plus cycle and e-bike parking and charging;
- Signalised exit from the northern end of Frankton Bus Hub, including right turn facility towards SH6/ Kawarau Road (south);
- Pedestrian crossings at the northern and southern ends of the hub with connections for the active travel routes and connection into the golf course / informal reserve area to the east;

- Street trees and low native groundcover and grass species;
- A shared user path along the western boundary of the bus hub, providing an off-road continuation of the existing facility running along the west side of SH6 Kawarau Road;
- An expansion of the south bound bus stop extent to include additional bus stops and associated shelters; and
- Two scenarios for noise mitigation along the western edge of the bus hub. Scenario A is a 2m high noise wall between the shared path and the residential properties. Scenario B is a 2m high visually permeable noise barrier, integrated into or immediately adjacent to the proposed bus shelters.

Other features of the proposed upgrade include the following:

- Localised widening around the existing intersections to accommodate for vehicle stacking and tie-ins and walking and cycling facilities/crossings. The existing priority intersections at SH6/Joe O'Connell Drive, SH6A/McBride Street and SH6/Gray Street/Frankton will be signalised, and a new signal intersection is proposed at SH6/Frankton bus hub (southern end).
- Increased impermeable hard surface pedestrian and vehicle surface areas;
- Additional bus shelters and walls designed to improve amenity and mitigate noise;
- Reduced car parking west of Kawarau Road and additional parking to the east;
- Speed reduced to 50kph on SH6 throughout the project area.
- The proposal seeks to obtain an additional 8774m² of land from the currently zoned informal recreation, golf course land and an additional 7739m² of land from the currently zoned informal recreation, in which the existing bus hub is located in.

Ninety-two (92) trees have been identified for removal to accommodate the proposed infrastructure upgrades. These consist largely of exotic tree species (83 of 92) with low ecological value.

The arborists report, which provides a condition assessment and details the extent of tree removal is attached as APPENDIX D. The report highlights that 42 of the 92 trees marked for removal have been assessed as being in poor condition and are only expected to last for up to a *maximum* of 10 years. It is expected that these trees will be removed by QLDC over time as part of routine maintenance and in line with the QLDC Tree Policy described. The remaining 50 trees marked for removal have a life expectancy of 10 years or more.

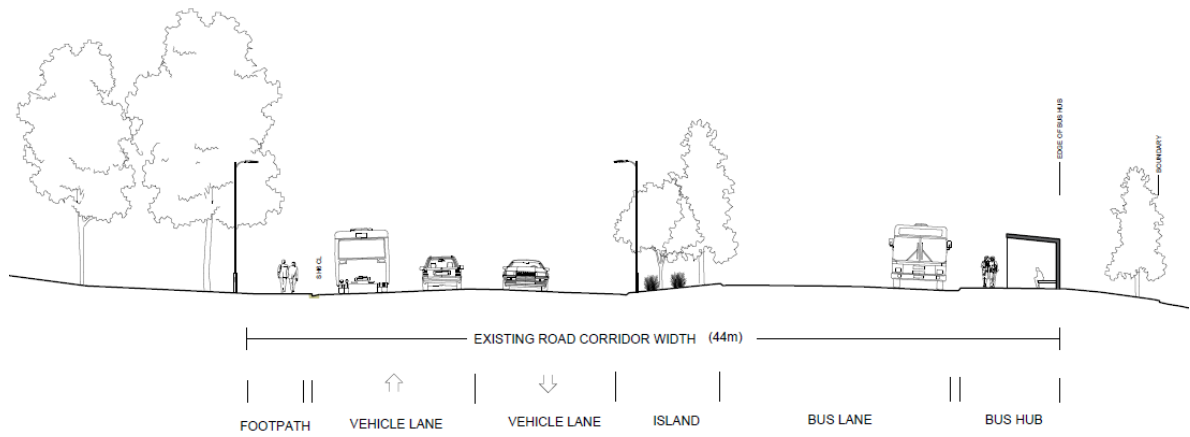


Figure 6: Existing road corridor & bus hub cross section

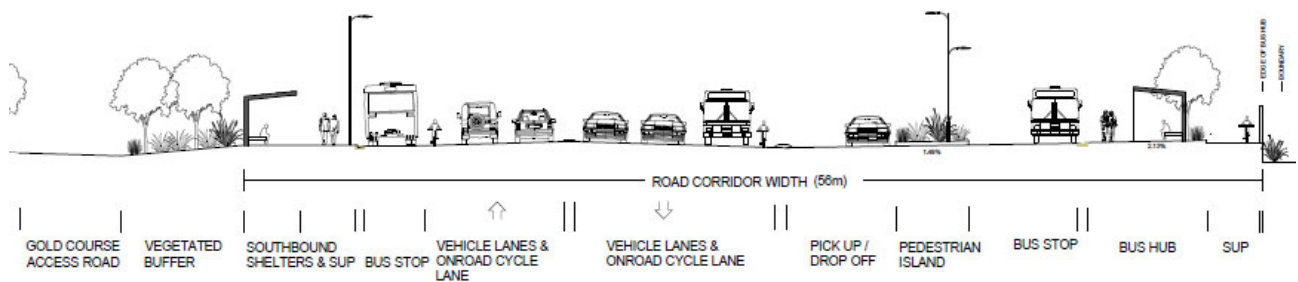


Figure 7: Proposed road corridor & bus hub cross section

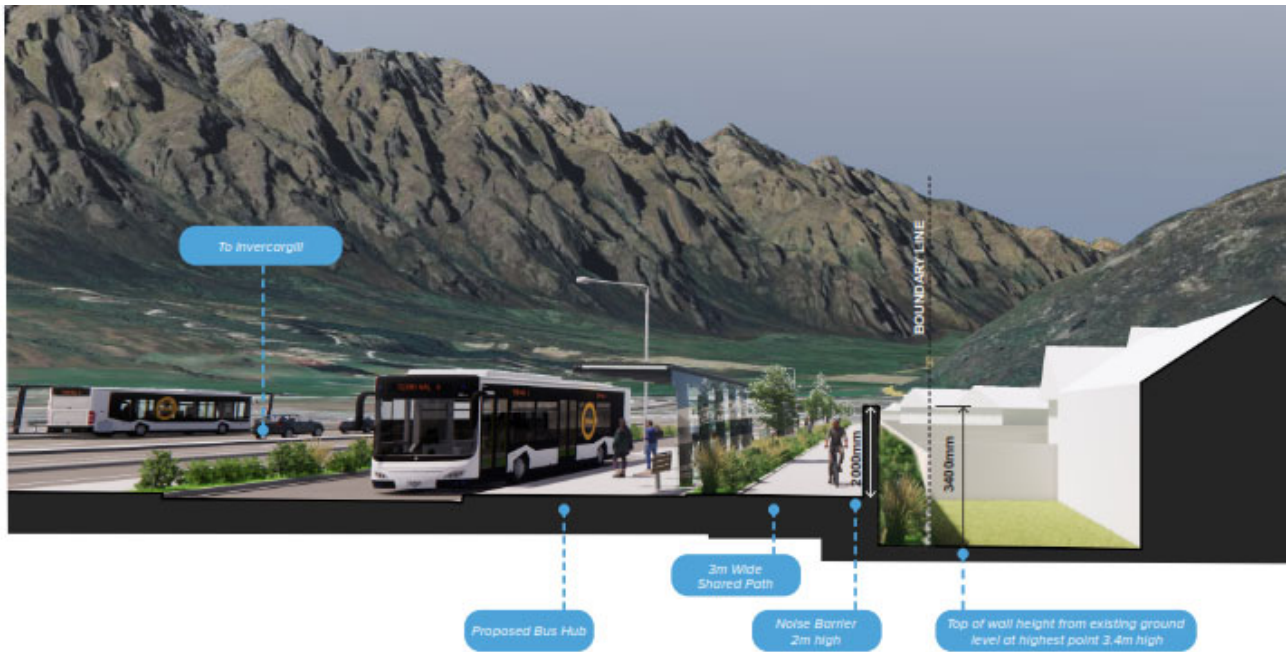


Figure 8: Proposed road corridor & bus hub pictorial cross section

The LMP and CEDF documents highlighted earlier form the basis for the urban and landscape design aspects of the proposal. The proposal is to include these documents and their specific requirements as designation conditions and tie them to Outline development Plans so the intended urban and landscape design outcomes are met. Taken with the current preliminary design the LMP and CEDF framework provide the basis of assessment for this report.

#

6 EXISTING ENVIRONMENT

6.1 Physical

The site context photos included in this report illustrate the physical characteristics / features of the site.



Figure 9 – Viewpoint location plan

6.1.1 Landform and Natural Features

The underlying topography of the local landscape is relatively flat but also slopes away steeply to the south and west towards the Kawarau River and Whakatipu Waimāori | Lake Wakatipu respectively. The areas that are subject to the designation are typical in this sense, with the land to the east that abuts the Frankton Golf Centre undulating and rising from the existing road corridor towards the golf course.

Rolling hills with a mixture of wilding pines, scrub, and pockets of native shrubs lie directly north of the proposal site. Wider vegetation consists mainly of well-established trees located within the golf centre and open space land to the east of the road corridor. These trees have high amenity value however they are not noted as significant in the Queenstown District Plan. Small areas of native vegetation occur in traffic islands adjacent to the BP service station and along Kawarau Road (SH6).

There is also a mix of trees and shrubs to the west of the road corridor and within the reserve and open space areas that separate the carriageway from those residential dwellings to the west. Vegetation on these properties is a mixture of exotic and native trees and shrubs, typical of a residential area of this nature.

There are no natural water courses within or proximate to the proposal, with surface water runoff accommodated via the underground (piped) stormwater system and draining into Whakatipu Waimāori to the west.

*“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...”*⁷ The Whakatipu landscape is a relatively dry one with lower winter temperatures resulting in snow on the surrounding mountain ranges and often to low levels. Winds vary through the year with the calmest period from November to May.

6.1.2 Land Use

There are six (6) existing land uses surrounding the proposal site including low-density residential dwellings and community purpose land to the west and the Frankton Golf Centre to the east.

The Frankton Shops are directly to the southwest of the SH6/SH6A roundabout, containing a mix of commercial and retail buildings. A variety of food and beverage businesses and services are located here including takeaways, restaurants, a pharmacy, florist, convenience store and post office. Small apartments are located on the second floor of the shopping centre. There is a service station (Mobil) and MacDonalDs restaurant further to the west and approximately 150m from the roundabout on SH6A.

There is another service station (BP) and commercial/ retail area (Terrace Junction) to the north of the roundabout, which includes various public amenities including for example Westpac, Burger King, Physiotherapist, a medical centre, IT repairs, veterinary practice and financial services.

Frankton Cemetery is to the north east of the roundabout with access off SH6.

Queenstown Airport is further to the southwest although it bears little physical connection to the proposal site. The impact or / influence the airport has on the experience of the local landscape is discussed in Section 6.3.

Along with the commercial and retail land use located at the SH6/ SH6A intersection, the road corridor is the most notable/ dominant land use in the local landscape. The carriageway is a combination of single and double lane configuration (on approach to the existing roundabout) and ranges in width from approximately 9.5m to 17.5m. Except for some low-level planting within the roundabout, the road corridor is devoid of planting in the medians and road verge.

6.1.3 Built Form

There are four discrete areas/ clusters of buildings in the proposal site:

Frankton Village Shops

Figure 10 shows that the village shops located to the west of the existing roundabout consist of five different building typologies, consisting of:

- Red – single storey, heritage imitation, food and beverage

⁷ Section 2.5 Historic and Cultural Context. Te Kirikiri | Frankton Masterplan (2020). <https://www.qldc.govt.nz/media/33wkqu1f/5a-8-oct-2020-att-a-frankton-masterplan.pdf>

- Blue and violet – three story, 70’s geometric architecture, mixed use, retail to bottom floor with apartments above
- Black – two story, 90’s Mediterranean style building, mixed use, retail and food & beverage to ground floor and office space above
- Yellow – single story, 40’s residential style property, retrofitted modern street frontage, retail space with onsite parking adjacent

Taken together these different typologies represent an eclectic mix of buildings with the most visually prominent being those that are two and three stories in height. The unique design of the three story [blue] buildings, with their geometric façade and roof line makes this cluster of building highly recognisable in the Frankton context.

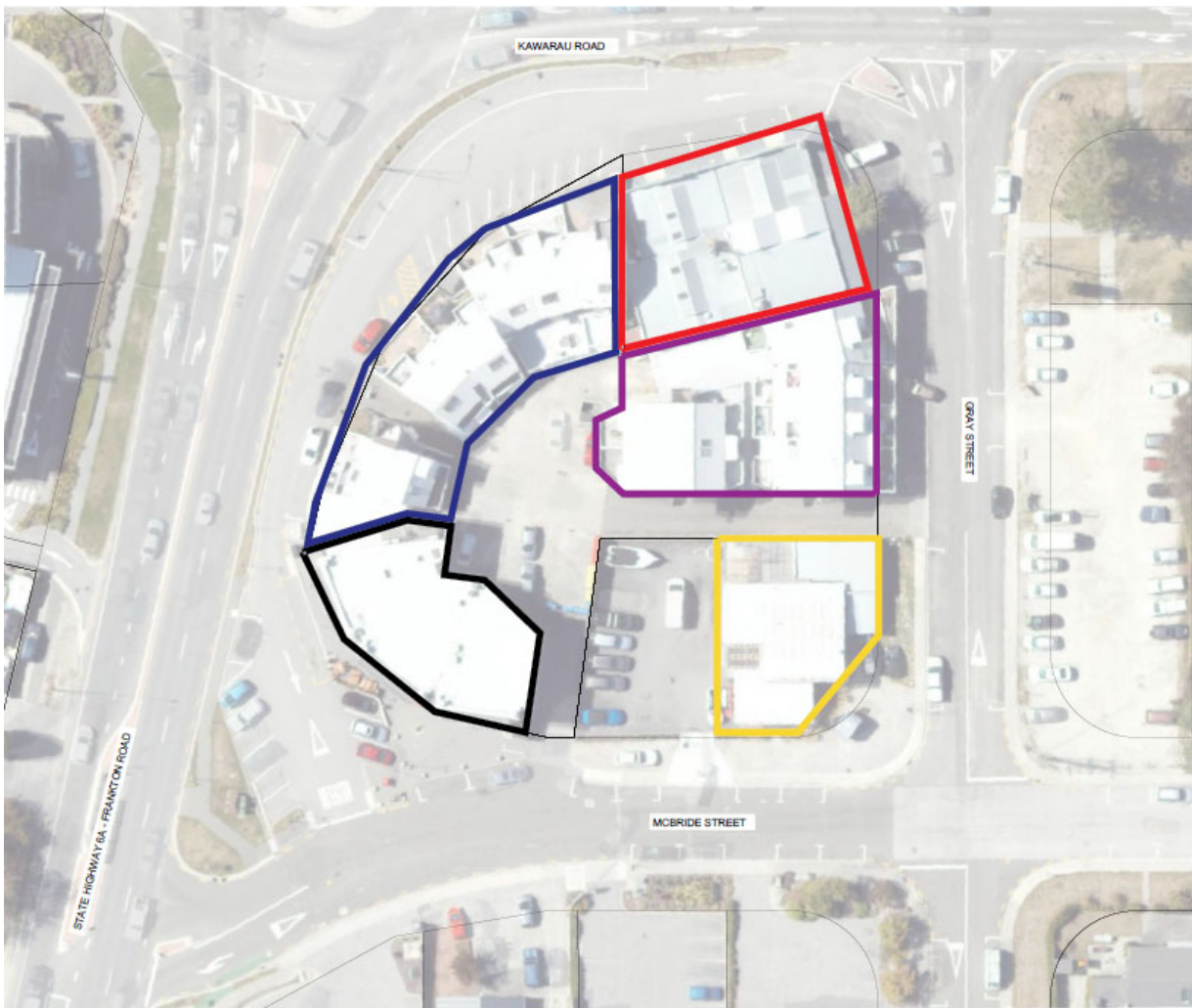


Figure 10 – Frankton Village Shops key plan

Terrace Junction (including BP service station)

The Terrace Junction shopping centre to the north of the intersection is a newer, more contemporary design with rectilinear form and predominantly glass façades establishing a higher degree of coherency in appearance. Counter to this, variations in cladding materials and colour,

roof line profile and building elevation across the site provides visual relief and taken alongside the BP service station maintains a high level of variability in built form across the proposal site.



Figure 11 – Terrace Junction shopping centre to the north of SH6/6A roundabout (Viewpoint location A)

6.1.3.1 Existing Bus Hub

The existing bus hub consists of two single story 'buildings that house a toilet block and information kiosk. The toilet block is clad in concrete block, with a mono pitch white colour steel roof. The information kiosk is enclosed on two sides with concrete block to the rear and colour steel cladding wrapping down the southern face. Both structures are connected by a corten steel structure, which screens the toilet block doors and provides for signage along the top of the structure.



Figure 12 – Bus Shelter and Toilet Block looking south (existing bus hub) (Viewpoint location B)

Residential properties

Those residential properties that back on to the open space to the west of SH6/ Kawarau Road and located between Gray Street and Ross Street are relevant to this assessment. All of these

properties consist of single storey, stand-alone houses accessed off McBride Street and oriented to the west, away from the proposal site. Where views towards the proposal site do exist, they are screened and/or obscured by a combination of well-established vegetation and boundary fences.

Other built elements

The small-scale structures reflect the function of the SH6/6A transport corridor with traffic islands, signage, lighting and bollards.

There are currently two crossing points at Kawarau Road, one 'non-signalised' at Gray Street and one signalised crossing at the southern end of the existing bus hub.

The surface within the bus hub is concrete with a 2m wide concrete footpath connecting the bus hub with Gray Street. There is a meandering asphalt footpath which connects the bus hub with Ross Street to the south. The eastern side of Kawarau Road which contains an existing bus stop has a 1.8m wide asphalt footpath connecting it to the crossing points mentioned above.

Gray Street has a 1.2-1.8m wide asphalt footpath both sides of the street, connecting it to McBride Street.

The Frankton Shops, which contain a number of angled car parks have a 2m wide block paver footpath along the shop frontages connecting in with McBride Street.

There is a non-signalised pedestrian crossing from the McBride Street section of the Frankton Shops across State Highway 6A to residential dwellings and short stay accommodation premises.

There are no pedestrian crossings immediately adjacent to the SH6/6A roundabout and there are no formed footpaths along State Highway 6 Ladies Mile highway, between Frankton and the events centre. The existing unformed footpaths or tracks connect Terrace Junction shops and the BP service station to the Cemetery on the northern side of the road. The Southern side of the road also contains an unformed footpath connecting the roundabout to the events centre. There is a pedestrian link between the events centre and Kawarau Road, adjacent to Ross Street.

There are no on road or shared cycling facilities within the proposal site, cyclists currently share the narrow footpaths with pedestrians or cycle within the vehicle lanes.

6.2 Associative

6.2.1 Historical Context

The Frankton Masterplan⁸ provides a succinct description of the historical and cultural context surrounding the proposal site. Much of the historical context for Māori and post-colonial cultures, including European and Chinese, is tied to the 'resource rich' Whakatipu-Wai-Maori and the surrounding landscape. For Māori the multi-generational connection to the area as Mahika Kāi (resource gathering, use and transportation) is reflected by concepts of Nohoaka and Kāika

⁸ Section 2.3 Historic and Cultural Context. Te Kirikiri | Frankton Masterplan (2020). <https://www.qldc.govt.nz/media/33wkqu1f/5a-8-oct-2020-att-a-frankton-masterplan.pdf>

(settlement and villages) that are connected in time and space via Ara Tawhito (trails), which wind their way through Whaktipu-Wai-Maori and connecting the area with wider Te Wai Pounamu.

These historical associations for Māori are also reflected in post-colonial cultural connections to Te Kirikiri | Frankton and the wider Whakatipu landscape. In 1863 Queenstown's founder, William Rees, named Frankton after his wife, Frances and was drawn to the area in search of land to farm. After the discovery of gold in the Arrow River by one of Rees' farm workers (Jack Tawa), the area underwent a significant shift with Queenstown becoming a "roaring goldmining town".

Fundamentally, these historical trends and the influence they have had on the associative landscape are based on the concepts of Mahika Kāi (resource utilisation), Nohoaka (pathways) and Kāika (villages) and the opportunity they provide for modern day society to occupy Te Kiriri | Frankton, which taken together is an expression of Ahi Kaa (fire of occupation).

6.2.2 Heritage Features including Site of Significance

The Frankton cemetery wall is a stacked schist wall with lime mortar pointing, dating back to the late 19th century. The wall is approximately 45m long where it interfaces with SH6 and it contains three pillars which form a pedestrian and vehicle entrance and associated wrought iron gates. The wall is approximately 1m high, but this varies from street level as a portion of the wall sits on a higher earth mound. The pillars stand approximately 1.8m high and are topped with a pointed schist capping.

The wall is screened in parts by a maintained herbaceous border made up of exotic and native species. This separates the wall from the road by approximately 2m in most areas.

The wall is nestled into the landscape due to its recessive colours, its height and existing screen vegetation. It is inconspicuous when viewed from the road by passing vehicles, unless they are stopped in traffic waiting to enter the SH6/6A roundabout.

The wall is unique to its surrounding landscape and built environment and as mentioned in Section 3 it is a listed heritage item in both the Operative and Proposed District Plan.



Figure 13 – Frankton Cemetery Wall (Viewpoint location C)

There are no other known features (i.e. structures, natural elements or specific sites including waahi tapu) in the proposal site that are of 'listed' heritage value however, it is acknowledged that aspects of the community to place value in the current degree of open space adjacent to the road corridor and specifically the mature vegetation found in these areas. The Council's current policies regarding tree retention and replacement (see Section 3 above) reflects the value that is placed in this type of vegetation.

6.2.3 Mana Whenua Values

The historical context provided above recognises the high-level associative values that Mana Whenua have with Te Kirikiri | Frankton. The Mana Whenua Cultural Design Integration Framework that is being prepared for the Project will establish all cultural design values, concepts, elements and outcomes to be achieved.

Kā Huanui a Tāhuna

Integral to the formation of the Kā Huanui a Tāhuna Alliance and commencement of the NZUP project was gifting of the Alliance name by mana whenua. With that gifting came a suite of values that have been embedded in the co-design process that underpins the proposed urban design outcomes.

The overarching values for Kā Huanui a Tāhuna projects include:

- **Ara tāwhito** (*traditional trails and networks forged over time*) are recognised as the precursor to contemporary arterial and active travel networks;
- **Ahikāroa** (*ancestral connection and identity*) is elevated in all aspects of the project development for the arterial and active travel networks, consistent with region-wide civic and infrastructural development;
- **Mahika kai** (*natural resources gathering and harvesting, species, practices and places*) is fundamental to mana whenua enduring associations with place. It offers a benchmark for monitoring effects and positive influences of development approaches on the environment;
- **Pukumahi** (*industriousness, resilience, perseverance, expertise*) is prioritised as an exemplary attribute in both ancestral resource production and contemporary development contexts;
- **Oraka tonutaka** (*refuge, rest, recuperation and revitalisation*) is a critical counterpart to the various modes of movement across the Whakatipu landscape, ensuring health and vitality for all.
- **Manaakitaka** (*support, take care of, give hospitality to, protect, look out for*) is the deliberate channelling of a deep respect, generosity and care for others in all interactions. This is closely aligned with Whanaukataka and the growth of robust and enduring relationships that reflect partnership in action.

NZUP

In relation to the NZUP project Mana Whenua identified specific kaupapa to consider and apply during design development:

- **Utu** (management and maintenance of balance and harmony in relationships)

Utu is closely linked to ‘mana’ and includes both reciprocation of kind deeds, as well as retribution for wrong-doing. Utu is a form of social obligation that may be incurred by an individual or group but, if unresolved, is borne by their kin until balance is resolved.

Traditionally, utu could be meted out in many varied ways that may differ from the original act. It is often iterative, in which case, utu tended to escalate and intensify from exchange to exchange.

- **Whakatipu** (to cause to grow, rear, cherish, bring up, raise)

Whakatipu as applied here is the notion of environmentally-linked growth and development. In a traditional sense, it is associated with sustainable management and maintenance of natural resources and their productive transformation. This notion of positive, sustainable growth and development is fundamental to the viable production, economic continuity and socio-political wellbeing of a people.

- **Tōtōā** (wasteful; careless; lavish; irresponsible; disrespectful – refers to potential for exploitation and extinction)

The full effects of development are sometimes slow and indiscernible but may be cumulative over time with wide-reaching negative impacts across society. Tōtōā is ‘wastefulness’ and is included here for reflexive purpose. It is the converse of Whakatipu and is a portent of the potential for exploitation of resources towards depletion and extinction. It challenges us to learn from hara, mistakes of the past that have impacted everyday existence and led to irreversible change. The archaeological site of a local moa butchery is an example of poor resource management and exploitation resulting in species extinction. This reminds us to be watchful and proactively rebalance the deleterious effects of commonplace practices, actions and behaviours. Climate change is an instance of tōtōā that is currently challenging societies across the globe. The depletion of biodiversity and natural ecosystems through the displacement of natural habitats is another. The future fallout of poorly monitored and controlled economic growth and development is to be anticipated and avoided.

- **Mana o Te Taiao**

Mana o te Taiao places the wellbeing of the environment at the centre of all we do. It is also the name of the recent Central Government-led Biodiversity Strategy (2020) and Implementation Plan (2022). Development of an ecosystems services landscape strategy, with community wellbeing (cultural ecosystems services) as an integral part of a well devised blue-green infrastructure matrix is an aspiration of mana whenua and lays a foundation for future urban development in the region.

6.3 Perceptual

“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.”⁹

The combination of mountain range backdrop and notable water bodies (e.g. Whakatipu Waimaori, Lake Hayes | Te Whaka-ata a Haki-te-kura and the Kawarau and Kimiākau | Shotover Rivers provide for high geographic and perceptual legibility (i.e. wayfinding) in the wider landscape. The Remarkables | Kawarau, Peninsula Hill and wider Queenstown Hill | Te Tapu-nui provide the backdrop to Te Kirikiri | Frankton with distant views to Cecil Peak and Walter Peak available to the east on approach to the SH6/6A roundabout. While views of Whakatipu Waimaori are screened by the commercial and residential development to the west of SH6, glimpses to the upper reaches of the lake do exist from the road corridor and golf course.

The location of the SH6 road corridor on the western edge of the Te Kirikiri | Frankton alluvial plain reinforces the underlying geomorphology of the area and creates a sense of cohesion between human and natural patterns in the local landscape.

The Te Kirikiri | Frankton roundabout is a well-known marker in the wider Whakatipu | Queenstown landscape, being the gateway to the Tāhuna | Queenstown CBD for travellers from the north (i.e. Wanaka, North Otago and Canterbury), east (i.e. North Otago) and south (i.e. central and southern Otago and Southland). The area surrounding the proposal site is also a key point for the arrival and departure of people flying in and out of Queenstown Airport. In this context ‘all roads lead to Frankton’ and for this reason the area plays a key role in the wayfinding experience for a large part of the resident and visitor population, especially for vehicular modes of transport. As discussed above, these ‘movement corridor’ characteristics tie back to historical associations with Te Kirikiri | Frankton and for Mana Whenua in particular – Ara Tawhito.

Despite the level of development that has occurred adjacent to the SH6/6A roundabout the scale of the wider landscape and prominence of the features described above instils a high level of naturalness and creates a sense of openness when travelling through the local landscape. The open space on both sides of the SH6 road corridor reinforce this sense of openness, especially on approach to the roundabout and adjacent to the proposal site and the established vegetation on both sides of the SH6 on approach to the roundabout enhances naturalness and predominance of the wider ‘large scale’ landscape and natural features over the infrastructure and built form.¹⁰

⁹ Section 2.5 Historic and Cultural Context. Te Kirikiri | Frankton Masterplan (2020). <https://www.qldc.govt.nz/media/33wkqu1f/5a-8-oct-2020-att-a-frankton-masterplan.pdf>

¹⁰ This especially the case for northbound vehicles and pedestrians heading towards the roundabout on SH6. The sense of naturalness is less for southbound travellers on SH6 from the east and even less so for people travelling out of Queenstown (CBD & township) on SH6A.



Figure 14 – view from SH6 | Kawarau Road looking towards SH6/6A roundabout (Viewpoint location D)



Figure 15 – view from SH6 looking west towards SH6/6A roundabout (Viewpoint location E)



Figure 16 – view from SH6A looking east towards SH6/6A roundabout (Viewpoint location F)

Openness aside, the experience of moving through proposal site is not always a positive one with the SH6/6A roundabout synonymous with congestion and regular traffic delays, especially during peak travel time and peak tourist season. The relationship between adjacent land uses and road layout creates a degree confusion for travellers and tension between vehicles and other transport modes, especially cyclists and pedestrians.

6.3.1 Visual Catchment

Given the extent of the alteration to designation (particularly permanent land acquisition) the proposal has a small visual catchment that is limited to the existing road corridor, adjoining open space and mix of commercial/ retail land. There are also views from the residential properties to the west, although they are obscured by existing fences and established vegetation.

Refer Figure 9 for viewpoint location plan.

6.4 Landscape Character and Values

The *character* of the existing local landscape, including the proposal site and approaches to SH6/6A roundabout, is defined by the physical attributes associated with the road corridor, adjacent commercial/ retail development, and open space. All three elements/ factors exist together within the wider, highly natural backdrop of mountain ranges and Whakatipu Waimāori and the balance and/or prominence between all three varies as one moves through the landscape. This ‘shift’ in balance is typical of transport corridors set within existing urban environments and especially along the state highway network when travellers pass from an undeveloped/natural/ rural setting to more developed/ urban fringe land and into town and city centres. Te Kirikiri | Frankton exhibits a character that is consistent with small town centre/ urban fringe land as described above.

The underlying *values* of the local landscape are typified by the current and historic associations with both movement and settlement. Te Kirikiri | Frankton’s identity as a key ‘confluence for movement’ throughout the wider Whakatipu and Te Waipounamu landscape is long held and clearly reflected in the characteristics describe previously. Any future development needs to

respond to this underlying value and pay particular attention to the 'balance' referenced above and the maintenance and enhancement of the experience of moving through the township whilst continuing to connect with the wider, highly natural landscape. Specific features within the existing landscape that exhibit notable value include:

- Public open space and the sense of openness and connection to the wider landscape it affords.
- Mature trees located with open space areas (e.g. Frankton Golf Centre)
- Frankton Cemetery and historic stacked schist drywall.

6.5 Potential Future Environment

In addition to the features, character and values associated with the existing environment it is also relevant to acknowledge that the project wide area will undergo further development with changes in land use from residential to commercial and rural to mixed use residential over the next 30 years.

The Frankton Masterplan (2019) was commissioned to present an integrated programme of land use, environmental, amenity, cultural and transport projects designed to ensure that Frankton can continue to provide its function as a transport network, while enhancing the visitor experience and residents' quality of life. The masterplan also promotes converting the Frankton-Ladies Mile Highway to a 'high amenity urban arterial'. Given the current function of the road as a regionally important State Highway carrying up to 30,000 vehicles per day, this is likely to create conflicts between movement and place that will need to be carefully managed through design.

Figure 10 shows an outline of the Masterplan. Of particular note to the SH6 Frankton-Ladies Mile Highway corridor, is the business mixed use and high-density land use projected for the north side of SH6. This intended land use change is reflected in the zoning contained within the Proposed District Plan, where there is a change in the zoning of the land to the north of the SH6/6A roundabout (i.e. including Terrace Junction and land to the east of the Frankton Cemetery) from Commercial/ Retail and Rural to Local Shopping Centre and Business Mixed Use.

These zone changes will see a shift in the nature of development on this land and the character of the local landscape (i.e. the proposal site) will change as a result. With this change comes the need to provide safe access onto SH6, and a key focus of the wider NZUP project is to achieve improve access to and around this area.

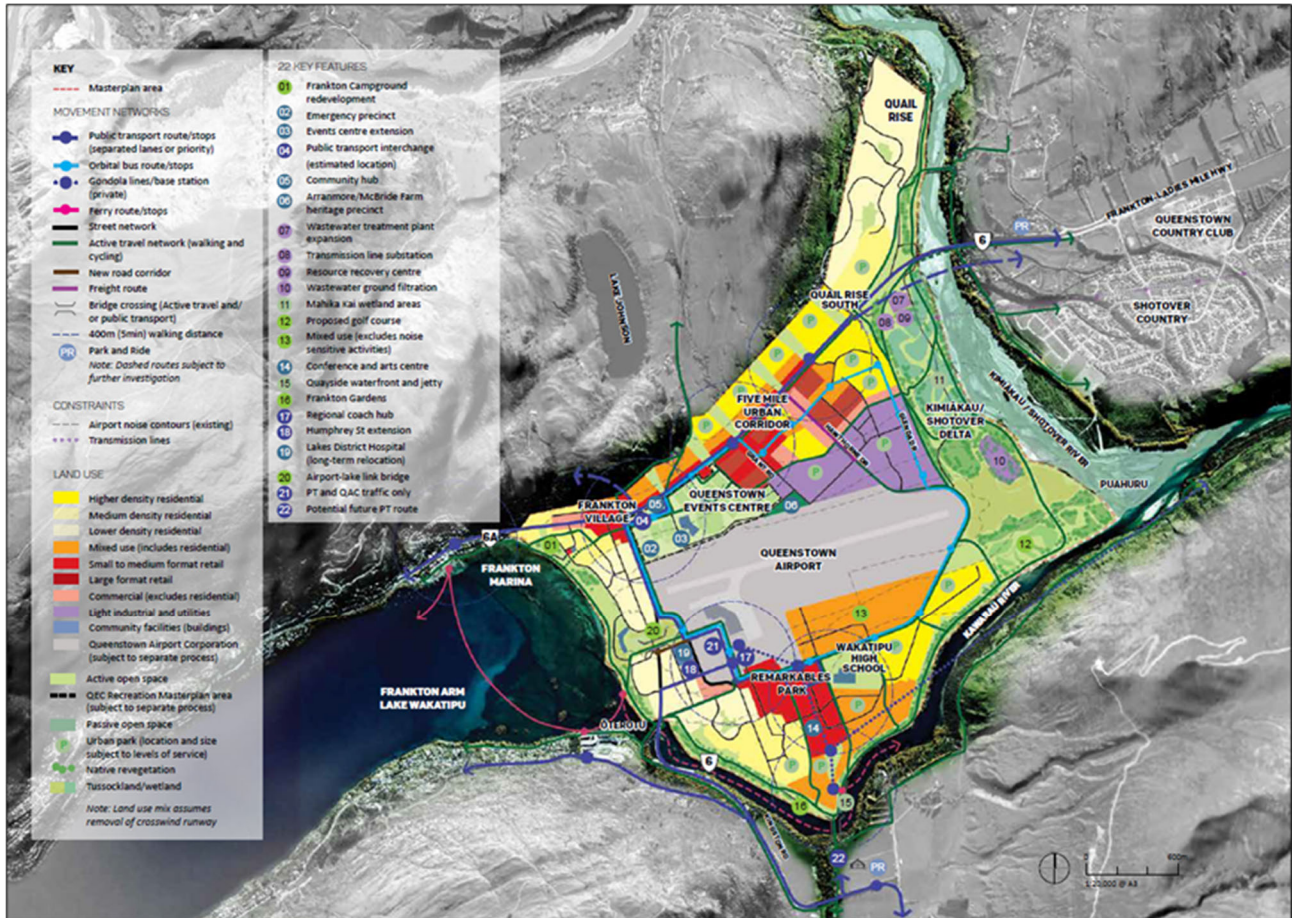


Figure 17: Frankton Masterplan

The existing recreational land uses are anticipated to remain; however, it is expected they may be developed to support the expanding urbanised area. Additional passive recreation uses such as walking, cycling along the local paths/greenways and along future stream esplanades are also proposed within the master plan.

#

7 URBAN DESIGN EVALUATION

The following table provides an evaluation of the proposal against the Principles and Objectives outlined in Section 1.1.

Table 1: Urban Design Evaluation Summary

Principle	Explanation	Evaluation commentary
ENVIRONMENT		
Design for the context	The project establishes a strong sense of place and is a good 'fit' in its urban context, through consideration of design values, narrative, specific design elements and maintenance and enhancement of amenity.	<ul style="list-style-type: none"> The bus hub upgrade preliminary design uses an existing corridor and demonstrates a close and connected alignment to the existing landform, generally balancing earthworks while minimising unnecessary disturbance and materials. The upgraded corridor demonstrates an efficient alignment relative to existing property boundaries along the corridor, minimising land impacts and inefficient residual land portions.
Design with nature	Demonstrate consideration of the underlying natural environment and eco-systems and how this directly informs the design. Promote blue-green infrastructure with the enhancement of indigenous vegetation within existing vegetation patterns and new infrastructural project development.	<ul style="list-style-type: none"> The upgrade prioritises indigenous planting appropriate to the ecological district where new or replacement planting is to occur (e.g., road verges, swales and street trees). The integration of native planting with existing exotic vegetation has also been considered to re-establish local biodiversity.
Mitigate climate change / conscience	Design for predicted future regional climatic impacts in the corridor location. Consider the positive contribution that the corridor functions can make to the local climatic environment of future places and streets. Address long term planning in regard to climate change such as sustainable management of resources and development and adoption of renewable energy.	<ul style="list-style-type: none"> The upgrade provides for active modes and public transport options to support modal shift and reduce climate change impacts. The upgrade provides consideration of future flood levels where relevant. The design responds to the microclimatic conditions and characteristics of the area and accommodates amenity measures such as space for shade, trees, wind protection, orientation of connections.
SOCIAL		
Create a positive road user experience	Provide a transport corridor that allows the user to experience the local landscape setting and sense of place in a legible and safe way.	<ul style="list-style-type: none"> The cross section (Error! Reference source not found.) demonstrates how the proposal can provide support for active edges, permeable access for pedestrians and vegetation appropriately scaled to built form.

Principle	Explanation	Evaluation commentary
		<ul style="list-style-type: none"> The bus hub upgrade can deliver a greater level of safety, access and movement to future local communities, and promote a sense of personal safety, particularly for pedestrians and cyclists. Active travel solutions (walking and cycling) are proposed as fully segregated and prioritised with signalised intersections.
Respect cultural heritage values	Design does not negatively affect heritage features that are important to the wider community and mana whenua. This can include specific buildings, structures, sites and natural features, as well as the associations (i.e., narratives and meaning) that people have with them.	<ul style="list-style-type: none"> There are no sites of significance to mana whenua that have been identified along or in the proximity to the Frankton Bus Hub Upgrade.
Opportunities for collaborative design process, in the spirit of Te Tiriti o Waitangi partnership	Adopt best practice collaborative design principles and methodologies to obtain culturally inclusive design outcomes.	<ul style="list-style-type: none"> Consideration of tikaka Māori in all aspects of the design process. Integration of best practice dual language use for Te reo Māori words and names, particular to the Kāi Tahu dialect where possible.
BUILT FORM		
Contribute to good urban form	The project recognises the function that the road network has as a key 'building block' for both existing and future urban form. The design pays particular attention to the physical and experiential quality of the road corridor and key interfaces.	<ul style="list-style-type: none"> The Frankton Bus Hub Upgrade provides a safe and connected focal point given the increased demand on public transport routes within the region. The upgrade scale and configuration also provides an appropriate response to the current and potential needs of the transportation network, for example through efficient localised movement. The bus hub upgrade cross section demonstrates consideration towards place as well as movement function with clear allocation of street space, for example separated pedestrian and cycle facilities and potential road median spaces that provide safe waiting zones for pedestrians. In the absence of medians, consider signalised or legal crossings, spaced appropriately for the adjacent land-uses and pedestrian desire routes involved.

Principle	Explanation	Evaluation commentary
		<ul style="list-style-type: none"> The corridor cross section also demonstrates connectivity at a fine grain (pedestrian level), for example direct pedestrian access to and from Frankton shopping centre and Terrace Junction shops and adjacent residential dwellings is accommodated and encouraged by placing pedestrian circulation closest to the corridor boundary.
Achieve a low maintenance design	Adopt best practice design principles and methodologies. Use appropriate landscape and planting material.	<ul style="list-style-type: none"> Materials used to construct the Bus Hub Upgrade are robust, durable, fit for purpose and appropriate for the context. Plant species selected to be long-lived, hardy with good weed suppression capability.
MOVEMENT		
Integrate all modes of movement	Allow for and accommodate good walking, cycling and micro-mobility outcomes that promote additional transport choices to and around the project area, including prioritisation of walking and cycling and quality of user experience.	<ul style="list-style-type: none"> The Bus Hub Upgrade provides simple but complete connectivity for all modes (walking, cycling, public transport, and private vehicle). The cross sections accommodate high-quality active travel facilities, for example separated pedestrian and cycle pathways.
Maintain local connectivity	Key physical linkages across and within the road corridor(s) are recognised and maintained, including a specific focus on the opportunity to enhance existing connections and establish new ones. Identify and recognise experiential / perceptual linkages to the road corridor, project area and wider landscape.	<p>The Bus Hub Upgrade is located along a strategic corridor, providing a key link through the centre of Frankton. The hub provides regional connectivity to communities located further west, south and east, such as Queenstown, Cromwell, Jacks Point, Kelvin Heights.</p> <ul style="list-style-type: none"> The Bus Hub Upgrade provides tangible and direct connectivity between complementary local destinations, such as the Frankton Shopping Centre on SH6A and the low-density residential area adjacent to the proposed bus hub on Kawarau Road (SH6).
LAND USE		
Integrate transport and land-use	The design facilitates and enhances where possible existing land uses while providing a catalyst for new activities to occur in the future to support the vibrancy, character and economic vitality of the area.	<ul style="list-style-type: none"> The Frankton Bus Hub Upgrade can accommodate future public transport connections The design considers the Te Kirikiri /Frankton Masterplan and other relevant documents that provide guidance on future land use development. The potential negative impacts on the function/ operation of adjoining land uses are avoided



Principle	Explanation	Evaluation commentary
		<p>and existing levels of liveability and amenity are maintained through noise and visual mitigation.</p> <ul style="list-style-type: none"> • Support for economic outcomes is achieved through efficient city and regional movement.

8 LANDSCAPE EFFECTS

8.1 Landscape Effects

8.1.1 Adverse Effects

8.1.1.1 Physical

The widening of the road corridor to provide for intersection and carriageway reconfiguration and expansion of the existing bus hub facilities will generate physical change in the landscape. However, aside from associated tree removals the resulting adverse physical effects will be low in degree owing to the relatively flat topography and lack of distinguishing physical features within the proposal site.

The removal of 92 trees from the area (including 50 that are healthy and have a life expectancy of >10 years) will result in a **high degree of physical effect** in the short term to medium term and while this degree of effect will diminish over time (due to replacement trees maturing and achieve comparable canopy closure) interim effects will be significant. There will be positive effects resulting from additional planting within the road corridor and adjacent to the bus hub/ shared path, however it will largely consist of lower growing native species and will not mitigate the loss of large, well-established trees to any real degree, owing to the difference in physical character and 'presence' of proposed vegetation vs that being removed.

8.1.1.2 Perceptual

Tree removal and occupation of existing open space/ recreation land will result in a shift in balance between 'natural' and built elements (i.e. loss of trees and grassed golf center land) and the reduction in openness resulting from the increased road corridor foot print. The impact on the functionality of the golf center/ course (reducing from 9 holes to 8) is also a factor in considering perceptual impacts of the proposal. These effects will be experienced most by residents, locals and regular visitors to Te Kirikiri | Frankton that have sufficient familiarity with the location to appreciate the changes the proposal will bring.

Temporary construction works located in proximity to the golf course and the Frankton shops, including construction traffic and laydown/ storage areas, will impact on residential and open space amenity. Typically, construction works negatively impact on amenity due to the increase in construction traffic and the disruption to street network/ movement and increased noise and presence of heavy vehicles that result. In this case the areas sought for the construction works are small and the duration of works will be over a 18-24 month period, resulting in a low degree of effect on the perceptual landscape.

Visual effects will occur where the proposed noise barrier and/or bus shelter structures¹¹ project above existing residential fence lines and taken with the removal of vegetation in open space land

¹¹ Depending on which noise mitigation scenario ends up being selected i.e. continuous 2m high noise wall located adjacent to the existing residential boundary or noise barriers integrated into or immediately adjacent to the proposed bus shelters.

to the west of SH6 the overall balance in the landscape will shift towards 'built'. These effects will vary from property to property based on outlook and overall visual effects will be low.

Overall adverse perceptual effects will be moderate-high

8.1.2 Positive effects

8.1.2.1 Perceptual

The proposal will enhance the quality of the road corridor and overall user experience. Upgrading the likes of footpaths and areas surrounding the bus hub will improve the overall 'look and feel' of the corridor. The new bus hub and improved pedestrian and cycling facilities will significantly improve wayfinding and experiences for all transport modes especially bus users, pedestrians and cyclists where there are currently no established facilities and a low-quality existing environment.

The degree of positive perceptual/ experiential effects resulting from these changes will be high.

8.1.2.2 Associative

The proposal will result in a positive expression of Mana Whenua connection to place (sense of place) with the cultural values identified under the CEDF being expressed through physical elements such as planting, tohu whenua (markers) and noise barrier design. The design process described in the methodology section of this report is also a positive expression of partnership and that is considered to a positive effect as it relates to cultural concepts such as ahikāroa.

The enhancement of user experience and recognition of heritage values of Frankton Cemetery is also a positive associative effect of the proposal. The introduction of a dedicated parking area with associated planting and more formalised entry will improved the appearance and sense of arrival to the cemetery. This will provide more opportunity for the listed heritage wall to be experienced and appreciated by visitors and passersby.

The degree of positive perceptual/ experiential effects resulting from these changes will be high and the **overall positive effects of the proposal will be high** also.

8.1.3 Summary of Effects

On balance the degree of effect on the local landscape will be **moderate** with the primary adverse effect stemming from the removal of existing mature vegetation and the loss open space land as the result of road corridor widening.

As described above, there are both adverse and positive effects associated with the proposal and although there will be a notable increase in the scale and prominence of the road corridor in the local landscape the 'balance' that underpins the existing landscape values will not be significantly affected in the long term.

There will be a marked improvement in relation to user experience and for all modes of transport, including enhanced pedestrian, cycle and public transport users. Wayfinding within the proposal site will be improved and associative values will be enhanced through specific design measures like the Frankton Cemetery entrance/ car park and the introduction of cultural design elements within the corridor as overt expressions of Mana Whenua values and sense of place.

9 CONCLUSION

The focus of this report is to evaluate the proposed alteration to designation that provides for the proposed infrastructure upgrades within Stages 2 & 3 of Waka Kotahi's Queenstown NZ Upgrade Programme, including the existing SH6/6A intersection roundabout within Te Kirikiri | Frankton township.

The proposal is to expand the existing state highway designation on both sides of SH6 to allow for reconfiguration of the existing intersection and carriageway, including new public transport and shared cycle and pedestrian paths, and new bus hub facilities located on existing open space/ recreation land.

Urban and landscape design input has been central to the development of the project to date and the on-going resolution of project outcomes are subject to a range of urban and landscape design values, principals, objectives and criteria established under the Mana Whenua Cultural Design Integration Framework and Landscape Management Plan required by Waka Kotahi.¹² The proposed conditions require the outcomes sought in these documents to be demonstrated in future design stages and as part of outline development plan process.

Urban design outcomes are consistent with the principals and objectives that have been established for the project and satisfy the relevant objectives and policies set out in the Proposed District Plan. Despite the proposed increase in footprint the proposal is consistent with the character and function of the existing road corridor. It will significantly improve the safety and efficiency of transport modes through Te Kirikiri | Frankton and is compatible with current and future adjoining land uses.

Landscape effects will be low-moderate in degree with the primary adverse effect stemming from the removal of existing mature vegetation and the loss open space land as the result of road corridor widening. These physical changes will not compromise existing landscape character to any significant degree and the overall enhancements to the road user experience and connections to place (i.e. associative values) via new safe and efficient shared paths and public transport facilities and cultural representation (features) represent significant improvements to the existing urban landscape.

¹² Under the project Urban Design and Landscape Minimum Requirements.

APPENDIX A:

TE TANGI A TE MANU 4.29

Typical factors

4.29 The following illustrates typical factors often considered under the three dimensions.

- | | |
|-------------|---|
| Physical | <p>(natural and human):</p> <ul style="list-style-type: none"> • Geology and geomorphology. • Topography and hydrology (including drainage patterns). • Climate and weather patterns.⁵⁷ • Soil patterns. • Vegetation patterns. • Ecological (flora and fauna) and dynamic components. • Settlements and occupation. • Roads and circulation. • Land use – cadastral pattern. • Buildings. • Archaeology and heritage features. • Tāngata whenua features. |
| Associative | <ul style="list-style-type: none"> • Tāngata whenua creation and origin traditions manifest in landscape features.⁵⁸ • Tāngata whenua associations and experience – (historic, contemporary, and future)⁵⁹ including pūrākau, whakapapa, tikanga, and mātauranga. • Tāngata whenua metaphysical aspects such as wairua and mauri. • Legal personification of landscape features. • Shared and recognised values of a landscape derived from community life including the community’s livelihood, its history and reason for being in that place, places of social life and gathering, places associated with metaphysical meanings such as retreat, contemplation, and commemoration. • Landscape values associated with identity such as attributes that are emblematic for an area, places that are central to a community (main street, wharf, park), features that are anthropomorphised. Landscapes that are engaged through activities such traditional food and resource gathering, recreational use, food and wine that reflect a locale, tourism based on landscape experience or appreciation of a landscape’s qualities. |
| Perceptual | <ul style="list-style-type: none"> • Geomorphic legibility (how obviously a landscape expresses the geomorphic processes). • Wayfinding and mental maps (legibility or visual clarity of landmarks, routes, nodes, edges, and areas of different character). • Memorability. • Coherence (the extent to which patterns reinforce each other, coherence between human patterns and underlying natural landscape). • Aesthetic qualities. • Naturalness. • Views. |

⁵⁷ Factors are intertwined. For example, high rainfall on the West Coast results in lush vegetation and very active erosion compared to the dry regimes east of the Southern Alps. Much of the topography of the Southern Alps is influenced by glaciation which is also strongly influenced by climate. Characteristic weather patterns are also part of a landscape’s character, such as the Waikato’s river mists, Hauturu-o-Toi’s cloud puff, Canterbury’s Nor-west arch, and Greymouth’s ‘The Barber’ wind.

⁵⁸ Such traditions often explain the appearance of features, whakapapa connections between them and between features and tangata whenua, and patterns of occupation and use. Creation and origin traditions are associated with many landscape features – particularly notable examples include Aoraki, Mauao, Taranaki maunga, and Te Mata-o-Rongokako.

⁵⁹ Tāngata whenua have a holistic relationship with landscape in all its dimensions. The highlighting of certain factors in this list is not to be interpreted as restricting tāngata whenua landscape values to such factors. See paragraph 4.15.

APPENDIX B:

TE TANGI A TE MANU 4.47

4.47 The following list⁷² illustrates typical factors (amongst many others) that contribute to urban landscape character:⁷³

- **Context** or setting of the urban area and its relationship to the wider landscape.
- **Topography** and response of urban form to topography.
- **Grain** of the built form and its relationship to historic patterns.
- Layout and scale of **built form**, **density** of development and **building types**, including **architectural characteristics**, period, and materials.
- Patterns of **activities** (land use) past and present.
- Contribution of **natural features** such as coastlines, rivers, watercourses, maunga, hills and high points, harbours.
- Nature and location of **vegetation**, including the different types of green space and tree cover and their relationships to buildings and streets and topography.
- Types of **open space** and character and qualities of the public realm [public domain].
- Access and **connectivity**, including streets [street networks and patterns, pedestrian circulation].
- Places and values of significance to **tāngata whenua**, such as whakapapa, kōrero tuku iho, and mana, and the observable mauri of a place.
- **Sense of place** including historical associations, identity.

4.48 Many of the detail factors for urban landscapes fall under ‘urban design’. Urban design is sometimes conceived of as a specialist area of practice and sometimes as the overlap between different disciplines (architecture, landscape, planning). Landscape assessors working in urban environments should be knowledgeable and informed on matters relating to such environments – as for all other landscape types. But do not be overly concerned with distinctions between landscape and urban design. The urban environment does not belong to a profession. The point is to assist decision makers (and others) within your expertise on matters relating to the urban landscape. It is the environment that is the focus – not the profession.⁷⁴

Coastal environment landscapes

4.49 The coastal environment has special relevance because it has its own national policy statement, the ‘New Zealand Coastal Policy Statement’ (**NZCPS**). It is relevant to the requirement to protect the natural character of the coastal environment which is covered under Chapter 9 (Natural Character). This section addresses **landscapes** within the coastal environment.

4.50 The coastal environment includes both land and sea. It is described in Policy 1 of the NZCPS as (amongst other things) “*areas where coastal processes, influences or qualities are significant...*” and as including the “*coastal marine area*” which comprises the extent of territorial waters (generally 12 nautical miles from the mainland or islands). Landscapes in the coastal

⁷² Adapted and expanded from ‘townscape’ factors listed in the UK Guidelines for Landscape and Visual Impact Assessment (**GLVIA**), the Landscape Institute and the Institute of Environmental Management and Assessment, Third Edition, section 5.5 Townscape Character Assessment

⁷³ It has been observed that the list in the following paragraph could also be applied to rural landscapes which reinforces the point that different types of landscape fall within the same physical, associative, and perceptual framework.

⁷⁴ For instance, it was reported in feedback that landscape architects and urban designers often arrive at different findings with respect to visual effects. Some of this was explained in terms of different spatial perspectives – urban designers tending to focus on an immediate context and landscape architects on a wider context. However, visual effects are agnostic as to discipline.

APPENDIX C:

QLDC TREE POLICY

TREE POLICY

Introduction

Trees are a vital part of our district’s sustainable health and wellbeing. They provide wildlife habitat, carbon sequestration, shade, and are part of our identity as an active outdoor adventure district with outstanding natural landscape values. Trees can be significant landmarks, providing an immediate impression to visitors and generate ongoing associations for residents. Stunning natural scenery is a hallmark of the Queenstown Lakes and trees are an integral part of the picture. A healthy, abundant, and well-maintained treed landscape reflects a caring community.

Queenstown Lakes District Council (QLDC) provides a leadership role in the management of trees to maximise their social, cultural, environmental, and economic benefits for current and future generations. All landowners are encouraged to contribute to urban greening on their own land.

This Policy is aligned with other QLDC strategies including the QLDC Climate Action Plan, QLDC Vision Beyond 2050 and the requirements to maintain membership as a Tree City of the World.

Purpose

QLDC’s Tree Policy provides guidance on planting, maintenance, working around trees, and removals on Council land. It aims to help manage trees to meet community aspirations, service requests, and provide clear direction for decision making while maintaining consistency in the approaches taken by QLDC and our consultants and contractors.

Policy statement

The principal objective of this policy is to provide consistency and clarity in decision making when planting, maintaining, working around, and replacing trees on Council land.

Objectives:

- Appropriate tree planting in appropriate locations
- Sustainable, high quality tree environment and spaces
- Acceptable maintenance practices
- Acceptable tree protection during construction or earthworks
- Appropriate public safety risk management
- Effective use of public funds
- Clear framework for tree removal decision making and sustainable mitigation

Policy scope

Policies apply to individual trees and groups of trees on Council administered reserves, civic open spaces and other Council-owned property (including QLDC owned land which is licensed and leased to third parties, such as campgrounds) and the road reserve (including unformed roads).

The following activities are included in this policy:

- 1.0 Planting
- 2.0 Maintenance
- 3.0 Protection during construction or earthworks
- 4.0 Removal and mitigation

This policy *does not* include trees located in the following areas:

On private land not owned or leased by QLDC (For example: refer to the District Plan, covenants)

On state highway land (Refer to Waka Kotahi)

Public land not owned or leased by QLDC (For example: refer to Department of Conservation, Land Information New Zealand)

Other areas which are *not* included in this policy:

Native revegetation or regeneration (For example: refer to Whakatipu Reforestation Trust)

Noxious and pest plant species (For example: refer to Otago Regional Council Pest Management Plan)

Plantation forestry (Refer to the District Plan)

Process

Enquiries regarding public trees are dealt with by Parks Officers, including the Council Arborist. This may include consultation with neighbours or community associations. When a resolution does not satisfy all parties, depending on the significance, the Parks Manager will make a decision or escalate to the Parks Community & Services Committee or the Wanaka Community Board for a decision.

Note: 'Significance' is determined by factors such as the long term life expectancy, amenity, and number of trees identified.

1.0 Tree planting

Tree planting

Tree planting is necessary to ensure long term sustainable benefits. Appropriate tree planting supports biodiversity, climate regulation, and living well by providing habitat, shade, storm water regulation, flood mitigation, amenity, and by improving walkability and human health. The greatest benefits are derived from mature trees.

However, trees can also damage infrastructure, block drains, and adversely shade properties.

QLDC has a duty to optimise the quality of trees and manage their safety pragmatically while considering their long-term maintenance requirements. Optimum benefits will be achieved by careful species selection appropriate to the planting site.

Policy:

1.1

QLDC will seek planting opportunities to deliver ongoing social, cultural, economic, and environmental benefits and ensure iconic landscape features are always present.

1.2

QLDC will endeavour to plant appropriate tree species in appropriate places. Appropriateness is guided by the characteristics of the tree, in both juvenile and mature form and its ability to support biodiversity, landscape character, urban walkability, pedestrian and road user safety, climate resilience and community aspirations. This includes both native and exotic trees.

1.3

Succession planting will be undertaken to provide replacement trees ensuring a continuity of trees in advance of when mature trees require removal.

1.4

All projects on Council land, including QLDC-led projects, will prioritise retaining existing mature trees and the incorporation of new tree planting and planting sites from the outset of the design process. Projects must allow for sufficient rooting environment for new trees and meet the minimum requirements of QLDC's Land Development and Subdivision Code of Practice. This may include, but is not limited to:

- Aligning underground services to allow sufficient rooting environment for new trees
- Including centre islands or median strips wide enough for tree planting
- Optimising potential width of grass berms to allow for tree planting
- Varying carriageway alignment (E.g., intersection improvements)
- Using setbacks, especially in commercial zones

- Using New Zealand Standard SNZHB 44:2001 Subdivision for People and the Environment
- Mitigating adverse effects from large car parking areas, by using trees to screen cars and provide shade, whilst also maintaining a safe environment for car park users

1.5

Large tree species will be selected, both individual specimens and groves, where space permits. Planning and development must include spaces that can accommodate large species.

1.6

Quality stock will be selected for planting to support longevity and heritage value and incorporate eco-sourced nursery stock where possible. Choosing quality stock maximises the health and longevity of the planting, which reduces long-term maintenance costs.

1.7

For trees planted in the road reserve, the species selected will have sufficient space to grow into mature and healthy specimens, without causing significant damage to existing infrastructure, in place prior to the planting of the tree, or impacting the safety of pedestrians and road users. New development can incorporate engineered solutions to limit infrastructure damage.

Note: 'significant damage' can be found in the Definitions section of this document.

1.8

Trees will be planted under power lines only where the species selected is able to grow to maturity without requiring line clearance pruning, which can result in poor tree form or structure.

1.9

Developments are required to submit plans for approval to the Council as part of QLDC Land Development and Subdivision Code of Practice. As part of the consent process, a street tree planting plan detailing species, size, location, irrigation, and an outline of on-going maintenance regimes is required.

1.10

The cost of planting and establishing street and park trees within new subdivisions will be covered by the developer. All trees will have a minimum establishment maintenance period of 36 months. Planting must meet the maintenance standards required in the QLDC Land Development and Subdivision Code of Practice.

1.11

Any private individual seeking to plant a tree on Council land will require a Licence to Occupy from the Council. QLDC is entitled to remove unauthorised plantings and recover the costs of the removal process.

1.12

Council shall continue to partner with community groups which manage wilding control strategically, with an approach based on profile and vulnerability of landscapes. Vulnerable landscapes include sub-alpine tussock land and grey shrub land.

Note: Planting wilding exotic species, those with potential invasive growth, is prohibited for most species as identified in QLDC's District Plan Wilding Exotic Trees Chapter (Chapter 34 of the Proposed District Plan).

Note: For more information on tree planting refer to:

- *QLDC District Plan - Wilding Exotic Trees Chapter*
- *QLDC Land Development and Subdivision Code of Practice*
- *QLDC Subdivision Guidelines*
- *QLDC Subdivision Tree Planting Guide*
- *QLDC Trail Design Standards & Specifications*

Tree replacement

QLDC acknowledges that trees have a finite lifespan and may require removal for a number of different reasons. QLDC is committed to ensuring that a tree renewal programme is maintained to ensure the canopy cover is not only replaced, but appropriate character and stature are accommodated to maintain and enhance a quality treed landscape for future generations.

Policy:

1.13

A minimum of two new trees will be planted for every tree removed, with the projected canopy cover replacing what is lost within 20 years. This means more than two trees may be required. The species of trees is determined by the appropriateness to the location as per Policy 1.2.

The location of replacement trees will be based on the following, in order or priority:

Removals within road reserves:

- (1) In the same road corridor where the tree was removed; or
- (2) If no further planting can be practically located in the road corridor, then in the closest road corridor that requires either new or additional planting; or
- (3) Within the urban forest.

Removals on land owned or administered by QLDC):

- (1) In the same reserve where the tree was removed; or
- (2) If no further planting in the reserve is required, then in the closest road corridor or reserve that requires either new or additional planting; or
- (3) Within the urban forest.

Note: 'Urban forest' can be found in the Definitions section of this document.

Community tree planting

QLDC supports community care and ongoing stewardship of public open spaces. Community planting is one way residents can become directly involved with the care of their local reserve and

neighbourhood. Community-initiated tree planting requires prior approval from the asset owner of the land (i.e. the specific Council department). Information to be provided for approval should include the proposed site, planting locations, species, the perspective of surrounding neighbours, effects on land uses such as tracks and infrastructure, and ongoing maintenance arrangements.

Policy:

1.14

QLDC encourages community involvement and will endeavour to support and enhance community planting and engagement opportunities.

Note: Community Harvest Gardens and orchards are subject to management agreements with QLDC.

Commemorative trees

Commemorative tree planting is generally undertaken to honour a significant person or event. The tree species and location need to be relevant to the commemoration and contribute to the amenity of the surrounding environment. Once planted, commemorative trees become a public tree asset and are mapped as commemorative trees. Commemorative trees do not apply to cemetery reserves.

Removals may be necessary. It is worth considering alternatives to commemorative trees, such as:

- Plant a commemorative tree on private land
- Participate in a community planting day
- Donate to QLDC's tree planting programme, the Heritage Trust, or a local community planting group.

Policy:

1.15

Requests for commemorative tree planting in public open space will be considered. Applications will be considered according to the commemorative purpose, site, and tree species. Decisions will be made by the relevant committee or board.

1.16

While QLDC will make every effort to retain a commemorative tree, we reserve the right to remove commemorative trees in line with our removals policies. The tree replacement policy applies, however the replacement trees will not be commemorative trees.

Note: For more information on memorials refer to:

- *QLDC Plaques, Memorials & Monuments Policy*
- *QLDC Cemeteries Handbook*

2.0 Maintenance

Tree maintenance

QLDC will care for and maintain public tree assets to maximise their benefits while minimising conflicts and disruptions.

Policy:

2.1

QLDC will maintain tree canopy clearances over footpaths, cycle ways, tracks and trails, carriageways, vehicle crossings, and on-street car parks where it is practical to do so. In instances when pruning is likely to cause long or short-term detriment to the tree, Council will prune the tree to the extent required for the interest of public safety.

2.2

Trees which compromise and/or conflict with shipping navigation aids or radio and telecommunications operations shall be pruned and/or removed as deemed necessary to maintain safety and essential services.

2.3

Trees on urban connector routes and roads shall be pruned or replaced to provide adequate visibility where they impede or obstruct access for pedestrian, active travel and vehicular traffic.

2.4

QLDC will prune trees to provide necessary clearances to above-ground infrastructure such as power lines and other overhead services. Where pruning is likely to cause long term detriment to the tree's health and structure, we will engage with the network owner to explore alternative options to pruning, such as the bundling of wires.

2.5

QLDC will prune trees obstructing street and reserve lights to limit any reduction in light penetration.

2.6

Where appropriate, trees will be pruned to improve public safety. This may include but is not limited to pruning to improve sightlines or pruning for crime prevention purposes.

2.7

All pruning shall be undertaken by, or under the supervision of, a works arborist employed or contracted by QLDC or a network utility operator. Where Council property leaseholders have agreements to maintain their trees, they must use a qualified arborist.

Note: 'Works arborist' and 'Qualified arborist' can be found in the Definitions section of this document.

2.8

Tree work shall be carried out in alignment with the minimum recognised and accepted contemporary arboricultural standards according to NZARB (New Zealand Arboricultural Association).

2.9

All pruning methods will use Minimum Industry Standards (MIS 308).

2.10

QLDC will not undertake full height reduction pruning to alleviate tree issues such as shading or debris, or the establishment, retention or enhancement of views (trees shall not be topped). Maintaining trees in their natural form is best for tree health. Topping can create additional maintenance issues, e.g., by creating an entry point for decay. Topping is internationally recognised as unsound arboricultural practice.

2.11

QLDC may consider other forms of pruning, branch removal or targeted canopy reductions to alleviate boundary encroachment, views, adverse shading or debris at the request of an individual. Provided, in a Council arborist's opinion, this will not negatively affect the health or structural integrity of the tree or the environmental, aesthetic, landscape or amenity benefits provided by the tree.

2.12

Where a tree pruning request has been approved by a Council arborist, and the benefits of the pruning are considered to be solely beneficial to the property owner(s), Council reserves the right to request the resident(s) meet(s) the financial costs of pruning. We will provide the expected costs for the works for approval prior to any works being undertaken.

Tree risk

QLDC acknowledges the risk posed to people and property through failure of a whole tree or individual branches. While the risk posed by trees is inherently low, we will use reasonable endeavours to ensure that tree risk is managed in a proportionate and practical way.

Policy:

2.13

QLDC will maintain our trees to promote structurally sound growth and reduce branch and whole tree failure where it is likely to increase risk to people and property to an unacceptable risk.

2.14

QLDC has developed and adheres to a Tree Risk Management Procedure to manage the risk posed by trees in a proportionate and practical way.

This will include the following:

- How to identify high risk trees
- Details of different types of assessments
- Frequency of assessments
- How these trees will be managed
- Process for escalating tree risk once identified.

Note: More information can be found in QLDC's Tree Risk Management Procedure

2.15

QLDC will improve and maintain a publicly available database of tree assets.

2.16

The management of risk posed by trees shall be prioritised over the amenity or historical value provided by the tree. The management of risk should include tree pruning and/or adapting the area surrounding the tree. Removal should only be considered as a last resort.

Note: 'Unacceptable risk' can be found in the Definitions section of this document.

Ecological and heritage improvements

Trees make a significant contribution to the ecological environment within the Queenstown Lakes. Many organisms would not be able to survive without the services trees provide, whether it be habitat or food source. QLDC acknowledges the important role trees play in the natural environment and will strive to manage trees in a way that will foster and enhance the environment for indigenous flora and fauna.

Trees worthy of protection under QLDC's District Plan provide significant contribution to social and cultural heritage. These trees are landmarks in time and setting that provide intergenerational connection.

Policy:

2.17

Council will encourage opportunities to provide habitat for indigenous flora and fauna.

2.18

Council will support the ecological benefits provided by trees through our tree maintenance programme.

2.19

Council will customise maintenance for Protected Trees on Council land and for trees of significance that are likely to be worthy of protected status in the future. Protected Trees have achieved this status through the public District Plan process due to attributes such as historic significance, species and health. They have a level of protection afforded that means they should be well cared for.

3.0 Working around trees

Working around trees

Trees within the urban environment are often subjected to adverse conditions, particularly during construction activity. It is important to manage works around trees to ensure they are not subjected to work practices that are detrimental to their health or structural integrity. In the event this may occur, QLDC require a Tree Protection Management Plan (TPMP) to be developed by the person(s) undertaking/managing the works. This must be approved by either the Council arborist or an approved consulting arborist prior to work commencing.

Policy:

3.1

A Tree Protection Management Plan (TPMP) is to be submitted to QLDC for any activity or work proposed near one of our trees where the works are within the root protection zone or likely to impact the tree. See Diagram 1 below.

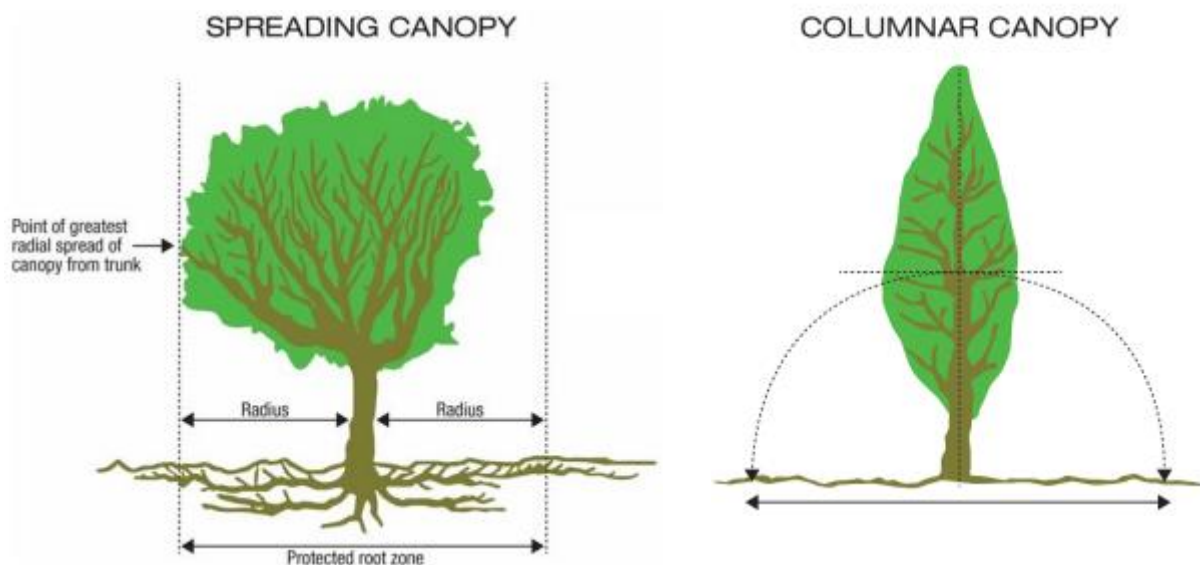


Diagram 1: Root protection zone. For a spreading canopy it is the area beneath the canopy and for a columnar canopy it extends to a radius half the height of the tree.

3.2

TPMPs are to be developed by the person(s) undertaking/managing the works and be in accordance with the QLDC Land Development and Subdivision Code of Practice. QLDC must approve a TPMP prior to work commencing.

3.3

Development projects on Council land will prioritise the retention of mature trees through all aspects of the project.

3.4

QLDC reserves the right to seek compensation and/or remediation for loss or damage to public trees and their immediate environment as a result of works. Damage or loss will include but is not limited to:

- Death or decline of tree(s) health
- Physical damage to the tree(s)
- Damage to the tree(s) roots and/or rooting environment including compaction or contamination of the soil
- Loss of environmental and ecological benefits provided by the tree.

QLDC will determine the value through either the cost of replacement/repair of loss/damage or through an approved tree valuation method (refer to Policies 3.5-3.7), whichever we deem to be most appropriate.

Replacement costs include removal of tree debris, stump grinding, new tree establishment, irrigation, and formative maintenance.

Note: Compliance with QLDC's District Plan tree rules for works within the vicinity of trees is required. This may mean in some instances a resource consent will be required, an example being for works within the dripline of a tree.

Tree value

In order for trees to be acknowledged for the value which they provide to the district we need to have a valuation system in place. Tree value includes social, environmental and cultural community benefits. Unlike most infrastructure, trees provide greater value with age, rather than decreasing in value over time.

Policy:

3.5

QLDC will implement and adapt (if required) a recognised system for valuing public trees.

3.6

The Royal New Zealand Institute of Horticulture's (RNZIH) Standard Tree Evaluation Method (STEM) shall be used as the standard for assessing the health, condition, heritage significance and if required monetary value of trees, unless superseded by a more appropriate method.

3.7

If a monetary value has been deemed the most appropriate compensation method, see Policy 3.4, payment to QLDC will be required prior to the removal of any tree approved for removal on Council land, at the rate used in the recognised valuation tool.

4.0 Tree Removal

Removal of trees

Like all living things, trees grow, age, and eventually die. Land development and decreasing lot sizes can limit the opportunity for landowners to have trees, especially large species.

Tree removal is a last resort option. The benefits of trees must be sustained for future generations. However, selective tree removal and replacement may be required to manage safety risks, poor tree health, or unsustainable maintenance requirements.

But even in decline, a tree can provide numerous benefits, such as wildlife habitat and shade.

Policy:

4.1

Trees in a state of irreversible decline, dead and/or structurally unsound, as determined by a Council or technician arborist, may be removed as part of routine maintenance and renewal programmes, or sooner, if urgent action is required for public safety or to avoid damage to property.

4.2

Trees that are unhealthy, dead and/or structurally unsound may be retained for ecological purposes if they do not pose an unacceptable risk to the public or property. This is established through the Council-approved risk assessment methodology in Policy 2.17.

4.3

Tree removal will be considered where the tree is causing, or likely to cause, significant damage to buildings, services or property (both public or privately owned), and the damage cannot be reasonably rectified or mitigated except by removing the tree. More suitable replacements will be sought and planted in the same location or vicinity if it can be achieved.

4.4

Trees that are posing an unacceptable safety risk to the public and cannot be mitigated through pruning or other engineering solutions will be removed as per the tree replacement policy.

4.5

Trees that are impeding consented legal access will be removed only when all other alternatives have been explored and are not viable.

4.6

Council will approve tree removal to carry out repairs or replace underground infrastructure only when available alternatives have been explored and are considered not viable.

4.7

Council approval for tree removal to facilitate projects on Council land will consider the value of the project to the community, including public health and/or the local environment, in conjunction with the benefits of retaining existing trees compared with their loss and proposed replacement planting.

4.8

Council may consider tree removal where the necessary pruning clearances for overhead electrical lines (as required by the relevant 'hazards from trees' regulations) are not able to be achieved without causing long term detriment to the tree and no alternative to removal can be reached with the network utility operator.

4.9

Council will only accept tree removal in emergency situations where the removal is considered absolutely necessary for immediate access to critical infrastructure. This will only be undertaken where failure to access critical infrastructure will lead to an unacceptable risk to public health, or significant property damage or harm to personnel.

Note: 'Critical infrastructure' can be found in the Definitions section of this document.

4.10

Healthy and structurally sound trees may be removed to manage or prevent the spread of pests and diseases. This includes the removal of pest trees where they are deemed a threat to indigenous flora and fauna and non-pest species.

4.11

Wilding exotic trees will be strategically removed where they are determined to be a threat as a pest species or cause a nuisance in a particular location, to manage or prevent the spread of pests and diseases. This includes the removal or poisoning of pest trees.

4.13

Tree removals must be undertaken by, or under the supervision of, a works arborist employed or contracted by QLDC or a network utility operator.

4.14

QLDC will not remove trees for the following reasons:

- To minimise obstruction of views
- To minimise obstruction of commercial or advertising signage
- To reduce leaf or fruit litter and other debris
- To reduce shading
- For contributing to allergenic or irritant responses unless approved under section 4.18.
- When the risk posed by the tree meets the requirements of the Tree Risk Management Procedure

Note: Tree Removals will be subject to the tree replacement policy.

Public requests for tree removal

QLDC often receives requests for trees to be removed from public spaces. Tree removal requests will be processed under the following policies:

Policy:

4.15

Council will assess the request against the criteria listed above (4.1 to 4.5). The tree may be removed as part of routine maintenance should the request meet any of the policy requirements, or sooner if the risk posed is unacceptable.

4.16

If the request does not meet the criteria of 4.15 above, QLDC will work with the applicant to seek alternative resolutions to removal, e.g., targeted pruning.

4.17

If no alternative resolution is acceptable, the person requesting the removal of the tree will need to submit an application to QLDC for the relevant committee or board to consider. This must be accompanied by a tree report prepared by a technician arborist and include any other relevant information pertaining to the application. If a resource consent is required, this must also be obtained prior to any application being submitted to the committee or board.

Applications can be made under the following criteria 4.18-4.20:

4.18

Health - Requests for removal of tree(s) will be considered for health reasons where there is confirmation from either the applicant(s) medical practitioner, a clinical immunologist or the medical officer of health confirming that the tree(s) is/are the sole cause of the applicant(s) condition and that removal of the tree(s) is the sole option available for improving the applicant(s) condition.

4.19

Property damage - Requests for removal of tree(s) that are causing property damage will be considered where the damage is confirmed by the Council arborist to be a direct result of the tree and where no alternative measures (including engineering solutions) can be used to mitigate the problem.

4.20

Other - Requests for removal of tree(s) due to other issues will only be approved under exceptional circumstances and will be required to meet all the criteria below:

- The issue caused by the tree has a significant effect on the applicant's day to day living

- The tree is the sole cause of the issue
- The issue is not able to be mitigated through general maintenance by the applicant (e.g., clearing gutters of leaves)
- The issue caused by the tree cannot be mitigated by pruning
- No reasonable engineering solution can mitigate the issue caused by the tree.

All reporting and consents must be provided by the applicant at the applicant's cost. Payment for removal is determined by Policy 4.22.

Cost of tree removal

The removal of trees can result in a considerable cost. In some instances, it may be considered appropriate for these costs to be recovered.

Policy:

4.21

Where the removal of a tree is requested and subsequently approved by QLDC, and the tree can be removed in accordance with policy 4.13, then QLDC will undertake the removal as part of routine maintenance and renewal programmes at no cost to the applicant.

4.22

Where the tree removal request does not meet the criteria of 4.13, but is approved by the relevant committee or board, the committee or board may resolve that the applicant is required to pay part or all of the costs, including the application fee (as per Council's Fees and Charges Schedule), including:

- Any additional costs associated with reporting on the tree removal application
- Actual cost of tree removal and replacement
- The value of the environmental, economic, and social services provided to the district by the tree (as determined by our approved tree valuation method)

Note: Projected costs will be supplied to the applicant for approval prior to any removal works.

Vandalism

Policy:

4.23

QLDC takes damage, vandalism and unauthorised removal of public trees very seriously. We will investigate and enforce under the appropriate legislation, including the Reserves Act (1977) and the Local Government Act (2002). Matters will be referred to the Police when appropriate.

Definitions

Term	Definition
Actual costs for removal and replacement	The cost incurred by the Council to remove the tree(s) and stump(s), purchasing and planting of a replacement tree(s) including 2 years establishment maintenance for the tree(s).
Amenity	Means those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.
Best industry practice	For example but not limited to the British Standard 3998:2010 ‘British Standard Recommendations for Tree Work’ and Australian Standard 4373 1996 Pruning of Amenity Trees MIS308 Tree Pruning.
Canopy cover	The area taken up by the tree canopy.
Commemorative trees	Includes memorial and sponsored trees.
Council/we/our/us	Means the Queenstown Lakes District Council or its authorised delegate.
Council land	Land that council owns or administers
Critical infrastructure	Infrastructure that if damaged or obstructed would create a hazard to widespread public health, safety or wellbeing.
Eco-sourcing	Refers to the use of locally sourced plant material for restoration plantings. Eco-sourced plants are those grown from seeds collected from naturally occurring remnant vegetation in the same region as those to be planted.
Emergency	Means a situation that:

	<ol style="list-style-type: none"> 1. is the result of any happening, whether natural or otherwise, including any accident, explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, plague, epidemic, failure of or disruption to an emergency service or a lifeline utility, or actual or imminent attack or warlike act; and 2. causes or may cause loss of life or injury or illness or distress or in any way endangers the safety of the public or property in New Zealand or any part of New Zealand
Establishment maintenance period	Establishment maintenance shall include but not be limited to watering, weed control, application of mulch (where required), and installation and removal of support systems. All maintenance should be compliant with the relevant sections of the QLDC Subdivision Code of Practice (CoP).
Exotic	Species which are not indigenous to that part of New Zealand
Full height reduction	A method of pruning which results in the removal of the upper canopy to reduce the overall height of the tree (otherwise referred to as topping).
Irreversible decline	The decline of a tree's health which is to such an extent that it is unlikely to recover.
Mature	A tree reaching its ultimate potential size, whose growth rate is slowing down, with limited potential for any significant increase in size.
Native revegetation or regeneration	An area of native New Zealand plants which have been planted to form a closed canopy. This may be directly planted or naturally occur from a nearby seed source.
Plantation forestry	Plantation Forestry is as defined by the Resource Management (National Environmental Standard for Plantation Forestry) Regulations 2017.

Pest tree	A parent tree from which seed disperses to create a “wilding tree” which causes major change to composition, structure and functioning of adjacent indigenous habitat.
Provide habitat for indigenous flora and fauna	<p>This could be achieved by allowing dead trees to remain or keeping trees with cavities.</p> <p>The retention of dead wood and stubs could also be seen as providing habitat for indigenous flora and fauna.</p>
Public open space	Means any open space, including roads, parks and reserves, accessible to the public either freely or in accordance with a charge under the Reserves Act 1977.
QLDC Land Development and Subdivision Code of Practice	Is a set of guidelines determining the standards required for the creation or enhancement of infrastructure assets either owned or to be owned by Council. Includes provisions for the protection and planting of trees.
Qualified arborist	A person who has a recognised arboricultural qualification (minimum of NZQA Level 4 Certificate in Arboriculture or similar), industry experience and is competent to carry out a specified task.
Root protection zone	<p>For a tree with a spreading canopy, it is the area beneath the canopy spread of a tree, measured at ground level from the surface of the trunk, with a radius to the outer most extent of the spread of the tree’s branches. And;</p> <p>For a columnar tree, it is the area beneath the canopy extending to a radius half the height of the tree.</p>
Significant damage	Damage that renders a place or a part unusable for the purpose it was intended.
Significant tree	A tree with long term life expectancy and/or high amenity value, or

Structurally unsound	The trees structure has been compromised to a level which is it likely to fail during normal weather conditions.
Targeted canopy reduction	The targeted pruning of selected branches within the tree canopy to shorten their length.
Technician arborist	Means a person who: <ul style="list-style-type: none"> 1) by possession of a recognised arboricultural degree or diploma and on the job experience, is familiar with the tasks, equipment and hazards involved in arboricultural operations; and 2) has demonstrated proficiency in tree inspection and evaluating and treating hazardous trees; and 3) has demonstrated competency to Level 6 NZQA Diploma in Arboriculture standard (or be of an equivalent arboricultural standard).
Tree	<p>A single woody plant with the potential to reach at least 5 metres in height and have a stem diameter of, or exceeding, 150mm measured at 1.4 metres above ground.</p> <p><i>There are certain species, which could include fruit, nut and endemic species, which may not always fit within the definition of a tree. In these situations the decision as to whether or not to include the species, or individual tree, as a tree will be determined by a Council arborist.</i></p> <p><i>Assets that are currently recorded as trees but do not fit the definition of a Tree will continue to be managed as a Tree throughout their life cycle until they are replaced.</i></p>
Tree Protection Management Plan	Where it is not possible to complete the works without encroaching within the Tree Protection Zone, a proposed methodology in the form of a Tree Management Plan shall be produced by a technician arborist as per the specifications within the relevant sections of the CSS.
Value of a tree	A monetary value determined by a council recognised system such as the Standard Tree Evaluation Method 1996 (STEM).
Wilding tree	A self-sown tree growing wild or escaped from cultivation and growing wild and not planted for any specific purpose.

Works arborist	Means a person who: a) by possession of a recognised arboricultural degree, diploma or certificate and on the job experience, is familiar with the tasks, equipment and hazards involved in arboricultural operations; and b) has demonstrated competency to Level 4 NZQA Certificate in Horticulture Services (Arboriculture) standard (or be of an equivalent arboricultural standard).
Works within the root protection zone	Includes paving, excavation, trenching, ground level changes, storage of materials, or chemicals, vehicle traffic and parking, soil compaction and construction activity, whether on the same site or not as the tree.
Urban connector	Provides safe, reliable efficient movement of people and goods. Includes roads and paths.
Urban forest	Urban forest is a forest, or the collection of trees, that grow within a city, town or urban environment.
Unacceptable risk	A level of risk determined through a recognised council approved method (e.g. Quantified Tree Risk Assessment (QTRA) or Tree Risk Assessment Qualification (TRAQ)) which is elevated beyond what the Council considers acceptable.

Other tree, vegetation and wildlife related policy and resources:

- Local Government Act (2002)
- Reserves Act (1977)
- Wildlife Act (1953)
- National Policy Statement - Biodiversity
- National Policy Statement - Fresh Water
- Otago Regional Council Pest Management Plan
- Otago Regional Council Biodiversity Strategy
- QLDC District Plan - Protected Trees Chapter
- QLDC District Plan - Wilding Exotic Trees Chapter
- QLDC Vision Beyond 2050
- QLDC Wilding Control Strategy
- QLDC Climate & Biodiversity Action Plan
- QLDC Reserve Management Plans
- QLDC Plaques & Memorials Policy
- QLDC Cemeteries Handbook
- QLDC Spray Policy
- QLDC Verge Policy
- QLDC maps

APPENDIX D: ARBORISTS REPORT



State Highway 6 -Kawarau NZUP Zone 3 works Trees/shrubbery removals.

Attention:	Jesse Byrne NZUP Landscape Architect
Property Address	Whakatipu Transport Alliance
Postal Address:	67 Gorge Road Queenstown. 9300.
Dated:	18.07.2022
Prepared by:	New Zealand Tree Care Ltd P.O. Box 2353 Wakatipu 9349
Consultant:	David Finlin Tel: 0274-334-845
Status	REV A
Our Ref:	SH 6 (Kawarau Zone 3 Trees) R22.06.001

PLEASE NOTE: New Zealand Tree Care Ltd has taken every effort to ensure that all statements in this report are accurate and correct at the time of the assessment. However, trees are a natural, dynamic living entity and as such it is not possible to fully guarantee growth characteristics etc. This report is supplied as guide to the management of the tree. All inspections have taken place from ground level and no samples have been taken. No internal decay diagnostic equipment was used.
All dimensions have been estimated, tree locations and numbers surveyed.

Brief: As part of the SH 6 Kawarau Road corridor improvements Zone 3 programme several trees along the east and western verge have been identified as requiring removal to facilitate the upgraded works. The report has been prepared to identify those trees proposed for removal and retention.

Introduction:

There is somewhat limited scope for the retention of trees within the physical alignment of the roading corridor upgrade however, the alignment of service roads and the sheared pathways has been designed to consider retaining as many of the better-quality amenity trees as practical.

The grouping of semi mature trees along the southwestern side of the corridor.

General comment on Trees

The trees are a mixed range of predominantly northern hemisphere ornamental deciduous and conifer species. A small number of (native) Pittosporum shrubbery, Red and Mountain Beech trees have been established around the present Bus hub as part of previous upgrade work over the last 20 years.

The prominent tree species along the eastern side of the corridor (golf course side) are:

- Douglas Fir
- European Larch
- Cypress.

Additionally in more recent years (5-20) various deciduous ornamentals have been planted such as.

- Dogwoods
- Norway Maple
- Zelkova
- Flowering cherry
- Claret & Common Ash

The prominent tree species along the western side of the corridor (bus hub side) are:

- European Larch
- Silver Birch
- English and Turkey Oak
- Cypress.

Additionally in more recent years (5-20) various deciduous ornamentals have been planted such as.

- Small Leaf Lime
- Red & Mountain Beech
- Kowhai
- Flowering cherry
- Common Ash

Prominent trees are generally considered those that have reach a level of maturity where they are highly visible within the surrounding landscape because of their size and scale.

- a. The European Larch and Douglas Fir located along both sides of the corridor are the prominent species and at the time of planting last century were considered a practical, hardy, and appropriate species.

Community attitudes toward exotic conifers particularly these species that are broadly grouped as Wilding tree species has significantly changed, to favouring New Zealand native species and ornamental trees both deciduous and coniferous that don't contribute to further seed dispersal and Wilding tree problems.

- b. The Oaks, Silver Birch, and various Cypress species are also prominent trees within the landscape and have reached a semi-mature age class. Most of these trees are generally showing a fair to good level of general health and structure and have the capacity to provide ongoing amenity for many years.

- c. The trees that are identified as less prominent within the landscape are those that have been planted in more recent years and have not yet reached a size and scale of maturing within the landscape. There are a few smaller specimen trees that appear to be establishing quite well however, many of the recent plantings are in poor health and stature due to a combination of site conditions, lack of establishment irrigation and ongoing maintenance.

Summary of trees to be retained /removed.

Refer appendix C for detailed schedule of trees to be retained / removed.

Total trees surveyed	136
Total trees to removed	92
Total trees to retained	44

Table: Summary of trees to be retained /removed.

NZUP -Zone 3 Tree Survey								
Identified on site David Finlin 8/06/2022.								
Updated Jesse Byrne 26/06/2022								
Updated David Finlin 14/07/2022.								
Total Tree Count: 136								
Tree No:	Name (Common)	Trunk (mm)	Health	Structure	ULE	Retain	Remove	Comments
1.1	Fraxinus sp. - Ash	400	G	G	40+		•	
1.2	Snake Bark Maple	180	G	G	40+		•	
1.3	Chamaecyparis sp.	600	F	F	10-20		•	
1.4	Cypress Cupressus	1200	F	P	10-20	•		
1.5	Amelanchier	70	F	P	1-5		•	small tree Ht 2m.
1.6	Dogwood (Cornus sp)	110	F	F	10-20		•	small tree/shrub Ht 3-4m.
2.1	Dogwood (Cornus sp)	100	F	F	10-20		•	small tree/shrub Ht 3-4m.
2.2	Dogwood (Cornus sp)	90	F	F	10-20		•	small tree/shrub Ht 3-4m.
2.3	Ornamental Dark Plum	120	F	F	5-10		•	
2.4	Irish Strawberry Tree	2x400 (basal)	G	G	10-20	•		
2.5	Irish Strawberry Tree	5x 200 (basal)	G	G	10-20		•	
2.6	Irish Strawberry Tree	5x 300 (basal)	G	G	10-20		•	
2.7	Flowering Cherry	90	F	F	10-20		•	
2.8	Crab Apple (Malus sp)	280	F	F	10-20		•	

2.9	Ornamental Plum	330 (basal)	F	F	5-10		•	
2.10	Walnut	270	F	P	5-10		•	
2.12	Cupressus sp var. (blue ice)	800	G	F	20-40		•	
2.13	Zelkova	180	F	F	10-20		•	
2.14	Crab Apple (Malus sp)	160	F	F	5-10		•	Located 1m Power Pole.
2.15	Zelkova	90	P	F	1-5		•	
2.16	Claret Ash	90	P	F	1-5		•	Trunk damaged.
2.17	Zelkova	110	F	F	10-20		•	
2.18	Pin Oak	280	F	P	5-10	•		Confined to planter box.
2.19	Laburnum sp.	150	F	F	1-5		•	
SHEET LD 0003								
3.1	Douglas Fir	800	F	G	20-40		•	
3.2	Larch tree	450 x 2	F	P	10-20		•	Twin leader codominant, poor union at base.
3.3	Larch tree	450	F	P	10-20		•	Single leader
3.4	Laburnum	40-80	P	F	1-5		•	3 x small trees 2-3.5m Ht.
3.5	Laburnum	40-80	P	F	1-5		•	3 x small trees 2-3.5m Ht.
3.6	Laburnum	40-80	P	F	1-5		•	3 x small trees 2-3.5m Ht.
3.7	Norway Maple	70 + 140	G	F	20-40		•	Trees 4m apart.
3.8	Norway Maple	70 + 140	G	F	20-40		•	Trees 4m apart.
3.9	Douglas Fir	850	G	P	1-5		•	Twin stem codominant stems, poor union at 3m.
3.10	Claret Ash	90	F	F	10-20		•	
3.11	Chaemycyparis law. (golden)	250	F	G	20-40	•		
3.13	Douglas Fir	800	G	G	20-40	•		
3.14	Douglas Fir	810 + 810	G	F	20-40		•	
3.15	Douglas Fir	810 + 810	G	F	20-40		•	
3.16	Douglas Fir	440- 880	F	F	20-40		•	
3.17	Douglas Fir	440- 880	F	F	20-40	•		
3.18	Douglas Fir	440- 880	F	F	20-40	•		
3.19	Douglas Fir	440- 880	F	F	20-40	•		
3.20	Douglas Fir	440- 880	F	F	20-40	•		
3.21	Douglas Fir	440- 880	F	F	20-40	•		
3.22	Douglas Fir	440- 880	F	F	20-40	•		
3.23	Douglas Fir	440- 880	F	F	20-40		•	
3.24	Douglas Fir	440- 880	F	F	20-40	•		
3.25	Douglas Fir	440- 880	F	F	20-40		•	
3.26	Douglas Fir	440- 880	F	F	20-40	•		
3.27	Douglas Fir	440- 880	F	F	20-40	•		
3.28	Douglas Fir	440- 880	F	F	20-40		•	
3.29	Douglas Fir	440- 880	F	F	20-40	•		
3.30	Douglas Fir	440- 880	F	F	20-40	•		
3.31	Douglas Fir	440- 880	F	F	20-40		•	

3.32	Douglas Fir	440- 880	F	F	20-40	•		
3.33	Douglas Fir	440- 880	F	F	20-40		•	
3.34	Douglas Fir	440- 880	F	F	20-40		•	
3.35	Douglas Fir	440- 880	F	F	20-40	•		
3.36	Douglas Fir	440- 880	F	F	20-40	•		
3.42	Douglas Fir	760	F	F	20-40		•	
3.43	Larch	690	F	F	10-20		•	
3.44	Norway Maple (Acer platanoides)	100	F	F	20-40		•	
3.45	Norway Maple (Acer platanoides)	80	P	P	10-20		•	Damaged/replace
3.46	Larch	540	G	F	10-20		•	
3.47	Gum Tree (Eucalyptus sp.)	1120	G	F	20-40		•	Some d/w present in canopy.
3.51	Larch	600	F	F	10-20		•	
3.53	Red Beech	150	D	VP	0		•	Dead.
3.53	Silver Birch	300	F	F	10-20		•	
3.54	Larch	650	F	F	10-20		•	
3.55	Thuja pyramidalis	300	F	F	10-20		•	
3.56	Ornamental Plum	300	F	P	1-5		•	growing through boundary cnr fence.
3.58	Silver Birch	280	F	F	10-20		•	
3.59	Thuja pyramidalis	300	F	F	10-20		•	
3.60	Almond (fruit tree)	330	F	F	10-20		•	
3.61	Thuja pyramidalis	300	F	F	10-20		•	
3.62	Kowhai	3x150	F	F	10-20	•		Native.
3.63	Red Beech	410	G	G	20-40	•		
3.64	Red Beech	410	G	G	20-40		•	
3.65	Red Beech	410	G	G	20-40		•	
3.66	Red Beech	410	G	G	20-40		•	
3.67	Larch	610	F	F	10-20		•	
3.68	Cabbage Tree	150	F	P	1-5		•	Regrowth from old stump.
3.69	Mountain Beech	380	G	F	10-20		•	native.
3.70	Red Beech	320	F	F	10-20		•	
3.71	Hoheria (Lacebark)	360	F	P	5-10		•	native.
3.72	Larch	560	G	F	10-20		•	
3.73	Turkey Oak	240	F	P	10-20		•	Canopy suppressed proximity to Larch
3.74	Larch	560-790	F	F	10-20		•	
3.75	Larch	750	F	P	1-5		•	Twin stem codominant stems, poor union at 3m.
3.76	Dogwood (evergreen)	4 x 80	F	P	5-10		•	Shrub at 3m Ht.
3.77	Turkey Oak	580	G	G	40+		•	
3.80	Larch	740	F	F	10-20		•	Codominant side branch.
3.81	Turkey Oak	510	G	G	40+		•	
3.83	Silver Birch	590	G	G	20-40		•	
3.84	Silver Birch	370	G	G	20-40		•	

3.85	Silver Birch	490	G	G	20-40		•	
3.86	Chaemycyparis law. (golden)	260	G	G	40+		•	
3.87	English Oak	520	G	G	40+		•	
3.88	Chaemycyparis law.	450	F	G	20-40		•	
SHEET LD 0004								
4.1	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.2	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.3	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.4	Fraxinus sp. - Ash	80-100	VP	P	1-5	•		needs replacement - QLDC
4.5	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.6	Fraxinus sp. - Ash	80-100	VP	P	1-5	•		needs replacement - QLDC
4.7	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.8	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.9	Douglas Fir	800	F	P	10-20	•		Trees been topped
4.10	Douglas Fir	750	F	P	10-20	•		Trees been topped
4.11	Ornamental Plum (dark)	180 (basal)	P	P	1-5	•		
4.12	Almond	220	F	P	1-5	•		
4.13	Cypress (Blue Ice)	270	G	F	10-20		•	
4.14	Cypress (Blue Ice)	270	G	F	10-20	•		
4.15	Cypress (Blue Ice)	270	G	F	10-20	•		
4.16	Quercus palustris - Pin Oak	300	G	G	40+		•	
4.17	Quercus palustris - Pin Oak	150	G	F	10-20	•		
4.18	Chaemycyparis law.	450	F	F	20-40		•	
4.19	Small Leaf Lime (Tilia sp)	300	G	F	10-20		•	
4.20	Small Leaf Lime (Tilia sp)	7 x 80	F	P	1-5		•	Sucker regrowth from old stump.
4.21	Small Leaf Lime (Tilia sp)	350	G	G	40+		•	
4.22	Lime Tree (Tilia americana)	280	F	P	1-5		•	Multi leader from base.
4.23	Lime Tree (Tilia americana)	320	F	F	20-40	•		
4.24	English Oak	400	G	G	40+	•		
4.25	Turkey Oak	250	G	G	40+	•		
4.26	Turkey Oak	430	G	G	40+	•		
4.27	Turkey Oak	380	G	F	40+	•		
4.28	Chaemycyparis law. (golden)	280	F	F	10-20		•	500mm from edge of pathway.
4.29	English Oak	420	G	G	40+	•		
4.30	English Oak	380	G	G	40+	•		
4.31	Turkey Oak	490	G	F	40+	•		
4.32	Turkey Oak	490	G	F	40+	•		

4.33	Turkey Oak	410	G	F	40+	•		
4.34	Flowering Cherry	100	P	P	1-5	•		Dwarf var. 1.0m ht.
4.35	Flowering Cherry	150	F	F	5-10	•		
4.36	Flowering Cherry	180	F	F	5-10	•		
4.37	Flowering Cherry	220	F	F	5-10	•		
						44	92	

Summary of trees Useful Life Expectancy (ULE)

Useful Life Expectancy (ULE) 0-10 years.

Total trees with ULE of 0-10 years to be removed:	27
Total trees with ULE of 0-10 years to be retained:	9
Total trees:	36

Useful Life Expectancy (ULE) 10-20 years.

Total trees with ULE of 10-20 years to be removed:	33
Total trees with ULE of 10-20 years to be retained:	8
Total trees:	41

Useful Life Expectancy (ULE) 20-40+ years.

Total trees with ULE of 20-40+ years to be removed:	32
Total trees with ULE of 20-40+ years to be retained:	27
Total trees:	59

Total trees:	136
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Appendices A	-Site/Tree Plan
Appendices B	-Site Photos
Appendices C	-Data Collection Description and Definitions and ULE Tree Table

Appendices A -Site/Tree Plan



- LD0001
- TREE TO BE REMOVED
 - TREE TO BE RETAINED



PLAN
SCALE 1:250

300 mm
200
100
50
0 10 mm



LD0002



PLAN
SCALE 1:250

-  TREE TO BE REMOVED
-  TREE TO BE RETAINED



LD0003

PLAN
SCALE 1:250

-  TREE TO BE REMOVED
-  TREE TO BE RETAINED



LD0004

PLAN
SCALE 1:250

- TREE TO BE REMOVED
- TREE TO BE RETAINED

Appendices B -Site Photos



Photo – Frankton Golf course entrance.



Photo – Frankton Golf course/reserve.



Photo – Frankton Golf course/reserve.



Photo – corner of SH6 and Gray St.



Photo – Parking area bus hub.



Photo – Native vegetation island bus hub.



Photo – Southern entrance to bus hub western side of SH6.

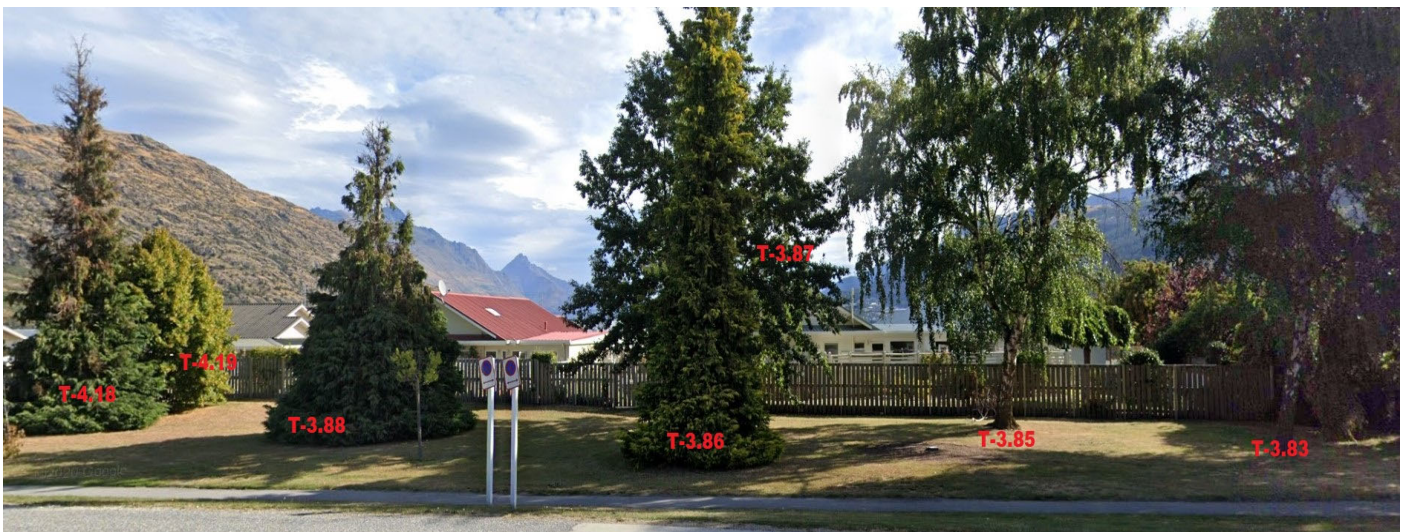


Photo – western side of SH6.



Photo – western side of SH6.



Photo – western side of SH6.



Photo – western side of SH6 corner with Ross St.

Appendices C -Data Collection Description and Definitions

Data Collection Description and Definitions

1.1 Common Name

The colloquial name for a tree species, usually in plain English. Common names for a species are often local or regional and each species can have multiple common names.

1.2 Basal Diameter

Diameter above ground basal flare (estimated) Used to calculate the Tree Protection Zone. radius.

1.3 Tree Health

Category	Description
Very Good (VG)	The tree is demonstrating excellent or exceptional growth. The tree exhibits a full canopy of foliage and is free of pest and disease problems.
Good (G)	The tree is demonstrating good or exceptional growth. The tree exhibits a full canopy of foliage and has only minor pest or diseases problems.
Fair (F)	The tree is in reasonable condition and growing well. The tree exhibits an adequate canopy of foliage. There may be some dead wood present in the crown. Some minor snow or wind damage may be evident.
Poor (P)	The tree is not growing to its full capacity; extension growth of the laterals is minimal. The canopy may be thinning or sparse. Large amounts of deadwood may be evident throughout the crown. Significant pest and disease problems may be evident or there may be symptoms of stress indicating tree decline.
Very Poor (VP)	The tree appears to be in a state of decline. The tree is not growing to its full capacity. The canopy may be very thin and sparse. A significant volume of deadwood may be present in the canopy or pest and disease problems may be causing a severe decline in tree health.
Dead (D)	The tree is dead.

1.4 Structure

Category	Description
Good (G)	The tree has a well-defined and balanced crown. Branch unions appear to be sound, with no significant defects evident in the trunk or the branches. Major limbs are well defined. The tree is considered a good example of the species.
Fair (F)	The tree has some minor problems in the structure of the crown. The crown may be slightly out of balance, and some branch unions may be exhibiting minor structural faults. If the tree has a single trunk, it may be on a slight lean or exhibiting minor defects.
Poor (P)	The tree may have a poorly structured crown. The crown may be unbalanced or exhibit large gaps. Major limbs may not be well defined. Branches may be rubbing or crossing over. Branch unions may be poor or faulty at the point of attachment. The tree may have suffered root damage.
Very Poor (VP)	The tree has a poorly structured crown. The crown is unbalanced or exhibits large gaps with possibly large sections of deadwood. Major limbs may not be well defined. Branches may be rubbing or crossing over. Branch unions may be poor or faulty at the point of attachment. Branches may exhibit large cracks that are likely to fail in the future. The tree may have suffered major root damage.
Has Failed (HF)	A section of the tree has failed or is in imminent danger of failure and the tree is no longer a viable specimen.

1.5 Useful Life Expectancy (ULE)

An assessment of useful life expectancy provides an indication of health and tree appropriateness and involves an estimate of how long a tree is likely to remain in the landscape based on species, stage of life (cycle), health, amenity, environmental services contribution, conflicts with adjacent infrastructure and risk to the community.

It is not a measure of the biological life of the tree within the natural range of the species. It is more a measure of the health status and the tree’s positive contribution to the urban landscape. It can assist in the management of the tree population and allow planning for the eventual removal and replacement of extant trees.

Useful Life Expectancy (ULE)

Category	Description
40+ years	The tree is in excellent condition and under normal conditions and with appropriate management is expected to continue as a viable landscape component in excess of 40 years.
20 - 40 years	The tree is in good condition and under normal conditions and with appropriate management is expected to continue as a viable landscape component for 20-40 years.
10 - 20 years	The tree is in fair condition and under normal conditions and with appropriate management is expected to continue as a viable landscape component for 10-20 years.
5 - 10 years	The tree is in fair to poor condition, or it is not a long lived species. Removal and replacement may be required within the next 10 years.
1 - 5 years	The tree is in poor condition due to advanced decline or structural defect. Removal and replacement may be required within the next 5 years.
0 years	The tree is dead or is considered hazardous in the location. Removal may be required.

PREVIOUS TABLE FORMATTED TO IDENTIFY THE ULE CATEGORIES

NZUP - Zone 3 Tree Survey	
Useful Life Expectancy (ULE) Table	
Identified on site David Finlin 8/06/2022.	
Updated David Finlin 5/07/2022.	
Total Tree Count: 136	

ULE 0 to 10 years

Tree No:	Name (Common)	Trunk Dia (mm)	Health	Structure	ULE	Retain	Remove	Comments
1.5	Amelanchier	70	F	P	1-5		●	small tree Ht 2m.
2.15	Zelkova	90	P	F	1-5		●	
2.16	Claret Ash	90	P	F	1-5		●	Trunk damaged.
3.4	Laburnum	40-80	P	F	1-5		●	group of 3 small trees 2-3.5m Ht.
3.5	Laburnum	40-80	P	F	1-5		●	group of 3 small trees 2-3.5m Ht.
3.6	Laburnum	40-80	P	F	1-5		●	group of 3 small trees 2-3.5m Ht.
3.9	Douglas Fir	850	G	P	1-5		●	Twin stem codominant stems, poor union at 3m.
3.56	Ornamental Plum	300	F	P	1-5		●	growing through boundary cnr fence.
3.68	Cabbage Tree	150	F	P	1-5		●	Regrowth from old stump.
3.75	Larch	750	F	P	1-5		●	Twin stem codominant stems, poor union at 3m.
4.20	Small Leaf Lime (Tilia sp)	7 x 80	F	P	1-5		●	Sucker regrowth from old stump.
4.22	Lime Tree (Tilia americana)	280	F	P	1-5		●	Multi leader from base.
4.34	Flowering Cherry	100	P	P	1-5	●		Dwarf var. 1.0m ht.
4.11	Ornamental Plum (dark)	180 (basal)	P	P	1-5	●		
4.12	Almond	220	F	P	1-5	●		
4.1	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.2	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.3	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.4	Fraxinus sp. - Ash	80-100	VP	P	1-5	●		needs replacement - QLDC
4.5	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.6	Fraxinus sp. - Ash	80-100	VP	P	1-5	●		needs replacement - QLDC
4.7	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.8	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
2.19	Laburnum sp. - Laburnum	150	F	F	1-5		●	
2.3	Ornamental Dark Plum	120	F	F	5-10		●	
2.9	Ornamental Plum	330 (basal)	F	F	5-10		●	
2.10	Walnut	270	F	P	5-10		●	
2.14	Crab Apple (Malus sp)	160	F	F	5-10		●	Located 1m from Power Pole.
2.18	Pin Oak	280	F	P	5-10	●		Tree confined to small planter box.
3.45	Norway Maple (Acer platanoides)	80	P	P	5-10		●	Damaged/replace
3.53	Red Beech	150	D	VP	0		●	Dead.
3.71	Hoheria (Lacebark)	360	F	P	5-10		●	native.
3.76	Dogwood (evergreen)	4 x 80	F	P	5-10		●	Shrub at 3m Ht.
4.35	Flowering Cherry	150	F	F	5-10	●		
4.36	Flowering Cherry	180	F	F	5-10	●		
4.37	Flowering Cherry	220	F	F	5-10	●		

9 27

ULE 10 to 20 years

Tree No:	Name (Common)	Trunk Dia (mm)	Health	Structure	ULE	Retain	Remove	Comments
1.3	Chamaecyparis sp.	600	F	F	10-20		●	
1.4	Cupressus sp. - Cypress	1200	F	P	10-20	●		
1.6	Dogwood (Cornus sp)	110	F	F	10-20		●	small tree/shrub Ht 3-4m.
2.1	Dogwood (Cornus sp)	100	F	F	10-20		●	small tree/shrub Ht 3-4m.
2.2	Dogwood (Cornus sp)	90	F	F	10-20		●	small tree/shrub Ht 3-4m.
2.4	Irish Strawberry Tree	2x400 (basal)	G	G	10-20	●		
2.5	Irish Strawberry Tree	5x 200 (basal)	G	G	10-20		●	
2.6	Irish Strawberry Tree	5x 300 (basal)	G	G	10-20		●	
2.7	Ornamental Flowering Cherry	90	F	F	10-20		●	
2.8	Crab Apple (Malus sp)	280	F	F	10-20		●	
2.13	Zelkova	180	F	F	10-20		●	
2.17	Zelkova	110	F	F	10-20		●	
3.2	Larch tree	450 x 2	F	P	10-20		●	Twin leader codominant, poor union at base.
3.3	Larch tree	450	F	P	10-20		●	Single leader
3.10	Claret Ash	90	F	F	10-20		●	
3.43	Larch	690	F	F	10-20		●	
3.46	Larch	540	G	F	10-20		●	
3.51	Larch	600	F	F	10-20		●	
3.52	Silver Birch	300	F	F	10-20		●	
3.54	Larch	650	F	F	10-20		●	
3.55	Thuja pyramidalis	300	F	F	10-20		●	
3.58	Silver Birch	280	F	F	10-20		●	
3.59	Thuja pyramidalis	300	F	F	10-20		●	
3.60	Almond (fruit tree)	330	F	F	10-20		●	
3.61	Thuja pyramidalis	300	F	F	10-20		●	
3.62	Kowhai	3x150	F	F	10-20	●		Native.
3.67	Larch	610	F	F	10-20		●	
3.69	Mountain Beech	380	G	F	10-20		●	native.
3.70	Red Beech	320	F	F	10-20		●	

3.72	Larch	560	G	F	10-20		•	
3.73	Turkey Oak	240	F	P	10-20		•	Canopy suppressed proximity to Larch
3.74	Larch	790	F	F	10-20		•	
3.80	Larch	740	F	F	10-20		•	Codominant side branch.
4.9	Douglas Fir	800	F	P	10-20	•		Trees been topped
4.10	Douglas Fir	750	F	P	10-20	•		Trees been topped
4.13	Cypress (Blue Ice)	270	G	F	10-20		•	Not Blue Cedar QLDC
4.14	Cypress (Blue Ice)	270	G	F	10-20	•		Not Blue Cedar QLDC
4.15	Cypress (Blue Ice)	270	G	F	10-20	•		Not Blue Cedar QLDC
4.19	Small Leaf Lime (Tilia sp)	300	G	F	10-20		•	
4.28	Chaemycyparis law. (golden)	280	F	F	10-20		•	500mm from edge of pathway.
4.17	Quercus palustris - Pin Oak	150	G	F	10-20		•	

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ULE 20 to 40 plus years

Tree No:	Name (Common)	Trunk Dia (mm)	Health	Structure	ULE	Retain	Remove	Comments
3.1	Douglas Fir	800	F	G	20-40		•	
3.7	Norway Maple	140	G	F	20-40		•	Trees 4m apart.
3.8	Norway Maple	70	G	F	20-40		•	Trees 4m apart.
3.11	Chaemycyparis law. (golden)	250	F	G	20-40	•		
3.13	Douglas Fir	800	G	G	20-40	•		
3.14	Douglas Fir	810	G	F	20-40		•	
3.15	Douglas Fir	810	G	F	20-40		•	
3.16	Douglas Fir	440- 880	F	F	20-40		•	
3.17	Douglas Fir	440- 880	F	F	20-40	•		
3.18	Douglas Fir	440- 880	F	F	20-40	•		
3.19	Douglas Fir	440- 880	F	F	20-40	•		
3.20	Douglas Fir	440- 880	F	F	20-40	•		
3.21	Douglas Fir	440- 880	F	F	20-40	•		
3.22	Douglas Fir	440- 880	F	F	20-40	•		
3.23	Douglas Fir	440- 880	F	F	20-40		•	
3.24	Douglas Fir	440- 880	F	F	20-40	•		
3.25	Douglas Fir	440- 880	F	F	20-40		•	
3.26	Douglas Fir	440- 880	F	F	20-40	•		
3.27	Douglas Fir	440- 880	F	F	20-40	•		
3.28	Douglas Fir	440- 880	F	F	20-40		•	
3.29	Douglas Fir	440- 880	F	F	20-40	•		
3.30	Douglas Fir	440- 880	F	F	20-40	•		
3.31	Douglas Fir	440- 880	F	F	20-40		•	
3.32	Douglas Fir	440- 880	F	F	20-40	•		
3.33	Douglas Fir	440- 880	F	F	20-40		•	
3.34	Douglas Fir	440- 880	F	F	20-40		•	
3.35	Douglas Fir	440- 880	F	F	20-40	•		
3.36	Douglas Fir	440- 880	F	F	20-40	•		
3.42	Douglas Fir	760	F	F	20-40		•	
1.1	Fraxinus sp. - Ash	400	G	G	40+		•	
1.2	Acer davidii - Snake Bark Maple	180	G	G	40+		•	
2.12	Cupressus sp var. (blue ice)	800	G	F	20-40		•	
3.44	Norway Maple (Acer platanoides)	100	F	F	20-40		•	
3.47	Gum Tree (Eucalyptus sp.)	1120	G	F	20-40		•	Some deadwood present in canopy.
3.63	Red Beech	410	G	G	20-40	•		
3.64	Red Beech	410	G	G	20-40		•	
3.65	Red Beech	410	G	G	20-40		•	
3.66	Red Beech	410	G	G	20-40		•	
3.77	Turkey Oak	580	G	G	40+		•	
3.81	Turkey Oak	510	G	G	40+		•	
3.83	Silver Birch	590	G	G	20-40		•	
3.84	Silver Birch	370	G	G	20-40		•	
3.85	Silver Birch	490	G	G	20-40		•	
3.86	Chaemycyparis law. (golden)	260	G	G	40+		•	
3.87	English Oak	520	G	G	40+		•	
3.88	Chaemycyparis law.	450	F	G	20-40		•	
4.16	Quercus palustris - Pin Oak	300	G	G	40+		•	
4.18	Chaemycyparis law.	450	F	F	20-40		•	
4.21	Small Leaf Lime (Tilia sp)	350	G	G	40+		•	
4.23	Lime Tree (Tilia americana)	320	F	F	20-40	•		
4.24	English Oak	400	G	G	40+	•		
4.25	Turkey Oak	250	G	G	40+	•		
4.26	Turkey Oak	430	G	G	40+	•		
4.27	Turkey Oak	380	G	F	40+	•		
4.29	English Oak	420	G	G	40+	•		
4.30	English Oak	380	G	G	40+	•		
4.31	Turkey Oak	490	G	F	40+	•		
4.32	Turkey Oak	490	G	F	40+	•		
4.33	Turkey Oak	410	G	F	40+	•		

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RETAIN REMOVE

44 92 TOTAL 136



State Highway 6 -Kawarau NZUP Zone 3 works Trees/shrubbery removals.

Attention:	Jesse Byrne NZUP Landscape Architect
Property Address	Whakatipu Transport Alliance
Postal Address:	67 Gorge Road Queenstown. 9300.
Dated:	18.07.2022
Prepared by:	New Zealand Tree Care Ltd P.O. Box 2353 Wakatipu 9349
Consultant:	David Finlin Tel: 0274-334-845
Status	REV A
Our Ref:	SH 6 (Kawarau Zone 3 Trees) R22.06.001

PLEASE NOTE: New Zealand Tree Care Ltd has taken every effort to ensure that all statements in this report are accurate and correct at the time of the assessment. However, trees are a natural, dynamic living entity and as such it is not possible to fully guarantee growth characteristics etc. This report is supplied as guide to the management of the tree. All inspections have taken place from ground level and no samples have been taken. No internal decay diagnostic equipment was used.
All dimensions have been estimated, tree locations and numbers surveyed.

Brief: As part of the SH 6 Kowhai Road corridor improvements Zone 3 programme several trees along the east and western verge have been identified as requiring removal to facilitate the upgraded works. The report has been prepared to identify those trees proposed for removal and retention.

Introduction:

There is somewhat limited scope for the retention of trees within the physical alignment of the roading corridor upgrade however, the alignment of service roads and the sheared pathways has been designed to consider retaining as many of the better-quality amenity trees as practical.

The grouping of semi mature trees along the southwestern side of the corridor.

General comment on Trees

The trees are a mixed range of predominantly northern hemisphere ornamental deciduous and conifer species. A small number of (native) Pittosporum shrubbery, Red and Mountain Beech trees have been established around the present Bus hub as part of previous upgrade work over the last 20 years.

The prominent tree species along the eastern side of the corridor (golf course side) are:

- Douglas Fir
- European Larch
- Cypress.

Additionally in more recent years (5-20) various deciduous ornamentals have been planted such as.

- Dogwoods
- Norway Maple
- Zelkova
- Flowering cherry
- Claret & Common Ash

The prominent tree species along the western side of the corridor (bus hub side) are:

- European Larch
- Silver Birch
- English and Turkey Oak
- Cypress.

Additionally in more recent years (5-20) various deciduous ornamentals have been planted such as.

- Small Leaf Lime
- Red & Mountain Beech
- Kowhai
- Flowering cherry
- Common Ash

Prominent trees are generally considered those that have reach a level of maturity where they are highly visible within the surrounding landscape because of their size and scale.

- a. The European Larch and Douglas Fir located along both sides of the corridor are the prominent species and at the time of planting last century were considered a practical, hardy, and appropriate species.

Community attitudes toward exotic conifers particularly these species that are broadly grouped as Wilding tree species has significantly changed, to favouring New Zealand native species and ornamental trees both deciduous and coniferous that don't contribute to further seed dispersal and Wilding tree problems.

- b. The Oaks, Silver Birch, and various Cypress species are also prominent trees within the landscape and have reached a semi-mature age class. Most of these trees are generally showing a fair to good level of general health and structure and have the capacity to provide ongoing amenity for many years.

- c. The trees that are identified as less prominent within the landscape are those that have been planted in more recent years and have not yet reached a size and scale of maturing within the landscape. There are a few smaller specimen trees that appear to be establishing quite well however, many of the recent plantings are in poor health and stature due to a combination of site conditions, lack of establishment irrigation and ongoing maintenance.

Summary of trees to be retained /removed.

Refer appendix C for detailed schedule of trees to be retained / removed.

Total trees surveyed	136
Total trees to removed	92
Total trees to retained	44

Table: Summary of trees to be retained /removed.

NZUP -Zone 3 Tree Survey								
Identified on site David Finlin 8/06/2022.								
Updated Jesse Byrne 26/06/2022								
Updated David Finlin 14/07/2022.								
Total Tree Count: 136								
Tree No:	Name (Common)	Trunk (mm)	Health	Structure	ULE	Retain	Remove	Comments
1.1	Fraxinus sp. - Ash	400	G	G	40+		•	
1.2	Snake Bark Maple	180	G	G	40+		•	
1.3	Chamaecyparis sp.	600	F	F	10-20		•	
1.4	Cypress Cupressus	1200	F	P	10-20	•		
1.5	Amelanchier	70	F	P	1-5		•	small tree Ht 2m.
1.6	Dogwood (Cornus sp)	110	F	F	10-20		•	small tree/shrub Ht 3-4m.
2.1	Dogwood (Cornus sp)	100	F	F	10-20		•	small tree/shrub Ht 3-4m.
2.2	Dogwood (Cornus sp)	90	F	F	10-20		•	small tree/shrub Ht 3-4m.
2.3	Ornamental Dark Plum	120	F	F	5-10		•	
2.4	Irish Strawberry Tree	2x400 (basal)	G	G	10-20	•		
2.5	Irish Strawberry Tree	5x 200 (basal)	G	G	10-20		•	
2.6	Irish Strawberry Tree	5x 300 (basal)	G	G	10-20		•	
2.7	Flowering Cherry	90	F	F	10-20		•	
2.8	Crab Apple (Malus sp)	280	F	F	10-20		•	

2.9	Ornamental Plum	330 (basal)	F	F	5-10		•	
2.10	Walnut	270	F	P	5-10		•	
2.12	Cupressus sp var. (blue ice)	800	G	F	20-40		•	
2.13	Zelkova	180	F	F	10-20		•	
2.14	Crab Apple (Malus sp)	160	F	F	5-10		•	Located 1m Power Pole.
2.15	Zelkova	90	P	F	1-5		•	
2.16	Claret Ash	90	P	F	1-5		•	Trunk damaged.
2.17	Zelkova	110	F	F	10-20		•	
2.18	Pin Oak	280	F	P	5-10	•		Confined to planter box.
2.19	Laburnum sp.	150	F	F	1-5		•	
SHEET LD 0003								
3.1	Douglas Fir	800	F	G	20-40		•	
3.2	Larch tree	450 x 2	F	P	10-20		•	Twin leader codominant, poor union at base.
3.3	Larch tree	450	F	P	10-20		•	Single leader
3.4	Laburnum	40-80	P	F	1-5		•	3 x small trees 2-3.5m Ht.
3.5	Laburnum	40-80	P	F	1-5		•	3 x small trees 2-3.5m Ht.
3.6	Laburnum	40-80	P	F	1-5		•	3 x small trees 2-3.5m Ht.
3.7	Norway Maple	70 + 140	G	F	20-40		•	Trees 4m apart.
3.8	Norway Maple	70 + 140	G	F	20-40		•	Trees 4m apart.
3.9	Douglas Fir	850	G	P	1-5		•	Twin stem codominant stems, poor union at 3m.
3.10	Claret Ash	90	F	F	10-20		•	
3.11	Chaemycyparis law. (golden)	250	F	G	20-40	•		
3.13	Douglas Fir	800	G	G	20-40	•		
3.14	Douglas Fir	810 + 810	G	F	20-40		•	
3.15	Douglas Fir	810 + 810	G	F	20-40		•	
3.16	Douglas Fir	440- 880	F	F	20-40		•	
3.17	Douglas Fir	440- 880	F	F	20-40	•		
3.18	Douglas Fir	440- 880	F	F	20-40	•		
3.19	Douglas Fir	440- 880	F	F	20-40	•		
3.20	Douglas Fir	440- 880	F	F	20-40	•		
3.21	Douglas Fir	440- 880	F	F	20-40	•		
3.22	Douglas Fir	440- 880	F	F	20-40	•		
3.23	Douglas Fir	440- 880	F	F	20-40		•	
3.24	Douglas Fir	440- 880	F	F	20-40	•		
3.25	Douglas Fir	440- 880	F	F	20-40		•	
3.26	Douglas Fir	440- 880	F	F	20-40	•		
3.27	Douglas Fir	440- 880	F	F	20-40	•		
3.28	Douglas Fir	440- 880	F	F	20-40		•	
3.29	Douglas Fir	440- 880	F	F	20-40	•		
3.30	Douglas Fir	440- 880	F	F	20-40	•		
3.31	Douglas Fir	440- 880	F	F	20-40		•	

3.32	Douglas Fir	440- 880	F	F	20-40	•		
3.33	Douglas Fir	440- 880	F	F	20-40		•	
3.34	Douglas Fir	440- 880	F	F	20-40		•	
3.35	Douglas Fir	440- 880	F	F	20-40	•		
3.36	Douglas Fir	440- 880	F	F	20-40	•		
3.42	Douglas Fir	760	F	F	20-40		•	
3.43	Larch	690	F	F	10-20		•	
3.44	Norway Maple (Acer platanoides)	100	F	F	20-40		•	
3.45	Norway Maple (Acer platanoides)	80	P	P	10-20		•	Damaged/replace
3.46	Larch	540	G	F	10-20		•	
3.47	Gum Tree (Eucalyptus sp.)	1120	G	F	20-40		•	Some d/w present in canopy.
3.51	Larch	600	F	F	10-20		•	
3.53	Red Beech	150	D	VP	0		•	Dead.
3.53	Silver Birch	300	F	F	10-20		•	
3.54	Larch	650	F	F	10-20		•	
3.55	Thuja pyramidalis	300	F	F	10-20		•	
3.56	Ornamental Plum	300	F	P	1-5		•	growing through boundary cnr fence.
3.58	Silver Birch	280	F	F	10-20		•	
3.59	Thuja pyramidalis	300	F	F	10-20		•	
3.60	Almond (fruit tree)	330	F	F	10-20		•	
3.61	Thuja pyramidalis	300	F	F	10-20		•	
3.62	Kowhai	3x150	F	F	10-20	•		Native.
3.63	Red Beech	410	G	G	20-40	•		
3.64	Red Beech	410	G	G	20-40		•	
3.65	Red Beech	410	G	G	20-40		•	
3.66	Red Beech	410	G	G	20-40		•	
3.67	Larch	610	F	F	10-20		•	
3.68	Cabbage Tree	150	F	P	1-5		•	Regrowth from old stump.
3.69	Mountain Beech	380	G	F	10-20		•	native.
3.70	Red Beech	320	F	F	10-20		•	
3.71	Hoheria (Lacebark)	360	F	P	5-10		•	native.
3.72	Larch	560	G	F	10-20		•	
3.73	Turkey Oak	240	F	P	10-20		•	Canopy suppressed proximity to Larch
3.74	Larch	560-790	F	F	10-20		•	
3.75	Larch	750	F	P	1-5		•	Twin stem codominant stems, poor union at 3m.
3.76	Dogwood (evergreen)	4 x 80	F	P	5-10		•	Shrub at 3m Ht.
3.77	Turkey Oak	580	G	G	40+		•	
3.80	Larch	740	F	F	10-20		•	Codominant side branch.
3.81	Turkey Oak	510	G	G	40+		•	
3.83	Silver Birch	590	G	G	20-40		•	
3.84	Silver Birch	370	G	G	20-40		•	

3.85	Silver Birch	490	G	G	20-40		•	
3.86	Chaemycyparis law. (golden)	260	G	G	40+		•	
3.87	English Oak	520	G	G	40+		•	
3.88	Chaemycyparis law.	450	F	G	20-40		•	
SHEET LD 0004								
4.1	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.2	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.3	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.4	Fraxinus sp. - Ash	80-100	VP	P	1-5	•		needs replacement - QLDC
4.5	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.6	Fraxinus sp. - Ash	80-100	VP	P	1-5	•		needs replacement - QLDC
4.7	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.8	Fraxinus sp. - Ash	80-100	VP	P	1-5		•	needs replacement - QLDC
4.9	Douglas Fir	800	F	P	10-20	•		Trees been topped
4.10	Douglas Fir	750	F	P	10-20	•		Trees been topped
4.11	Ornamental Plum (dark)	180 (basal)	P	P	1-5	•		
4.12	Almond	220	F	P	1-5	•		
4.13	Cypress (Blue Ice)	270	G	F	10-20		•	
4.14	Cypress (Blue Ice)	270	G	F	10-20	•		
4.15	Cypress (Blue Ice)	270	G	F	10-20	•		
4.16	Quercus palustris - Pin Oak	300	G	G	40+		•	
4.17	Quercus palustris - Pin Oak	150	G	F	10-20	•		
4.18	Chaemycyparis law.	450	F	F	20-40		•	
4.19	Small Leaf Lime (Tilia sp)	300	G	F	10-20		•	
4.20	Small Leaf Lime (Tilia sp)	7 x 80	F	P	1-5		•	Sucker regrowth from old stump.
4.21	Small Leaf Lime (Tilia sp)	350	G	G	40+		•	
4.22	Lime Tree (Tilia americana)	280	F	P	1-5		•	Multi leader from base.
4.23	Lime Tree (Tilia americana)	320	F	F	20-40	•		
4.24	English Oak	400	G	G	40+	•		
4.25	Turkey Oak	250	G	G	40+	•		
4.26	Turkey Oak	430	G	G	40+	•		
4.27	Turkey Oak	380	G	F	40+	•		
4.28	Chaemycyparis law. (golden)	280	F	F	10-20		•	500mm from edge of pathway.
4.29	English Oak	420	G	G	40+	•		
4.30	English Oak	380	G	G	40+	•		
4.31	Turkey Oak	490	G	F	40+	•		
4.32	Turkey Oak	490	G	F	40+	•		

4.33	Turkey Oak	410	G	F	40+	•		
4.34	Flowering Cherry	100	P	P	1-5	•		Dwarf var. 1.0m ht.
4.35	Flowering Cherry	150	F	F	5-10	•		
4.36	Flowering Cherry	180	F	F	5-10	•		
4.37	Flowering Cherry	220	F	F	5-10	•		
						44	92	

Summary of trees Useful Life Expectancy (ULE)

Useful Life Expectancy (ULE) 0-10 years.

Total trees with ULE of 0-10 years to be removed:	27
Total trees with ULE of 0-10 years to be retained:	9
Total trees:	36

Useful Life Expectancy (ULE) 10-20 years.

Total trees with ULE of 10-20 years to be removed:	33
Total trees with ULE of 10-20 years to be retained:	8
Total trees:	41

Useful Life Expectancy (ULE) 20-40+ years.

Total trees with ULE of 20-40+ years to be removed:	32
Total trees with ULE of 20-40+ years to be retained:	27
Total trees:	59

Total trees:	136
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Appendices A	-Site/Tree Plan
Appendices B	-Site Photos
Appendices C	-Data Collection Description and Definitions and ULE Tree Table

Appendices A -Site/Tree Plan



LD0001

PLAN
SCALE 1:250



- TREE TO BE REMOVED
- TREE TO BE RETAINED

300 mm
200
100
50
0 10 mm



LD0002



PLAN
SCALE 1:250

-  TREE TO BE REMOVED
-  TREE TO BE RETAINED



LD0003

PLAN
SCALE 1:250

-  TREE TO BE REMOVED
-  TREE TO BE RETAINED



- LD0004
- TREE TO BE REMOVED
 - TREE TO BE RETAINED

PLAN
SCALE 1:250

Appendices B -Site Photos



Photo – Frankton Golf course entrance.



Photo – Frankton Golf course/reserve.



Photo – Frankton Golf course/reserve.



Photo – corner of SH6 and Gray St.



Photo – Parking area bus hub.



Photo – Native vegetation island bus hub.



Photo – Southern entrance to bus hub western side of SH6.

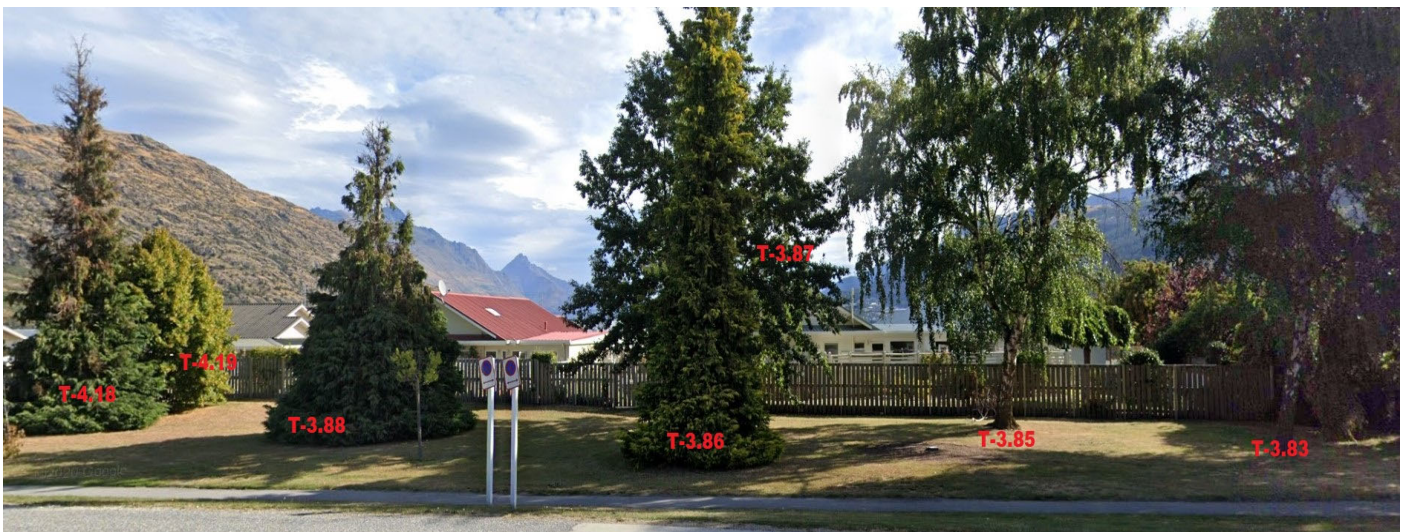


Photo – western side of SH6.



Photo – western side of SH6.



Photo – western side of SH6.



Photo – western side of SH6 corner with Ross St.

Appendices C -Data Collection Description and Definitions

Data Collection Description and Definitions

1.1 Common Name

The colloquial name for a tree species, usually in plain English. Common names for a species are often local or regional and each species can have multiple common names.

1.2 Basal Diameter

Diameter above ground basal flare (estimated) Used to calculate the Tree Protection Zone. radius.

1.3 Tree Health

Category	Description
Very Good (VG)	The tree is demonstrating excellent or exceptional growth. The tree exhibits a full canopy of foliage and is free of pest and disease problems.
Good (G)	The tree is demonstrating good or exceptional growth. The tree exhibits a full canopy of foliage and has only minor pest or diseases problems.
Fair (F)	The tree is in reasonable condition and growing well. The tree exhibits an adequate canopy of foliage. There may be some dead wood present in the crown. Some minor snow or wind damage may be evident.
Poor (P)	The tree is not growing to its full capacity; extension growth of the laterals is minimal. The canopy may be thinning or sparse. Large amounts of deadwood may be evident throughout the crown. Significant pest and disease problems may be evident or there may be symptoms of stress indicating tree decline.
Very Poor (VP)	The tree appears to be in a state of decline. The tree is not growing to its full capacity. The canopy may be very thin and sparse. A significant volume of deadwood may be present in the canopy or pest and disease problems may be causing a severe decline in tree health.
Dead (D)	The tree is dead.

1.4 Structure

Category	Description
Good (G)	The tree has a well-defined and balanced crown. Branch unions appear to be sound, with no significant defects evident in the trunk or the branches. Major limbs are well defined. The tree is considered a good example of the species.
Fair (F)	The tree has some minor problems in the structure of the crown. The crown may be slightly out of balance, and some branch unions may be exhibiting minor structural faults. If the tree has a single trunk, it may be on a slight lean or exhibiting minor defects.
Poor (P)	The tree may have a poorly structured crown. The crown may be unbalanced or exhibit large gaps. Major limbs may not be well defined. Branches may be rubbing or crossing over. Branch unions may be poor or faulty at the point of attachment. The tree may have suffered root damage.
Very Poor (VP)	The tree has a poorly structured crown. The crown is unbalanced or exhibits large gaps with possibly large sections of deadwood. Major limbs may not be well defined. Branches may be rubbing or crossing over. Branch unions may be poor or faulty at the point of attachment. Branches may exhibit large cracks that are likely to fail in the future. The tree may have suffered major root damage.
Has Failed (HF)	A section of the tree has failed or is in imminent danger of failure and the tree is no longer a viable specimen.

1.5 Useful Life Expectancy (ULE)

An assessment of useful life expectancy provides an indication of health and tree appropriateness and involves an estimate of how long a tree is likely to remain in the landscape based on species, stage of life (cycle), health, amenity, environmental services contribution, conflicts with adjacent infrastructure and risk to the community.

It is not a measure of the biological life of the tree within the natural range of the species. It is more a measure of the health status and the tree's positive contribution to the urban landscape. It can assist in the management of the tree population and allow planning for the eventual removal and replacement of extant trees.

Useful Life Expectancy (ULE)

Category	Description
40+ years	The tree is in excellent condition and under normal conditions and with appropriate management is expected to continue as a viable landscape component in excess of 40 years.
20 - 40 years	The tree is in good condition and under normal conditions and with appropriate management is expected to continue as a viable landscape component for 20-40 years.
10 - 20 years	The tree is in fair condition and under normal conditions and with appropriate management is expected to continue as a viable landscape component for 10-20 years.
5 - 10 years	The tree is in fair to poor condition, or it is not a long lived species. Removal and replacement may be required within the next 10 years.
1 - 5 years	The tree is in poor condition due to advanced decline or structural defect. Removal and replacement may be required within the next 5 years.
0 years	The tree is dead or is considered hazardous in the location. Removal may be required.

PREVIOUS TABLE FORMATTED TO IDENTIFY THE ULE CATEGORIES

NZUP - Zone 3 Tree Survey	
Useful Life Expectancy (ULE) Table	
Identified on site David Finlin 8/06/2022.	
Updated David Finlin 5/07/2022.	
Total Tree Count: 136	

ULE 0 to 10 years

Tree No:	Name (Common)	Trunk Dia (mm)	Health	Structure	ULE	Retain	Remove	Comments
1.5	Amelanchier	70	F	P	1-5		●	small tree Ht 2m.
2.15	Zelkova	90	P	F	1-5		●	
2.16	Claret Ash	90	P	F	1-5		●	Trunk damaged.
3.4	Laburnum	40-80	P	F	1-5		●	group of 3 small trees 2-3.5m Ht.
3.5	Laburnum	40-80	P	F	1-5		●	group of 3 small trees 2-3.5m Ht.
3.6	Laburnum	40-80	P	F	1-5		●	group of 3 small trees 2-3.5m Ht.
3.9	Douglas Fir	850	G	P	1-5		●	Twin stem codominant stems, poor union at 3m.
3.56	Ornamental Plum	300	F	P	1-5		●	growing through boundary cnr fence.
3.68	Cabbage Tree	150	F	P	1-5		●	Regrowth from old stump.
3.75	Larch	750	F	P	1-5		●	Twin stem codominant stems, poor union at 3m.
4.20	Small Leaf Lime (Tilia sp)	7 x 80	F	P	1-5		●	Sucker regrowth from old stump.
4.22	Lime Tree (Tilia americana)	280	F	P	1-5		●	Multi leader from base.
4.34	Flowering Cherry	100	P	P	1-5	●		Dwarf var. 1.0m ht.
4.11	Ornamental Plum (dark)	180 (basal)	P	P	1-5	●		
4.12	Almond	220	F	P	1-5	●		
4.1	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.2	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.3	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.4	Fraxinus sp. - Ash	80-100	VP	P	1-5	●		needs replacement - QLDC
4.5	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.6	Fraxinus sp. - Ash	80-100	VP	P	1-5	●		needs replacement - QLDC
4.7	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
4.8	Fraxinus sp. - Ash	80-100	VP	P	1-5		●	needs replacement - QLDC
2.19	Laburnum sp. - Laburnum	150	F	F	1-5		●	
2.3	Ornamental Dark Plum	120	F	F	5-10		●	
2.9	Ornamental Plum	330 (basal)	F	F	5-10		●	
2.10	Walnut	270	F	P	5-10		●	
2.14	Crab Apple (Malus sp)	160	F	F	5-10		●	Located 1m from Power Pole.
2.18	Pin Oak	280	F	P	5-10	●		Tree confined to small planter box.
3.45	Norway Maple (Acer platanoides)	80	P	P	5-10		●	Damaged/replace
3.53	Red Beech	150	D	VP	0		●	Dead.
3.71	Hoheria (Lacebark)	360	F	P	5-10		●	native.
3.76	Dogwood (evergreen)	4 x 80	F	P	5-10		●	Shrub at 3m Ht.
4.35	Flowering Cherry	150	F	F	5-10	●		
4.36	Flowering Cherry	180	F	F	5-10	●		
4.37	Flowering Cherry	220	F	F	5-10	●		

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ULE 10 to 20 years

Tree No:	Name (Common)	Trunk Dia (mm)	Health	Structure	ULE	Retain	Remove	Comments
1.3	Chamaecyparis sp.	600	F	F	10-20		●	
1.4	Cupressus sp. - Cypress	1200	F	P	10-20	●		
1.6	Dogwood (Cornus sp)	110	F	F	10-20		●	small tree/shrub Ht 3-4m.
2.1	Dogwood (Cornus sp)	100	F	F	10-20		●	small tree/shrub Ht 3-4m.
2.2	Dogwood (Cornus sp)	90	F	F	10-20		●	small tree/shrub Ht 3-4m.
2.4	Irish Strawberry Tree	2x400 (basal)	G	G	10-20	●		
2.5	Irish Strawberry Tree	5x 200 (basal)	G	G	10-20		●	
2.6	Irish Strawberry Tree	5x 300 (basal)	G	G	10-20		●	
2.7	Ornamental Flowering Cherry	90	F	F	10-20		●	
2.8	Crab Apple (Malus sp)	280	F	F	10-20		●	
2.13	Zelkova	180	F	F	10-20		●	
2.17	Zelkova	110	F	F	10-20		●	
3.2	Larch tree	450 x 2	F	P	10-20		●	Twin leader codominant, poor union at base.
3.3	Larch tree	450	F	P	10-20		●	Single leader
3.10	Claret Ash	90	F	F	10-20		●	
3.43	Larch	690	F	F	10-20		●	
3.46	Larch	540	G	F	10-20		●	
3.51	Larch	600	F	F	10-20		●	
3.52	Silver Birch	300	F	F	10-20		●	
3.54	Larch	650	F	F	10-20		●	
3.55	Thuja pyramidalis	300	F	F	10-20		●	
3.58	Silver Birch	280	F	F	10-20		●	
3.59	Thuja pyramidalis	300	F	F	10-20		●	
3.60	Almond (fruit tree)	330	F	F	10-20		●	
3.61	Thuja pyramidalis	300	F	F	10-20		●	
3.62	Kowhai	3x150	F	F	10-20	●		Native.
3.67	Larch	610	F	F	10-20		●	
3.69	Mountain Beech	380	G	F	10-20		●	native.
3.70	Red Beech	320	F	F	10-20		●	

3.72	Larch	560	G	F	10-20		•	
3.73	Turkey Oak	240	F	P	10-20		•	Canopy suppressed proximity to Larch
3.74	Larch	790	F	F	10-20		•	
3.80	Larch	740	F	F	10-20		•	Codominant side branch.
4.9	Douglas Fir	800	F	P	10-20	•		Trees been topped
4.10	Douglas Fir	750	F	P	10-20	•		Trees been topped
4.13	Cypress (Blue Ice)	270	G	F	10-20		•	Not Blue Cedar QLDC
4.14	Cypress (Blue Ice)	270	G	F	10-20	•		Not Blue Cedar QLDC
4.15	Cypress (Blue Ice)	270	G	F	10-20	•		Not Blue Cedar QLDC
4.19	Small Leaf Lime (Tilia sp)	300	G	F	10-20		•	
4.28	Chaemycyparis law. (golden)	280	F	F	10-20		•	500mm from edge of pathway.
4.17	Quercus palustris - Pin Oak	150	G	F	10-20		•	

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ULE 20 to 40 plus years

Tree No:	Name (Common)	Trunk Dia (mm)	Health	Structure	ULE	Retain	Remove	Comments
3.1	Douglas Fir	800	F	G	20-40		•	
3.7	Norway Maple	140	G	F	20-40		•	Trees 4m apart.
3.8	Norway Maple	70	G	F	20-40		•	Trees 4m apart.
3.11	Chaemycyparis law. (golden)	250	F	G	20-40	•		
3.13	Douglas Fir	800	G	G	20-40	•		
3.14	Douglas Fir	810	G	F	20-40		•	
3.15	Douglas Fir	810	G	F	20-40		•	
3.16	Douglas Fir	440- 880	F	F	20-40		•	
3.17	Douglas Fir	440- 880	F	F	20-40	•		
3.18	Douglas Fir	440- 880	F	F	20-40	•		
3.19	Douglas Fir	440- 880	F	F	20-40	•		
3.20	Douglas Fir	440- 880	F	F	20-40	•		
3.21	Douglas Fir	440- 880	F	F	20-40	•		
3.22	Douglas Fir	440- 880	F	F	20-40	•		
3.23	Douglas Fir	440- 880	F	F	20-40		•	
3.24	Douglas Fir	440- 880	F	F	20-40	•		
3.25	Douglas Fir	440- 880	F	F	20-40		•	
3.26	Douglas Fir	440- 880	F	F	20-40	•		
3.27	Douglas Fir	440- 880	F	F	20-40	•		
3.28	Douglas Fir	440- 880	F	F	20-40		•	
3.29	Douglas Fir	440- 880	F	F	20-40	•		
3.30	Douglas Fir	440- 880	F	F	20-40	•		
3.31	Douglas Fir	440- 880	F	F	20-40		•	
3.32	Douglas Fir	440- 880	F	F	20-40	•		
3.33	Douglas Fir	440- 880	F	F	20-40		•	
3.34	Douglas Fir	440- 880	F	F	20-40		•	
3.35	Douglas Fir	440- 880	F	F	20-40	•		
3.36	Douglas Fir	440- 880	F	F	20-40	•		
3.42	Douglas Fir	760	F	F	20-40		•	
1.1	Fraxinus sp. - Ash	400	G	G	40+		•	
1.2	Acer davidii - Snake Bark Maple	180	G	G	40+		•	
2.12	Cupressus sp var. (blue ice)	800	G	F	20-40		•	
3.44	Norway Maple (Acer platanoides)	100	F	F	20-40		•	
3.47	Gum Tree (Eucalyptus sp.)	1120	G	F	20-40		•	Some deadwood present in canopy.
3.63	Red Beech	410	G	G	20-40	•		
3.64	Red Beech	410	G	G	20-40		•	
3.65	Red Beech	410	G	G	20-40		•	
3.66	Red Beech	410	G	G	20-40		•	
3.77	Turkey Oak	580	G	G	40+		•	
3.81	Turkey Oak	510	G	G	40+		•	
3.83	Silver Birch	590	G	G	20-40		•	
3.84	Silver Birch	370	G	G	20-40		•	
3.85	Silver Birch	490	G	G	20-40		•	
3.86	Chaemycyparis law. (golden)	260	G	G	40+		•	
3.87	English Oak	520	G	G	40+		•	
3.88	Chaemycyparis law.	450	F	G	20-40		•	
4.16	Quercus palustris - Pin Oak	300	G	G	40+		•	
4.18	Chaemycyparis law.	450	F	F	20-40		•	
4.21	Small Leaf Lime (Tilia sp)	350	G	G	40+		•	
4.23	Lime Tree (Tilia americana)	320	F	F	20-40	•		
4.24	English Oak	400	G	G	40+	•		
4.25	Turkey Oak	250	G	G	40+	•		
4.26	Turkey Oak	430	G	G	40+	•		
4.27	Turkey Oak	380	G	F	40+	•		
4.29	English Oak	420	G	G	40+	•		
4.30	English Oak	380	G	G	40+	•		
4.31	Turkey Oak	490	G	F	40+	•		
4.32	Turkey Oak	490	G	F	40+	•		
4.33	Turkey Oak	410	G	F	40+	•		

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RETAIN REMOVE
44 92 TOTAL 136



Frankton SH6 / SH6A Intersection

Preliminary Technical Assessment Report: Road Traffic Noise, Construction Noise and Vibration

WSP Project Team: NZUP Queenstown


10 March 2022

Reference: 6-DHPWT.40/01106 Noise2

Revision History

Revision No.	Prepared By	Description	Date
A	Damian Carder	Issue 1	10/03/2022

Document Acceptance

Action	Name	Signed	Date
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DISCLAIMERS AND LIMITATIONS

This preliminary technical assessment report ('Report') has been prepared by WSP Research exclusively for the Kā Huanui a Tāhuna Alliance ('Client') in relation to:

- i. a road traffic noise tier 2 assessment screen, and
- ii. a high-level construction noise and vibrational assessment for the proposed SH6-SH6A intersection upgrade ('Purpose').

The findings in this Report are based on and are subject to the assumptions specified in the Report. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

The road-traffic noise assessment is a not a full NZS 6806 noise assessment, it is a tier 2 noise assessment screen, and as such it aims to concisely report the facts and findings. For additional background, the reader is directed to the Waka Kotahi road noise assessment guide¹ and the standard² NZS 6806. A glossary of technical terms has been provided to aid readability.

For additional background on construction noise and vibration the reader is directed to the Waka Kotahi construction and maintenance noise and vibration guide³, NZ 6803⁴ and DIN 4150-3⁵.

¹ Waka Kotahi (2016) *Guide to assessing road-traffic noise using NZS 6806 for state highway asset improvement projects*, version 1.1

² New Zealand Standard NZS 6806:2010 *Acoustics – Road-traffic noise – New and altered roads*

³ Waka Kotahi (2019) *State highway construction and maintenance noise and vibration guide*, version 1.1

⁴ New Zealand Standard NZS 6803:1999 *Acoustics – Construction noise*

⁵ German Standard DIN 4150-3 *Structural vibration Part 3: Effects on structures*

GLOSSARY

CRTN (Calculation of Road Traffic Noise) is the set of algorithms most commonly used to model road traffic noise in New Zealand. It can be implemented by hand or via software.

The **Design Year**, following the definition in NZS 6806, is a year between 10 and 20 years after the Project opens to traffic.

The **Do-Minimum** noise environment is the predicted future road traffic noise level assuming that the Project is implemented (but without additional noise mitigation).

The **Do-Nothing** noise environment is the predicted future road traffic noise level assuming that the Project is not implemented.

Free-field-equivalent sound pressure level in dB $L_{Aeq(24h)}$ is the unit of noise level by which NZS 6806 assessment is made. 'Free-field-equivalent' means any façade reflections are removed. $L_{Aeq(24h)}$ means the noise has been averaged over a 24-hour period, and the 'A' frequency weighting for human hearing has been applied. These sound pressure levels can be predicted or measured.

Protected Premises and Facilities (PPFs) are buildings used for residential activities, marae, hospitals, and teaching areas as defined in NZS 6806:2010. They are "sensitive receivers" of road traffic noise.

1 PROJECT BACKGROUND

Waka Kotahi NZ Transport Agency have committed infrastructure funding for road capacity and safety improvements as part of a “Queenstown Business Case” project. One of the improvements is an upgrade of the intersection of State Highways 6 and 6A at Frankton. This preliminary technical assessment report describes a road traffic noise assessment screen of the proposed Frankton Intersection Improvements (“the Project”). A high-level consideration of noise and vibration effects from construction is also described.

1.1 The Project

A multi-lane, lights controlled, intersection roundabout is proposed to replace the current roundabout layout (current exits to SH6A to the west, SH6 to the south and east, and an exit to services to the north). The intersection will occupy land extending to the south-east of the existing roundabout, as shown in Figure 1-1 (design document 6-XT014.64-WSP-01-Z03-DR-C-5101). The new intersection will generally sit slightly to the south compared to the current alignment, and therefore somewhat closer to the nearest dwellings in this direction.



Figure 1-1: Proposed layout of Frankton Intersection Improvements

1.2 Scope

The road-traffic, tier 2, noise assessment (sections 2-5) identifies appropriate noise criteria and an assessment methodology for the Project, and provides a preliminary noise assessment screen of the Project. Its main purpose is to identify whether or not noise mitigation is required, and if it is, to identify its approximate scale. It follows that predicted noise levels contained within this report are preliminary and approximate.

The noise and vibration assessments for construction activities related to the Project are presented in section 6. The main purpose is to estimate the scale of effects from construction noise and vibration on nearby sensitive receivers (people and structures) and indicate the approximate scale of management or mitigation that may be required. Because the details of construction have not yet been determined, it follows that predicted construction noise and vibration levels within this report are preliminary and approximate.

2 ASSESSMENT CRITERIA: ROAD TRAFFIC NOISE

Neither the Operative nor the Proposed Queenstown Lakes District Plans provide rules specifically for road traffic noise. The traffic noise assessment has been undertaken in accordance with the minimum requirements described by Waka Kotahi in Appendix F10 of the “NZUP Queenstown Package” document. Assessment against New Zealand Standard NZS 6806:2010 is typically applied to similar state highway roading projects throughout New Zealand and will be appropriate for this Project.

2.1 NZS 6806

For this assessment screen the design year is 2048. Depending on the construction timeline, this may be about five years beyond the range defined in NZS 6806 (see Glossary). Official traffic projections are available for 2048, and it is our judgement that it is preferable to adopt these, rather than use extrapolated traffic volumes for an earlier year. We note that due to projected traffic growth, the choice of 2048 is conservative with respect to noise assessment outcomes.

The region of interest is designated ‘medium urban area’ (2021 Stats NZ definitions). Protected Premises and Facilities (PPFs) are considered within 100 metres of the nearest traffic lanes drawn in Figure 1-1.

No new roads are associated with the Project, so only the NZS 6806 altered road criteria are considered. These criteria compare the Do-Nothing noise environment (in 2048 without the Project in place) to the Do-Minimum noise environment (in 2048 with the Project in place).

Before mitigation is required to be investigated, the altered road criteria require that at any PPF:

- a. the Do-Minimum noise level is at least 64 dB $L_{Aeq(24h)}$ *and* the Do-Nothing level is at least 3 dB higher than the Do-Nothing level; or
- b. the Do-Minimum noise level is at least 67 dB $L_{Aeq(24h)}$ *and* the Do-Nothing level is at least 1 dB higher than the Do-Nothing level.

Therefore, the altered road criteria involve both an absolute (e.g. 64 dB $L_{Aeq(24h)}$) and a relative (e.g. +3 dB) criterion. If these criteria are met the NZS 6806 three category system for $L_{Aeq(24h)}$ noise assessment would apply. If the altered road criteria are not met, then NZS 6806 would not require any investigation of mitigation.

3 METHODOLOGY: ROAD TRAFFIC NOISE

To evaluate against the noise assessment criteria, a simple computer noise model of the Project was constructed in SoundPLAN 8.2.

3.1 Protected Premises and Facilities

Free-field-equivalent sound pressure levels in dB $L_{Aeq(24h)}$ have been predicted⁶ for the nearest PPFs (within 100m of the Project). A total of 58 PPFs were identified, with an overview of locations indicated below in Figure 3-1. Four general clusters of PPFs are indicated (North of Frankton Road, Stewart St/Gray St, McBride Street and Frankton Intersection Units) along with a property at 1 Hansen Road to the north east.



Figure 3-1: Overview of PPF locations

The methodology initially assesses selected PPFs most exposed to noise from the Project, and it follows that if mitigation is not required for these, then it will not be required for any more distant, or less-exposed, PPFs.

⁶ Levels are conservatively predicted as the nominal 85th percentile level.

Frankton Intersection Units (first floor residential units):

- Frankton Road 1085 & 1091
- Gray Street 1B



Figure 3-2: Frankton Intersection Unit PPFs

North of Frankton Road (PPFs closest to roadside selected):

- Frankton Road 1052, 1058, 1062 (front unit), 1066 (Gateway Apartments front building), 1080 (front unit), 1084 (front unit)
- Towne Place 12A & 16



Figure 3-3: North of Frankton Road PPFs

Stewart St/Gray St:

- Stewart St 28 & 30
- Gray St 15 & 19



Figure 3-4: Stewart St & Gray St PPFs

McBride Street:

- McBride 15A/15B (building also includes 6 Gray St), 16 & 18A



Figure 3-5: McBride St PPFs

Results for 1 Hansen Road (see Figure 3-1) are also presented.

3.2 Input Data

The noise model has been populated with data from the WSP project team, LINZ Data Service⁷, and Mobile Road⁸, and is summarised in Table 3-1. Projected traffic volumes are the same with and without the Project in place.

Table 3-1: Noise model input data

Property	Value	Source
Design year	2048	WSP Project Team
DN roads	Horizontal alignment (centreline and width)	LINZ Aerials
DM roads	Horizontal alignment (centreline and width) as Figure 1-1.	Design document 6-XT014.64-WSP-01-Z03-DR-C-5101
Terrain	Flat. Acoustically soft to the east of the intersection. Mixed (0.5) soft/hard ground absorption area defined to the west of the intersection.	Street view/LINZ Aerials
Buildings	Outlines from building-outlines. Heights set to single storey, except for first floor PPF units in 'Frankton Intersection Units' grouping.	LINZ
Traffic speed	50 km/h	Street view
Do-Nothing road surface	AC-14, except for Grade 4/6 Chipseal on SH6 going south from about 20 m past the intersection with Gray Street, and Grade 3 Slurry on SH6 going east from about 150 m after the roundabout.	Mobile Road
Do-Minimum road surface	All surfaces AC-14	WSP Reece Gibson NZUP Design Package Manager

⁷ Land Information New Zealand, <https://data.linz.govt.nz/>

⁸ <http://mobileroad.org>

Approximate Projected 2048 Traffic Volumes (DN and DM)	Service station (north)	3200 vpd, 6%HCV	WSP Matthew Gatenby Principal Engineer Transportation
	SH6 Frankton-Ladies Mile Highway (east)	26000 vpd, 6%HCV	
	SH6 Kawarau Road (south)	24800 vpd, 6%HCV	
	SH6A Frankton Road (west)	25700 vpd, 6%HCV	

4 ROAD TRAFFIC NOISE RESULTS

Predicted Do-Nothing and Do-Minimum noise levels⁶ for each PPF are provided on the left side of Table 4-1. The middle column represents the predicted difference between Do-Nothing and Do-Minimum. The right columns provide an assessment of each PPF against the absolute (64 dB or 67 dB $L_{Aeq(24h)}$) and relative (+3 dB or +1 dB) altered road criteria, and whether the criteria are met overall.

As shown in Table 4-1, the NZS 6806 altered road criteria have not been met at any of the nearest PPFs. Three PPFs met the absolute criterion for 64 dB and nine PPFs met the absolute criteria for 67 dB. However, none experienced a significant increase (+3 dB / +1 dB respectively) in noise level between Do-Nothing and Do-Minimum.

Table 4-1: Predicted 2048 noise levels in dB $L_{Aeq(24h)}$ with and without the Project

Location	Do Nothing 2048	Do Minimum 2048	DN to DM (dB)	Meets Altered Road Criteria				
				“64 dB”	“+ 3 dB”	“67 dB”	“+ 1 dB”	Overall
Frankton Intersection Units								
Frankton 1085	69	69	0.1			Yes	No	No
Frankton 1091	68	69	0.4			Yes	No	No
Gray Street 1	62	59	-3.8	No	No			No
North of Frankton Road								
Frankton Road 1052	67	67	-0.1			Yes	No	No
Frankton Road 1058	67	67	0.0			Yes	No	No
Frankton Road 1062 (front)	69	70	0.2			Yes	No	No
Frankton Road 1066 (Gateway)	68	68	0.0			Yes	No	No
Frankton Road 1080 (front)	68	68	0.4			Yes	No	No
Frankton Road 1084 (front)	65	66	0.3	Yes	No			No
Towne Place 12A	67	67	0.1			Yes	No	No
Towne Place 16	67	67	0.1			Yes	No	No
Stewart St/Gray St								
Stewart Street 28	61	62	0.4	No	No			No
Stewart Street 30	66	66	-0.1	Yes	No			No
Gray Street 15	54	54	-0.3	No	No			No
Gray Street 19	49	48	-0.8	No	No			No
McBride Street								
McBride St 15A/B	54	55	0.4	No	No			No
McBride St 16	60	57	-2.3	No	No			No
McBride St 18A	61	58	-2.7	No	No			No
Other								
Hansen Rd 1	65	65	-0.2	Yes	No			No

5 ROAD TRAFFIC NOISE CONCLUSIONS

5.1 Noise Assessment Screen Findings

This assessment screen finds that NZS 6806 altered road criteria are not met by the Project, and therefore NZS 6806 should not be applied to investigate noise mitigation for the Project.

The existing noise environment adjacent the existing intersection is dominated by road traffic noise from the state highways, and this will not change following completion of the Project. The character of the traffic noise will also remain very similar, with many vehicles needing to decelerate/accelerate to navigate the new intersection, as they are often required to do for the existing busy roundabout.

Consequently, road traffic noise effects arising from the Project should be minimal, and mitigation is not required.

5.2 Commentary and Recommendations

The Project will move traffic slightly closer to the dwellings nearest to the existing roundabout. It would be expected that this would cause a small increase in noise levels, particularly for the residences facing the roundabout currently. While the absolute noise level for these dwellings exceeds the 67 dB criterion, the increase in noise level from the Project is very small, and below the +1 dB required to meet the relative criterion for an altered road. Similarly, the front dwellings along Frankton Road (SH6A) exceed the 67 dB criterion but do not have any significant increase in noise levels compared to the Do-Nothing scenario. This is due to the similar road layout and surfacing along SH6A for both cases.

The other dwellings in Stewart Street, Gray Street and McBride Street either do not show any difference in predicted noise levels with or without the Project, or predict a noise reduction following the Project. The latter is due to an extension of a quieter asphalt road surface to the south on SH6 that will benefit properties on McBride Street compared to the Do-Nothing case.

Vehicles typically need to decelerate and accelerate to navigate either the roundabout or a lights-controlled intersection, and therefore acceleration/deceleration noise will continue to be part of the local noise environment whether the Project is implemented or not. Because truck engine braking can potentially cause community annoyance, we recommend that any practicable measures that would reduce the incidence or severity of engine braking into the intersection should be implemented.

The quality and condition of the road surface can have a significant effect on how road traffic noise is perceived. Surfaces should be durable and competently laid. Any joins between surfaces should be smooth and flat, without discontinuities.

6 CONSTRUCTION NOISE AND VIBRATION

A high-level indicative assessment of construction noise and vibration is provided below. It is based on the limited construction information available at this time (prior to consenting) and supported by our experience of similar state highway upgrade projects in New Zealand. Guidance on construction noise and vibrations for State Highways is provided by Waka Kotahi⁹, along with minimum requirements in appendix section F8.3.2 of the “NZUP Queenstown Package” document.

6.1 NZS 6803: Construction Noise

The Queenstown Lakes District Council (QLDC) Proposed District Plan (rule 36.5.13) provides for construction noise to be assessed in accordance with NZS 6803:1999. It states that construction noise must comply with the recommended upper limits in Table 2 (residential zones) and Table 3 (industrial/commercial zones) of NZS 6803. Broad guidance related to noise control on the QLDC website is also available¹⁰ where an exemption is required for periods of noisy construction outside of defined time windows (e.g. night work).

Table 2 of NZS 6803 sets out desirable noise limits for work of “typical duration” for residential zones, and recommends that these limits be decreased for work of long-term duration (more than 20 weeks). Construction of this Project could take a year or more, for which the corresponding long-term daytime limit for both residential and commercial receivers would be 70 dB L_{Aeq} . However, this noise level is comparable to the existing ambient noise level close to the intersection (the existing environment is dominated by a high level of road traffic noise). In such cases the Standard states that limits should be based on the existing level of noise in the area (a “background plus” approach). For this Project the “typical duration” construction noise limits (75 dB L_{Aeq} in daytime) are more appropriate, as they do represent some degradation of the noise environment compared to the existing environment. This is consistent with the broader purpose of NZS 6803, in that it permits a higher level of environmental noise for a limited duration to allow construction projects to benefit society.

The night-time noise limits recommended in NZS 6803 are strict, and often mean that no night-time work can take place without an exceedance. If the appointed contractor considers night-time work is required, the need for it and appropriate noise levels for that specific work would normally be negotiated with Council as the situation arises.

⁹ <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/noise-and-vibration/construction-and-maintenance-noise/>

¹⁰ <https://www.qldc.govt.nz/services/environmental-health/noise-control>

6.2 High level Assessment – Construction Noise

Road construction projects typically involve activities that can be broadly classified into four stages: enabling works, earthworks, paving, and general site works (incl. stormwater, services, etc).

Our experience from other state highway construction projects of a similar scale, is that the first 3 stages are likely to generate similar noise levels, and the general works a slightly lower level on average. Conservative estimates of the noise emission of each activity, evaluated against the 'typical duration' day-time criteria, result in a critical distance of approximately 40 metres. Therefore, if the distance between activity and receiver is less than 40 metres during the first 3 stages of work there is a chance of an exceedance.

The area around the proposed intersection is a mixture of residential and commercial. The closest receivers are buildings with mixed commercial (ground floor) and residential (top floor) occupancy, approximately 10 metres to the southwest of the intersection. The nearest receivers northwest of the intersection are commercial, and at a similar distance. There are also several residential receivers along Frankton Road that are within 20 metres of construction work.

Exceedances at these closest receivers will therefore be likely during some phases of construction work unless effective noise management is employed. Some other receivers within the critical distance will be screened from the construction work by buildings, which may reduce their noise exposure below the 75 dB L_{Aeq} limit.

Multiple construction staging and plant storage areas have been proposed (but not yet confirmed) that minimise the requirement to cross busy roads. Two potential locations to the northeast and southeast of the proposed intersection are relatively well-separated from sensitive receivers. Two additional proposed areas are closer to residential areas, the Council car park at 14 McBride St, and the bus hub to the south, both of which have the potential to exceed noise limits if not adequately managed.

Some night-work may be required to manage the tie-ins with the existing network, which may exceed the NZS 6803 night time noise limits. Whether or not an exceedance is expected, night-work should be managed via site specific plans.

A Construction Noise and Vibration Management Plan (CNVMP) will therefore need to be prepared to manage the noise effects of construction of the Project. Additional detail is given in section 6.4 below.

6.3 High level Assessment – Construction Vibration

There is no New Zealand standard for managing vibration. The Queenstown Lakes District Council (QLDC) Proposed District Plan (rule 36.5.9) states that vibration from any activity shall not exceed guidelines given in the German Standard DIN 4150-3:1999. The vibration guidelines in this Standard are based on type of structure (residential/commercial/sensitive) and duration (short or long-term). Short-term vibration is generally defined as a single shock followed by a period of rest, such as pile-driving, drop hammer or blasting. Piling work is not expected to be required for construction of the Project, and therefore the primary sources of vibration are expected to be bulldozers, excavators, and vibratory rollers. The construction activities in this project are therefore expected to be of a long-term definition. Guideline vibration values, below which damage should not occur, are 10 mm/s for commercial buildings and 5 mm/s for residential buildings. A vibration guideline level for sensitive structures (e.g. of cultural or historic significance) has a lower value of 2.5 mm/s.

Vibrational effects on humans are not covered by DIN 4150-3:1999, however vibration can potentially cause annoyance and complaints, especially when it occurs without prior warning. A vibration velocity of 1 mm/s PPV is suggested by British Standard BS 5228-2:2009 as likely leading to complaints but would be otherwise tolerated through prior warning and explanation to the community.

Extrapolating from similar projects (albeit with potentially different soils), vibration effects on buildings are predicted to be within DIN 4150-3:1999 guidelines for distances greater than 10 metres (commercial structures) and 20 metres (residential structures). Given the proximity of the closest sensitive receivers in this Project (both residential and commercial) there is potential to exceed the vibration guideline levels in DIN 4150-3:1999. While not required in the QLDC Proposed District Plan rule, there is also potential for human effects from vibrational levels. Specific consideration of vibration needs to be made regarding stakeholder engagement, equipment use and other mitigations in a Construction Noise and Vibration Management Plan. The CNVMP should also consider and manage the effects of vibration on underground services.

We note that precondition surveys are required by the Alliance of affected significant properties and significant structures (F8.3.2.1 in Appendix F of NZUP Minimum Requirements¹¹).

We are not aware of any historic or culturally sensitive structures in the area of the project (conservatively within 50 m) however this should be confirmed as part of a CNVMP.

¹¹ Waka Kotahi, NZUP Queenstown Package Minimum Requirements Appendix F8 “Environmental, Cultural and Landscape Management”

6.4 Construction Noise and Vibration Management

Noise associated with the construction of the Project has the potential to cause annoyance and disruption to sensitive receivers in proximity to the Project. The most effective method to mitigate the effects of construction noise is through proactive management. To ensure this occurs, it is recommended that a designation condition requires a Construction Noise and Vibration Management Plan (CNVMP) to be prepared and approved prior to the start of construction works.

Special attention, and potential vibration monitoring, is recommended for works occurring in close proximity to the buildings nearest the current roundabout. The mitigation measures required to manage construction vibration to a reasonable level should be provided in the CNVMP.

The CNVMP should:

- Adhere to the minimum requirements detailed in Appendix F8.3.2 of the “NZUP Queenstown Package” document.
- Follow the guidance for noise management plans given in Chapter 8 and Appendix E of NZS 6803:1999.
- Require night-work to be managed via site specific plans.
- Consider whether temporary noise barriers between the worksite and the ground floor receivers west of the proposed construction site would be effective and practicable.
- Provide specific guidance on managing construction vibration, including possible vibration monitoring where ground velocities may approach or exceed 5 mm/s PPV.
- Give specific consideration to management of noise and vibration for first floor residential receivers to the south west.
- Manage noise from depots, staging areas, and stockpiling areas by performing activities at a sufficient distance from sensitive receivers and/or by providing appropriate screening.

Additionally, we recommend that building inspections for buildings within 20 metres of the Project are undertaken and documented prior to work commencing.

Provided that an appropriate CNVMP is produced and adhered to, and good construction practices are followed, the construction of the Project should be achieved without significant construction noise or vibration effects. Example management plans and templates are available from Waka Kotahi¹².

¹² <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/noise-and-vibration/construction-and-maintenance-noise/>



**Kā Huanui
a Tāhuna**



QUEENSTOWN
LAKES DISTRICT
COUNCIL



WAKA KOTAHI
NZ TRANSPORT
AGENCY

**Queenstown
Package**

**New Zealand
Upgrade
Programme**



NZUP State Highway 6 Bus Hub, Frankton

Assessment of Environmental Noise Effects

Project Team: NZUP Queenstown

17 August 2022

Reference: 220817-6DHPWT.40-GvH-R1-RevD-NZUP Bus Hub AENE

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EXECUTIVE SUMMARY

Kā Huanui a Tāhuna has undertaken a review of the proposed redevelopment including extension to the Bus Hub in Frankton, as part of the Notice of Requirement application to redesignate the site.

The proposal is to redevelop the existing Bus Hub with two, one-way lanes, one dedicated for public transport buses, and the other for private coaches, taxis, vans, and other vehicles.

Dedicated noise criteria have been developed for the designation based on the Queenstown Lakes District Council's District Plan, national and international guidance, and attended noise measurements on the proposed site. At residential receptors, a daytime noise limit of 50 dB $L_{Aeq(15\text{ min})}$ has been proposed, with a 45 dB $L_{Aeq(15\text{ min})}$ / 70 dB L_{AFmax} night-time noise limit. At local commercial zoned sites, a 60 dB $L_{Aeq(15\text{ min})}$ daytime and 50 dB $L_{Aeq(15\text{ min})}$ / 75 dB L_{AFmax} night-time noise limit is proposed.

The findings from our analysis show that noise from the redevelopment and extension of the Bus Hub are able to comply with the proposed acoustic criteria at all adjacent properties. Therefore, the noise effects associated with the proposal are acceptable noting the final mitigation will be determined during detailed design.

1 INTRODUCTION

Kā Huanui a Tāhuna has been appointed to provide acoustic consultancy services to assess the operational noise effects associated with the upgrade to the Frankton Bus Hub (Bus Hub) for a Notice of Requirement Application. The Bus Hub is part of the Queenstown package of works under the New Zealand Upgrade Programme (NZUP) by Waka Kotahi New Zealand Transport Agency and Queenstown Lakes District Council.

The NZUP Queenstown package is focused on providing improved public transport infrastructure between Queenstown and surrounding areas, due to the increasing visitor and resident private vehicle travel which has caused congestion on the roading infrastructure.

The proposal for the Bus Hub upgrade is to extend the existing Bus Hub to the south and create a separated two-lane, one-way Bus Hub where buses enter from the south and depart from the north. One lane will be dedicated to Otago Regional Council (ORC) buses and the second for other vehicles including taxi's ride sharing vehicles, passenger vans, and private coaches.

The site is currently designated Recreation Reserve (Designation 155). The area to be used as the Bus Hub will be designated as such. Therefore, appropriate noise limits associated with the designation are to be developed as part of this proposal.

Examples of how to achieve the proposed noise limits are also provided to assess the practicality of achieving the noise limits.

The noise assessment is based on our correspondence with the design team, along with the following documentation:

- Landscape plans titled *NZUP – State Highway 6/6a Intersection Improvements and Bus Hub Extension*, preliminary design issue, prepared by Kā Huanui a Tāhuna, and dated 26 July 2022.
- Public bus predicted movements spreadsheet titled *Frankton Bus Hub Volumesv2*, prepared by Kā Huanui a Tāhuna, and received by email on the 9 December 2021

This report is necessarily technical in nature and therefore, a glossary of acoustic terminology is included in Appendix A to assist the reader.

2 SITE AND SURROUNDS

This section outlines the site and surrounding area, including adjacent sensitive receptors.

2.1 Location

The proposed Bus Hub is located on a strip of land on the east side of Kawarau Road, in Frankton. The site is legally described as Section 12 Block XX TN OF Frankton.

The existing bus hub is currently located on the northern portion of the site, and is used by the public bus service, private coaches, shuttles to activities (bungy, skydiving, ski fields), and private taxis and rideshare vehicles. The southern portion of the site is a reserve, with trees and a pedestrian access path through the site.

To the west of the site is existing single and multi-level residential dwellings, along with car-park and toilet facilities, to the east is Kawarau Road (State Highway 6) and Frankton Golf Centre. To the north are commercial buildings and the Frankton Kawarau Road roundabout. To the south are residential dwellings and Queenstown Airport.

2.2 Adjacent Zoning and Properties

The Queenstown Lakes District Plan is currently being updated. This transition sees part of the Operative District Plan and Proposed District Plan applying. The zones of the immediately adjacent sites are provided in Table 2-1.

Table 2-1: Zoning of surrounding properties

Site	Operative District Plan zoning	Proposed District Plan zoning
1 and 1A Gray Street 14 McBride Street	Corner Shopping Centre Zone	Local Shopping Centre zone
16, 18, 20 McBride Street	Low Density Residential Zone	Local Shopping Centre zone
15 – 30 and 50 McBride Street	Low Density Residential Zone	Lower Density Suburban Residential Zone
32 McBride Street	Community Facilities Sub-Zone	Lower Density Suburban Residential Zone
Frankton Golf Centre	Rural with Designation 29 overlay: Multi-Purpose indoor and outdoor recreation, cultural and conference complex	Community Purpose with Designation 29 overlay: Multi-Purpose indoor and outdoor recreation, cultural and conference complex
Queenstown Airport	Rural with Designation 2 overlay: Aerodrome Purpose	Rural and Airport with Designation 2 overlay: Aerodrome Purpose

The site and surrounding area, including zoning under the Proposed District Plan is shown in Figure 2-1 below.



Figure 2-1 Site and surrounds showing zoning

2.3 Existing Environment

The site is currently used as a bus hub which is accessed directly from State Highway 6. The part of State Highway 6 adjacent to the site has vehicles travelling to or from Frankton, Jacks Point and people travelling into or out of Queenstown to the south. State Highway 6 is the main access to Queenstown Airport.

Queenstown Airport is located to the south, across State Highway 6, with the first passenger plane departure around 0700 hours and the last passenger plane arrival or departure around 2030 hours. In addition to passenger planes, helicopters and private planes also operate out of Queenstown Airport.

Other noise sources around the site include lawnmowers (from residential properties, the Frankton Golf Centre, and on the reserve), pedestrians and customers around the Local Shopping Centre zoned sites, and other environmental noises (wind in trees, birds, etc.).

2.4 Surrounding Properties

The site is adjacent to residential properties on Mc Bride Street, and business zoned properties on State Highway 6, Gray Street and McBride Street. Multiple properties adjacent to the proposed bus Hub are two-story.

The nearest locations to be assessed are presented in Figure 2-2 below.



Figure 2-2 Surrounding properties and area

3 BUS HUB PROPOSAL

The layout of the site, and proposed use are outlined below.

3.1 Site Layout

The proposal is to redevelop the existing Bus Hub by extending it to the south to cater for additional buses and coaches on the site during peak periods.

The site will incorporate a one-way system where buses access the site from a single access point to the south and a single exit to the north.

The design of the Bus Hub includes two lanes; a “close” lane, located closer to the properties on McBride Street, and a “far” lane, closer to State Highway 6. The two lanes are separated by a pedestrian island.

The site is located partly within the recreational reserve, and partly within the existing roading corridor. All vehicle movements within the “far” lane will be within the road corridor and therefore technically outside the designation site.

There are two existing buildings (a shelter and a toilet block) associated with the existing bus hub. These are approximately 3 metres tall. New shelters and buildings are proposed as part of this redevelopment; however, the location of the shelters is still to be determined.

In addition to the bus stops, bus shelters and amenities will be included in the design on the west side of the site. The site will include digital information boards on arrival times of buses, but there is no current plan for audio announcements.

The site layout is shown in Figure 3-1 below.



Figure 3-1 Proposed Site Layout

3.2 Hours of Operation

The site will generally operate 24-hours a day with the main operational times where bus movements are at the highest between 0600 and 2300 hours. Outside of these hours a reduced bus service will operate.

It is likely that during the early morning hours (approximately 0200 to 0500 hours), there will be no bus movements, and the site may not be used at all.

3.3 Predicted Vehicle Movements

The predominant noise source on the site is to be buses coming into and out of the Bus Hub.

The predicted hourly breakdown of Otago Regional Council (ORC) bus movements in the 2028 design year have been provided by the design team and are reproduced in Table 3-1 below.

Table 3-1 Predicted ORC bus movements hourly breakdown

Time	Buses Per Hour
0000 to 0600 hours	20
0600 to 2100 hours	72
2100 to 2300 hours	52
2300 to 0000 hours	40

Private vehicles, coaches, vans, shuttles, and/or ride share drivers will also use the proposed Bus Hub. Based on discussions with the design team, these movements are more variable due to season and demand. However, based on discussions with the Traffic Engineer, the worst-case expected hourly movements are provided in Table 3-2 below.

Table 3-2 Predicted other vehicle movements hourly breakdown

Time	Coaches, Private Buses, Shuttles Per Hour	Taxi, Van, Ride Share Per Hour
0000 to 0600 hours	0	4
0600 to 2100 hours	12	20
2100 to 2300 hours	4	10
2300 to 0000 hours	0	6

It is assumed that the buses and other vehicles will arrive evenly over a one-hour period.

3.3.1 Future vehicle noise emissions

As required by the Te Manatū Waka Ministry of Transport, all public buses purchased after 2025 are required to be zero-emission, and by 2035 all fleets are required to be zero-emission.

Based on a noise measurement database, noise generated by electric buses moving at slow speeds are lower than those measured of the ORC buses moving through the existing Bus Hub. This will result in lower noise levels received at adjacent properties in the future.

The wider adoption of electric vehicles by the public, taxi, and ride share drivers will also see a reduction of noise from these vehicles.



3.4 Noise from patrons

People on the shared path and waiting for buses are also expected to generate noise. For our assessment we have assumed 50 people on each of the two platforms, with half speaking in a raised voice effort. This is assumed for all scenarios, including the late night and early morning scenarios. We consider this a worst-case scenario, and from our site visits, there are significantly less people on the platforms, and even fewer talking.

4 ACOUSTIC CRITERIA

This section outlines the legislative framework and proposes acoustic criteria for the project.

4.1 Queenstown Lakes Operative District Plan

The Queenstown Lakes District Council is currently undertaking a District Plan review. This section outlines the noise limits at adjacent properties under the Operative District Plan (ODP).

The noise limits that apply at adjacent sites are:

- Low Density Residential Zone noise standards are outlined in Rule 7.5.6.3 vii 'Noise'.
- Shopping Area Zone noise standards are outlined in Rule 10.9.5.2 ii 'Noise'.
- Designation 155 noise standards are outlined in the ODP are outlined in Appendix 1 – Designations, section B 9 'Noise'. We note however, that this designation is being removed and replaced as part of this notice of Requirement application.

The noise limits are reproduced Table 4-1.

Table 4-1: Noise limits for adjacent properties under the ODP

Zone	Time	Noise Limits
Low Density Residential Zone properties	Daytime (0800 to 2000 hours)	50 dB LAeq(15 min)
	Night-time (2000 to 0700 hours)	40 dB LAeq(15 min)
	Night-time (2200 to 0700 hours)	70 dB LAFmax
Corner Shopping Area Zone properties	Daytime (0800 to 2200hrs)	60 dB LAeq(15 min)
	Night-time (2200 to 0800 hours)	50 dB LAeq(15 min)
	Night-time (2200 to 0800 hours)	70 dB LAFmax
Designation 155	Daytime (0800 to 2000 hours)	40 dBA L ₁₀
	Night-time (2000 to 0700 hours)	30 dBA L ₁₀

Noise is to be measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008.

4.2 Queenstown Lakes Proposed District Plan

The Queenstown Lakes District Council is currently undertaking a District Plan review. This section outlines the noise limits at adjacent properties under the Proposed District Plan (PDP).

The noise limits that apply at adjacent sites are:

- Lower Density Suburban Residential noise standards are outlined in Part 5, Chapter 36, Rule 36.5.2.
- Local Shopping Centre zoned noise standards are outlined in Part 3, Chapter 15, Rule 15.5.8.

The noise limits of the PDP are reproduced Table 4-2.

Table 4-2: Noise limits for adjacent properties under the PDP

Zone	Time	Noise Limits
Lower Density Suburban Residential zoned properties	Daytime (0800 to 2000 hours)	50 dB LAeq(15 min)
	Night-time (2200 to 0700 hours)	40 dB LAeq(15 min)
	Night-time (2200 to 0700 hours)	70 dB LAFmax
Local Shopping Centre zoned properties	Daytime (0800 to 2200hrs)	60 dB LAeq(15 min)
	Night-time (2200 to 0800 hours)	50 dB LAeq(15 min)
	Night-time (2200 to 0800 hours)	75 dB LAFmax

Noise is to be measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008.

4.3 New Zealand Standard NZS 6802

New Zealand Standard NZS 6802:2008 *Acoustics – Environmental Noise* provides guidance for noise limits which have been set “for the reasonable protection of health and amenity associated with use of land for residential purposes” for human health and amenity. Recommended noise limits in NZS 6802 are provided in Table 4-3.

Table 4-3: Recommended noise limits in NZS 6802:2008

Zone	Time	Noise Limits
Residential zones	Daytime (0700 – 2000 hours)	55 dB LAeq(15 min)
	Evening (2000 – 2200 hours)	50 dB LAeq(15 min)
	Night time (2200 to 0700 hours the following day)	45 dB LAeq(15 min).
		70 dB LAFmax

For residential properties, these limits apply at or within any part of the adjacent sites.

For mixed-use zones, NZS 6802:2008 recommends a daytime noise limit of 60 dB LAeq(15 min) of which the local shopping center may fall within.

4.4 World Health Organization

The World Health Organization (WHO) Guidelines for Community Noise (1995) document discusses health effects for environmental noise exposure including sleep disturbance, annoyance and speech disturbance.

During the daytime, this document states that a 55 dB LAeq noise limit at the boundary of residential zones or the notional boundary of dwellings in a rural zone over a 16-hour daytime period will ensure that few people are seriously annoyed by an activity and a 50 dB LAeq noise limit at any noise sensitive location over a 16-hour daytime period will cause few people to be moderately annoyed.

During the night-time, this document recommends a 30 dB LAeq and a 45 dB LAFmax internal noise level within sleeping areas. Based on a 15 dB reduction of a façade with windows open (for ventilation), a reasonable external noise level during the night-time period would be 45 dB LAeq / 60 dB LAFmax.

4.5 Measured Existing Noise Environment

Noise measurements around the site have been undertaken on two occasions to determine the ambient noise level and background noise level in and around the site. Attended noise measurements were undertaken:

1. 15 June 2022 between 1000 and 1200 hours
2. 28 June 2022 between 0500 and 0800 hours

George van Hout from Kā Huanui a Tāhuna undertook attended noise measurements in accordance with NZS 6801:2008 *Acoustics – Measurement of Environmental Sound* using a NTi XL2-TA Class 1 sound level meter. The microphone was located between 1.2 and 1.5 meters above the ground and at minimum 3.5 metres away from any vertical reflecting surface. Site calibration was undertaken with a portable sound level calibrator before and after the survey. The results indicated that there was no significant deviation between the start and end of the survey (<0.1 dB). All equipment was within laboratory calibration.

A summary of the noise measurements is provided in Table 4-4, with the measurement positions outlined in outlined in Figure 4-1.

Table 4-4: Ambient noise measurement summary

Date	Time Of Measurement	Location	Length Of Measurement	Measured Average Noise Level (L _{Aeq,T})	Maximum Noise Level (L _{AFmax})	Background Noise Level (L _{A90})
15 June 2022	1000 hours	1	15 minutes	61 dB	77 dB	-
15 June 2022	1030 hours	3	15 minutes	63 dB	76 dB	-
15 June 2022	1100 hours	2	6 minutes	61 dB	74 dB	-
15 June 2022	1130 hours	1	6 minutes	66 dB	77 dB	-
15 June 2022	1200 hours	6	2 minutes	64 dB	68 dB	-
28 June 2022	0450 hours	5	15 minutes	54 dB	70 dB	36 dB
28 June 2022	0510 hours	4	15 minutes	57 dB	73 dB	37 dB
28 June 2022	0526 hours	3	15 minutes	58 dB	71 dB	41 dB
28 June 2022	0545 hours	2	15 minutes	60 dB	77 dB	46 dB
28 June 2022	0558 hours	1	10 minutes	61 dB	74 dB	48 dB
28 June 2022	0609 hours	3	5 minutes	61 dB	72 dB	51 dB
28 June 2022	0620 hours	6	5 minutes	60 dB	70 dB	53 dB
28 June 2022	0630 hours	2	10 minutes	60 dB	80 dB	53 dB
28 June 2022	0700 hours	3	10 minutes	63 dB	72 dB	53 dB
28 June 2022	0725 hours	4	10 minutes	63 dB	72 dB	53 dB



Figure 4-1: Measurement locations

Based on the attended site measurements and site observations, we have the following comments regarding the noise environment.

- The noise environment before 0530 hours was subjectively perceived as quiet with the occasional car on State Highway 6/6a audible along with street cleaners in the distant and mechanical plant. There were periods where there was no traffic audible.
- The subjective noise environment increased from 0530 until about 0600 hours steadily which was predominantly from road traffic on State Highway 6/6a.
- The subjective noise environment after 0600 hours stayed steady.
- Based on the measurements undertaken on the 28 June 2022, background noise levels were measured to be 36 to 41 dB L_{A90} between 0500 and 0530 hours. The background noise level increased to approximately 50 dB L_{A90} by 0600 hours.
- The average ($L_{Aeq,T}$) and background ($L_{A90,T}$) noise levels measured on the 28 June 2022 were steady after 0600 hours and were at a similar level to those measured during the day on the 15 June 2022.
- During the measurement survey on the 28th of June, the number of cars passing the measurement position were recorded. The counted traffic levels were:
 - 0 – 2 vehicles a minute passing at approximately 0500 hours
 - 2 – 4 vehicles a minute passing at approximately 0526 hours
 - 4 – 5 vehicles passing a minute the site approximately 0545 hours
 - 5 – 6 vehicles passing a minute the site approximately 0600 hours. This stayed relatively steady until around 0645 hours
 - From 0645 around 8 – 10 vehicles passed per minute

- Planes started to depart Queenstown Airport at 0700 hours, with 2 departing the airport between 0700 and 0800 hours. Noise from plane take-offs were not measured but dominated the soundscape for the brief period of take-off. Planes were audible for minutes after take-off as the planes ascended.
- During the measurements on the 15 June 2022, it was observed that helicopters departing Queenstown Airport used the northern runway departing over Alpine Aqualand / sports fields. When arriving, helicopters arrived over Queenstown Hill, using the flight path into the airport via western runway. Noise measurements were paused during these times, but noise level read over 70 dBA during these periods.

It is common practice internationally to set noise limits based on the measured background ($L_{A90,T}$) noise level. This approach has also been used in New Zealand historically prior the introduction of District Plan noise standards. To determine appropriate noise limit, the background ($L_{A90,T}$) noise level is measured, and 5 - 10 dB is added to this level to provide the average ($L_{Aeq,T}$) noise limit.

Based on the measured noise levels, a noise limit up to 45 dB $L_{Aeq(15min)}$ before 0600 hours may be considered acceptable, with a noise limit after 0600 hours of 55 – 60 dB $L_{Aeq(15 min)}$ considered acceptable.

4.6 Predicted Existing Noise Emissions

A brief analysis has been undertaken on the expected noise emissions of the current bus hub on the adjacent noise sensitive receptors.

Based on the existing timetable, approximately 20 bus movements would occur each hour between 0600 and 1900 hours. Bus numbers reduce after 1900 hours and stop (depending on the day) after 0100 hours.

Assuming the level of other vehicles on the site as outlined in Table 3-2, the resultant noise levels at existing properties are provided in Table 4-5 below. A noise contour map showing the existing scenario is provided in Appendix B.

Table 4-5 Predicted noise levels from the existing bus hub

Property	Zoning	Predicted Noise Level (dB $L_{Aeq(15min)}$)
1, 1B Gray Street	Local Shopping Centre	43
14 McBride Street		47
16 McBride Street		49
18 McBride Street		50
20 McBride Street		51
15 McBride Street	Lower Density Suburban Residential zone	35
22 McBride Street		53
24 McBride Street		54
26 McBride Street		50
28 McBride Street		46
30 McBride Street		43
32 McBride Street		42
50 McBride Street		<30

As shown above, properties which are nearest to the existing bus shelter already receive elevated noise from buses arriving and departing, above the District Plan noise standards. This is similar to that observed during our site visit.

4.7 Proposed Designation Noise Limits

The District Plan noise limits that apply to residential zones are more stringent than those recommended by other guidance. The noise measurements undertaken both during the nighttime and daytime show that both the average ($L_{Aeq,T}$) noise levels are above the District Plan noise standards. Modelling of the existing bus hub shows that noise from the current operation is also readily over the existing designation noise limits, ODP noise standards, and PDP noise standards.

The measured background ($L_{A90,T}$) noise levels after 0600 were above the District Plan night-time noise standards. These background noise levels would support a shift in the “daytime” hours to begin at 0600 hours, as there is little difference in background noise after 0600 hours.

The proposed new hours provide 9 hours of “nighttime” respite with a lower noise limit, which is greater than the 8-hours recommended in NZS 6802:2008 and the World Health Organization.

Background $L_{A90,T}$ noise levels prior to 0530 hours would support a slightly higher noise limit which is in line with guidance outlined in NZS 6802:2008 and from the World Health Organization.

Therefore, the acoustic criteria in Table 4-6 is proposed as part of the designation.

Table 4-6: Proposed acoustic criteria for the designation

Property	Time	Noise Limit
Residential Zoned properties	0600 to 2100 hours	50 dB $L_{Aeq}(15min)$
	2100 to 0600 hours	45 dB $L_{Aeq}(15min)$ 70 dB L_{AFmax}
Commercial / Local Shopping Centre zoned properties	0600 to 2100 hours	60 dB $L_{Aeq}(15min)$
	2100 to 0600 hours	50 dB $L_{Aeq}(15min)$ 75 dB L_{AFmax}

Where noise from the proposed Bus Hub is below these noise standards, the noise effects are predicted to be acceptable.

5 REVIEW OF NOISE MITIGATION

To provide an indication of whether compliance of the proposed noise limits can be achieved, two scenarios which achieve compliance with the developed noise criteria have been explored. The detail of the final location of the acoustic mitigation will be decided as the design develops. Mitigation will be designed and constructed to achieve the proposed noise limits. The below is provided for information only.

5.1 Assessment Methodology

SoundPLAN (Version 8.2) 3D computational noise modelling software has been used to assess the transmission of noise from the proposed Bus Hub to adjacent properties, based on the methodology contained within ISO 9613-2 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation*. The assessment takes into account attenuation due to distance, terrain and absorption by the atmosphere and ground. The assessment assumes worst-case downwind conditions in all directions from all sources, which provides a conservative approach for assessment.

Terrain contours at 1 metre vertical intervals have been sourced from Queenstown Lakes District Council Spatial Data Exchange for the surrounding area. The proposed terrain contours for the site once redeveloped have been provided by the Kā Huanui a Tāhuna design team.

Noise modelling parameters are provided in Table 5-1.

Table 5-1: presents the noise modelling parameters adopted for this assessment.

PARAMETER	VALUE
Ground Absorption Coefficient	0.2
Number of Reflections	4
Noise Contour Height	1.5 m single story dwellings 4.5 m for two-story dwellings
Special Audible Characteristics	None
Duration adjustment	None

Measurements have been undertaken of existing ORC buses moving through the existing bus hub. The buses express no tonal characteristics, there were no obvious instantaneous noises (such as bangs), and the character of the surrounding area is similar to the proposed sources.

We have not allowed for any duration adjustment. This is due to the operation being constant over the daytime period. Duration adjustments also cannot be included during the night-time period.

While the “far” lane of the Bus Hub, along with part of the pedestrian island fall outside the site, we have assessed noise from the entire redevelopment, from the moment buses turn into the redevelopment, to the point they leave the redeveloped site.

There are four different time periods assessed, as the predicted bus movements increase during the day and reduce during the night-time period as outlined in Table 3-1. We therefore have assessed each of these periods separately.

The sound level data used in our analysis is provided in Table 5-2 below.

Table 5-2 Key noise sources and sound level data

Noise Source	Average Sound Power Level (L _{WA})	Maximum Sound Power (L _{WAFmax})	Source
Diesel buses	93 dB	103 dB	Measured on site
Coaches	95 dB	105 dB	Database of previous measurements
Taxi or private vehicles	85 dB	100 dB	Measured on site
People on platform	71 dB	-	Database of previous measurements

Our analysis assumes that all bus movements are from diesel buses. Noise from electric buses or vehicles are lower than the measured sound power level provided above when moving at low speeds.

5.2 Scenario A – Boundary fence

This scenario assesses the likely compliance with the proposed noise limits where noise mitigation is provided on the boundary of the site to the adjacent McBride Street properties.

5.2.1 Acoustic Mitigation

As shown in green on Figure 5-1, a 2.0 metre high acoustic wall could be installed along the site between the shared-use path and adjacent residential receptors. The acoustic wall shall achieve the following minimum specification:

- Height: 2.0 metres (min.)
- Surface mass: 10 kg/m² (min.)
- The fence shall be constructed and maintained such that there are no gaps or cracks in the fence.
- Where timber is used, the paling shall be overlapped by a minimum of 25 mm or a board and batten system implemented. Palings are to be constructed of 25 mm pine (or equivalent) to resist warping. A sleeper rail will be required sealing the bottom of the fence to the ground.



Figure 5-1: Location of acoustic fence for Scenario A

5.2.2 Predicted Noise Levels

Table 5-3 to Table 5-6 details the predicted noise emissions of the four different time periods which vehicles arrive/depart the site.

Table 5-3 Predicted noise levels between 0000 and 0600 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	42	50	Yes
14 McBride Street		45	50	Yes
16 McBride Street		45	50	Yes
18 McBride Street		45	50	Yes
20 McBride Street		44	50	Yes
15 McBride Street		Lower Density Suburban Residential zone	34	45
22 McBride Street	42		45	Yes
24 McBride Street	44		45	Yes
26 McBride Street	44		45	Yes
28 McBride Street	44		45	Yes
30 McBride Street	42		45	Yes
32 McBride Street	44		45	Yes
50 McBride Street	<30		45	Yes

Table 5-4 Predicted noise levels between 0600 and 2100 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	48	60	Yes
14 McBride Street		52	60	Yes
16 McBride Street		52	60	Yes
18 McBride Street		47	60	Yes
20 McBride Street		47	60	Yes
15 McBride Street		Lower Density Suburban Residential zone	41	50
22 McBride Street	44		50	Yes
24 McBride Street	47		50	Yes
26 McBride Street	47		50	Yes
28 McBride Street	47		50	Yes
30 McBride Street	45		50	Yes
32 McBride Street	47		50	Yes
50 McBride Street	40		50	Yes

Table 5-5 Predicted noise levels between 2100 and 2300 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	46	50	Yes
14 McBride Street		49	50	Yes
16 McBride Street		49	50	Yes
18 McBride Street		45	50	Yes
20 McBride Street		45	50	Yes
15 McBride Street		Lower Density Suburban Residential zone	39	45
22 McBride Street	41		45	Yes
24 McBride Street	45		45	Yes
26 McBride Street	45		45	Yes
28 McBride Street	45		45	Yes
30 McBride Street	43		45	Yes
32 McBride Street	45		45	Yes
50 McBride Street	36		45	Yes

Table 5-6 Predicted noise levels between 2300 and 0000 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	45	50	Yes
14 McBride Street		48	50	Yes
16 McBride Street		48	50	Yes
18 McBride Street		44	50	Yes
20 McBride Street		44	50	Yes
15 McBride Street		Lower Density Suburban Residential zone	37	45
22 McBride Street	42		45	Yes
24 McBride Street	44		45	Yes
26 McBride Street	44		45	Yes
28 McBride Street	44		45	Yes
30 McBride Street	43		45	Yes
32 McBride Street	45		45	Yes
50 McBride Street	33		45	Yes

Properties further away from the site would be exposed to noise levels lower than those listed in the tables above.

A noise contour map showing the propagation of the noise from the operation of the Frankton bus Hub for each of the four scenarios is provided in Appendix C.

5.3 Scenario B – Bus Shelter Fence

This scenario assesses the likely compliance with the proposed noise limits where noise mitigation is provided along the line of the proposed bus shelters.

5.3.1 Acoustic Mitigation

As shown in orange on Figure 5-2, a 2.0 metre high acoustic fence is to extend between any proposed and existing bus shelters to create a continuous acoustic wall. Openings may be necessary in this barrier for non-acoustic reasons (such as safety and crime prevention). While the final design will be checked, generally overlapping the screen by 5 metres or more will be required so to not reduce the impact of the acoustic barrier. The acoustic wall shall achieve the minimum specifications outlined in Section 5.2.1.



Figure 5-2: Location of acoustic fence for Scenario B

5.3.2 Predicted Noise Levels

Table 5-7 to Table 5-10 details the predicted noise emissions of the four different time periods which vehicles arrive/depart the site.

Table 5-7 Predicted noise levels between 0000 and 0600 hours

Property	Zoning	Predicted Noise Level (dB LAeq(15min))	Criteria (dB LAeq(15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	42	50	Yes
14 McBride Street		45	50	Yes
16 McBride Street		45	50	Yes
18 McBride Street		45	50	Yes
20 McBride Street		44	50	Yes
15 McBride Street	Lower Density Suburban Residential zone	34	45	Yes
22 McBride Street		42	45	Yes
24 McBride Street		44	45	Yes
26 McBride Street		44	45	Yes

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
28 McBride Street		44	45	Yes
30 McBride Street		42	45	Yes
32 McBride Street		44	45	Yes
50 McBride Street		<30	45	Yes

Table 5-8 Predicted noise levels between 0600 and 2100 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	48	60	Yes
14 McBride Street		52	60	Yes
16 McBride Street		52	60	Yes
18 McBride Street		47	60	Yes
20 McBride Street		47	60	Yes
15 McBride Street	Lower Density Suburban Residential zone	41	50	Yes
22 McBride Street		44	50	Yes
24 McBride Street		47	50	Yes
26 McBride Street		47	50	Yes
28 McBride Street		47	50	Yes
30 McBride Street		45	50	Yes
32 McBride Street		47	50	Yes
50 McBride Street		40	50	Yes

Table 5-9 Predicted noise levels between 2100 and 2300 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	46	50	Yes
14 McBride Street		49	50	Yes
16 McBride Street		49	50	Yes
18 McBride Street		45	50	Yes
20 McBride Street		45	50	Yes
15 McBride Street	Lower Density Suburban Residential zone	39	45	Yes
22 McBride Street		41	45	Yes
24 McBride Street		45	45	Yes
26 McBride Street		45	45	Yes
28 McBride Street		45	45	Yes
30 McBride Street		43	45	Yes
32 McBride Street		45	45	Yes
50 McBride Street		36	45	Yes

Table 5-10 Predicted noise levels between 2300 and 0000 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	45	50	Yes
14 McBride Street		48	50	Yes
16 McBride Street		48	50	Yes
18 McBride Street		44	50	Yes
20 McBride Street		44	50	Yes
15 McBride Street		Lower Density Suburban Residential zone	37	45
22 McBride Street	42		45	Yes
24 McBride Street	44		45	Yes
26 McBride Street	44		45	Yes
28 McBride Street	44		45	Yes
30 McBride Street	43		45	Yes
32 McBride Street	45		45	Yes
50 McBride Street	33		45	Yes

Properties further away from the site would be exposed to noise levels lower than those listed in the tables above.

A noise contour map showing the propagation of the noise from the operation of the Frankton bus Hub for each of the four scenarios is provided in Appendix D.

5.4 Further Mitigation Options

For completeness, the following mitigation options were explored by the design team, but not continued due to non-acoustic requirements.

Table 5-11 Further mitigation options

Mitigation	Discussion
4.5 metre high fence	A 4.5-metre-high acoustic fence would need to be installed along the boundary of the site to reduce noise to the night-time district Plan noise limit at adjacent residential receptors. This may have impacts into daylight received at adjacent properties, buildability, and recession planes that would need input by others.
Enclosed / semi-enclosed Bus Hub	Providing for a full canopy over the proposed bus hub to enclose the site. This would likely result in levels below 40 dB L _{Aeq} (15 min) at adjacent properties. The height of any enclosure would have to consider existing and future coaches/buses/shuttles that would use this site. This may lead to a tall building being required to enclose a double decker bus which would have lead on impacts for other disciplines (including lighting and landscaping), and is unlikely to be practicable.
Acoustic mufflers and engine louvres	An acoustic kit could be installed on the buses to reduce noise from engines. Input from the bus operators would be needed to the practicality of this, if it could be installed on existing buses, and cost involved.
Purchasing an entire electric fleet prior to the new bus hub opening	Utilising electric buses only at the proposed new bus hub. This will occur in future under the Te Manatū Waka Ministry of Transport's requirements. However, both the cost and sourcing the quantity of buses is understood to be unfeasible currently.

6 CONCLUSIONS

Kā Huanui a Tāhuna have undertaken an acoustic review of the rezoning of land for specific use as a bus Hub, in Frankton, to support a Notice of Requirement application. This has been to develop appropriate acoustic criteria and to provide guidance to show compliance can be achieved.

The proposal is to redevelop and extend the existing Bus Hub to cater for more buses, and separate Otago Regional Council public transport buses from private coaches, taxi's and other vehicles. This is part of the Queenstown Package of the New Zealand Upgrade Programme developed by Waka Kotahi to provide improved public transport infrastructure.

Specific acoustic criteria have been developed for the proposed Bus Hub for the designation. This has been based on the operational and proposed Queenstown Lakes District Council's District Plan, New Zealand and International sources, specific measurements around the site, and the predicted expected noise emissions of the current bus hub.

The developed noise criteria at residential receptors are a daytime noise limit of 50 dB $L_{Aeq(15 \text{ min})}$, with a 45 dB $L_{Aeq(15 \text{ min})}$ / 70 dB L_{AFmax} night-time noise limit. At local commercial zoned sites, a 60 dB $L_{Aeq(15 \text{ min})}$ daytime and 50 dB $L_{Aeq(15 \text{ min})}$ / 75 dB L_{AFmax} night- time noise limit is proposed.

Two options have been assessed to provide clarity that the activity can achieve by the proposed noise limits with practicable noise mitigation. The final mitigation measures will be confirmed during detailed design. However, it has been shown that standard physical mitigation is likely to achieve the developed noise limits.




Appendix A: Glossary

TERM	DEFINITION	TERM	DEFINITION
A-weighting	A frequency weighting devised to attempt to take into account the fact that human response to sound is not equally sensitive to all frequencies; it consists of an electronic filter in a sound level meter, which attempts to build in this variability into the indicated noise level reading so that it will correlate, approximately, with human response.	Ambient noise	The noise level measured in an area in the absence of noise requiring control. Ambient noise is generally measured to determine the noise environment prior to the addition of a new noise.
Audible	Audible refers to a sound that can be heard. There are a range of audibility grades, varying from "barely audible", "just audible" to "clearly audible" and "prominent".	Decibel	The decibel (dB) is a logarithmic scale that allows a wide range of values to be compressed into a more comprehensible range, typically 0 dB to 120 dB. Noise levels in decibels cannot be added arithmetically since they are logarithmic numbers. The human ear has a vast sound-sensitivity range of over a thousand billion to one, so the logarithmic decibel scale is useful for acoustical assessments.
L_{A,max}	The maximum A-weighted noise level recorded during the measurement period.	L_{Aeq,T}	The A-weighted sound pressure level in decibels of a continuous steady sound that has, within a specified time interval, T, the same energy as the sound being measured.
Noise	Noise is typically defined as unwanted, harmful or intrusive sound.	Octave	An octave is the interval between two points where the frequency at the second point is twice the frequency of the first.
Sound Exposure Level (SEL or L_{AE})	The A-weighted sound level which conveys the sound energy of an event over time in a period of 1 second.	Sound Power Level (SWL)	A logarithmic measure of the sound power in comparison to a specified reference level (dB). The parameter is independent of distance from the source.
Sound Pressure Level (SPL)	The basic unit of sound measurement is the sound pressure level. The pressures are converted to a logarithmic scale and expressed in decibels (dB).		



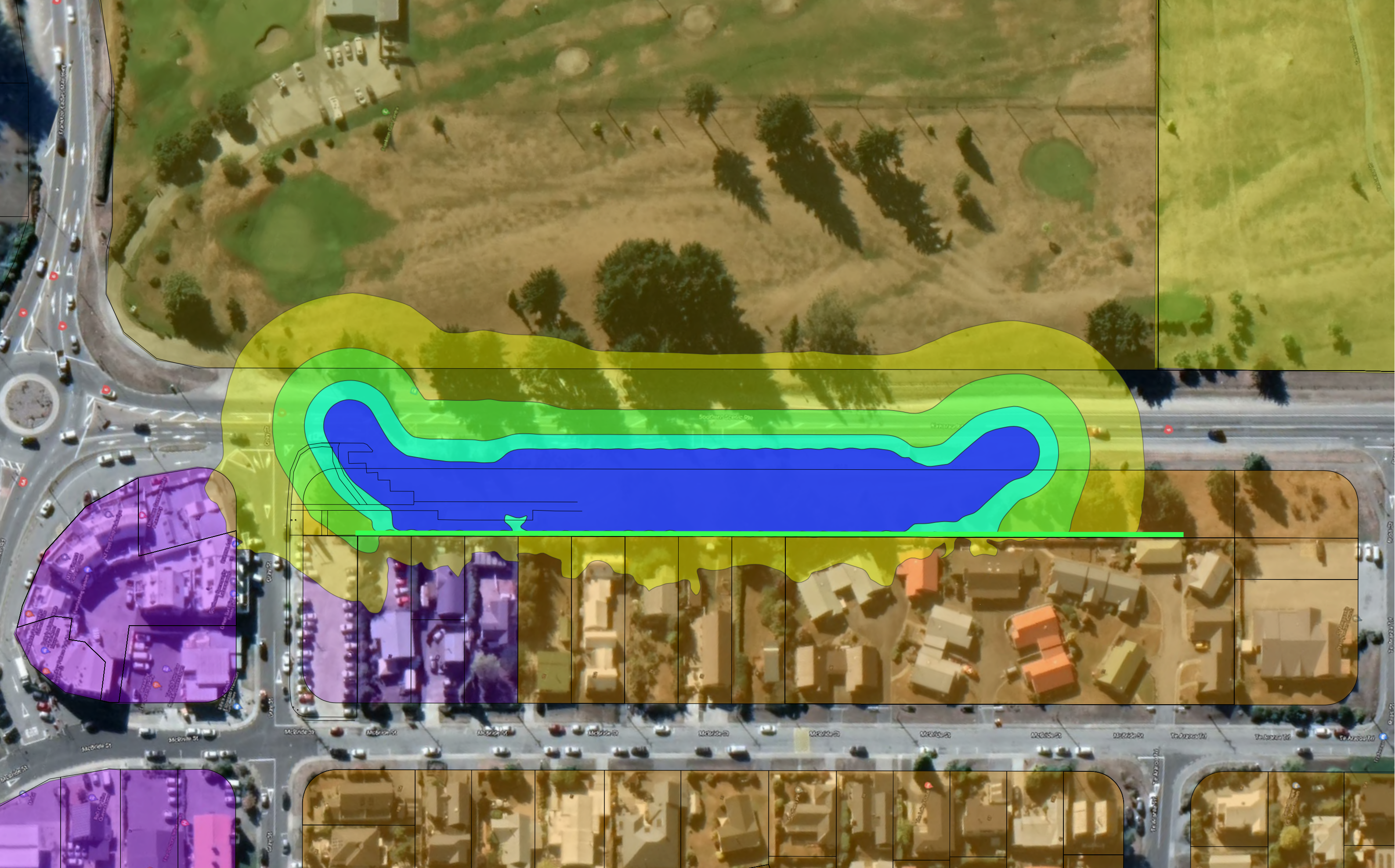
Appendix B: Predicted Noise Contour Map of Existing Bus Hub



Map: MAP5-Existing Noise Scenario		Author: GvH				Legend ■ 50 dB LAeq ■ 40 dB LAeq ■ Business Zone ■ Residential Zone ■ Building		NZUP Frankton Bus Hub, Frankton Noise Generation of the Existing Bus Hub	
Date: 17/08/2022		Approved by: CB							
To be read in conjunction with WSP document: <small>Map Source: Google Maps</small>				<REPORT_ID>		1:1,000 at A3			
<small>© WSP New Zealand Limited ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NZS1 Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP New Zealand Limited</small>									



Appendix C: Predicted Noise Contour Maps from Scenario A

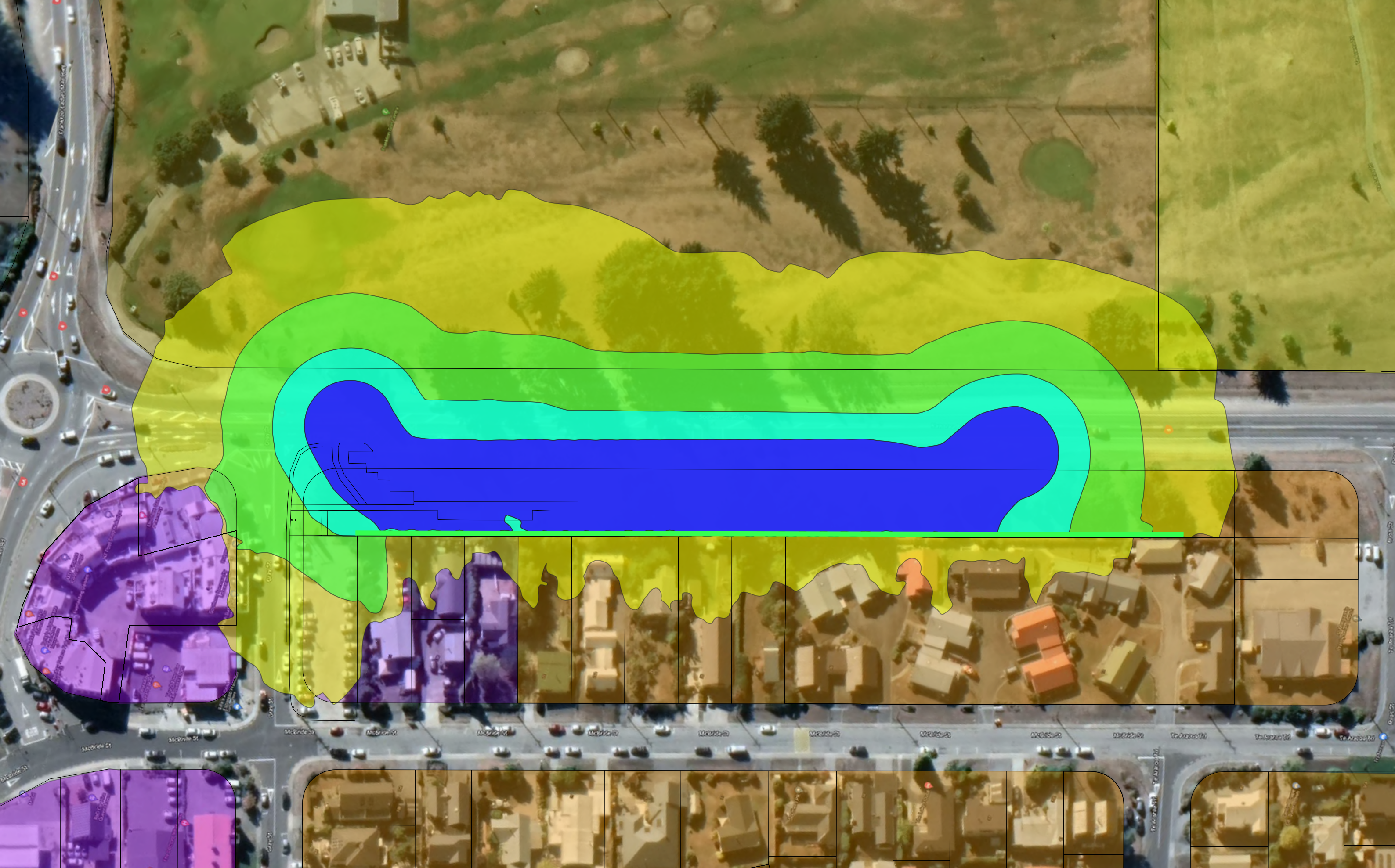


Map: MAP1 - 0000-0600h	Author: GvH			Legend 55 dB LAeq 50 dB LAeq 45 dB LAeq 40 dB LAeq Acoustic Fence Building Business Zone Residential Zone	NZUP Frankton Bus Hub, Frankton Noise Generation Between 0000 - 0600 hours
Date: 17/08/2022	Approved by: KL				1:1,000 at A3

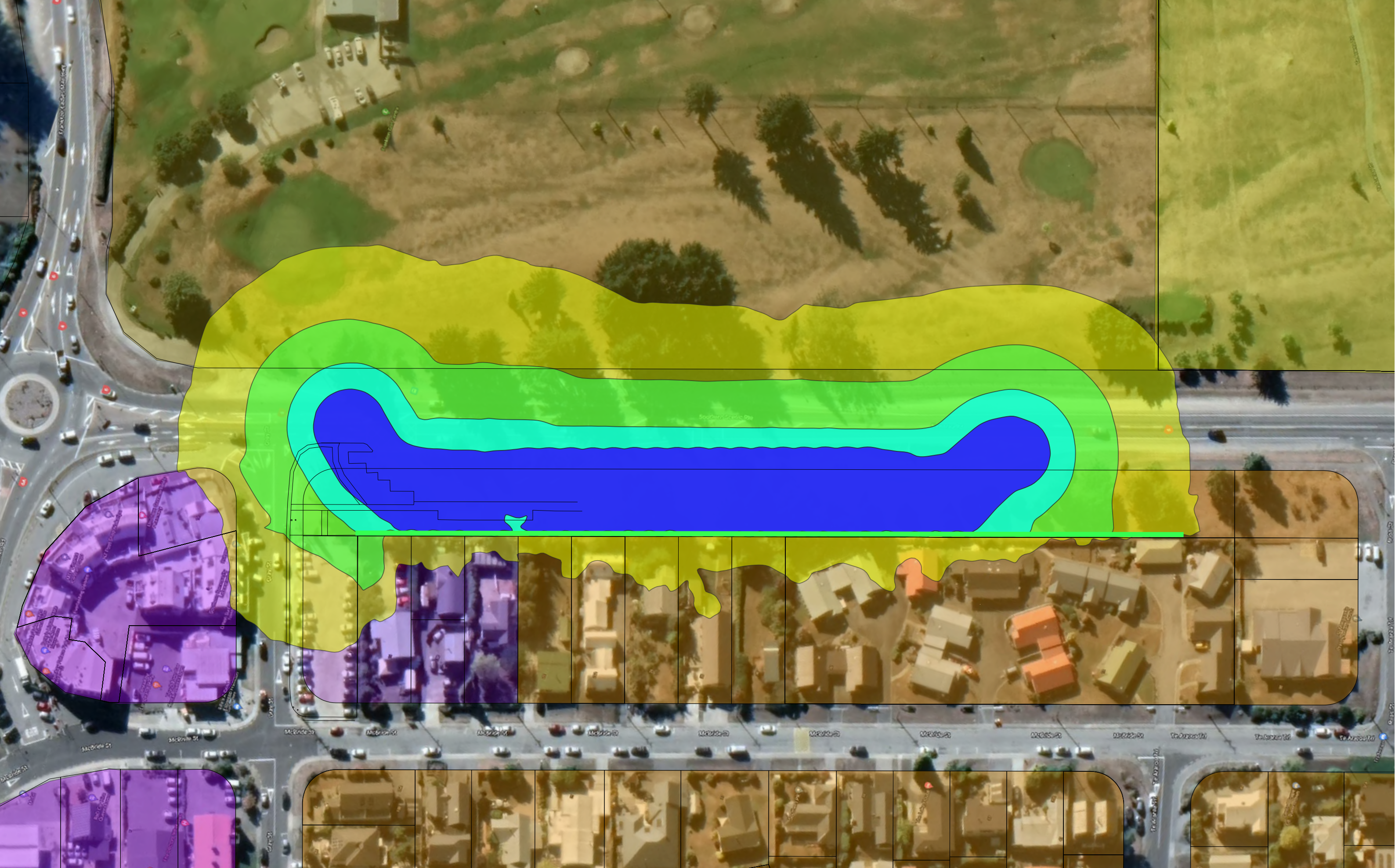



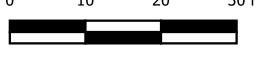

Map: MAP2 - 0600 - 2100 h	Author: GvH	 <REPORT_ID>	 1:1,000 at A3	Legend <div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="display: flex; align-items: center; gap: 5px;"> 55 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 50 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 45 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 40 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> Business Zone</div> <div style="display: flex; align-items: center; gap: 5px;"> Building</div> <div style="display: flex; align-items: center; gap: 5px;"> Residential Zone</div> </div>	NZUP Frankton Bus Hub, Frankton Noise Generation Between 0600 - 2100 hours
Date: 17/08/2022	Approved by: KL				 www.wsp.com

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Map: MAP3 - 2100 - 2300 h	Author: GvH	 <REPORT_ID>	 1:1,000 at A3	Legend <div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="display: flex; align-items: center; gap: 5px;"> 55 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 50 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 45 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 40 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> Acoustic Fence</div> <div style="display: flex; align-items: center; gap: 5px;"> Building</div> <div style="display: flex; align-items: center; gap: 5px;"> Residential Zone</div> <div style="display: flex; align-items: center; gap: 5px;"> Business Zone</div> </div>	NZUP Frankton Bus Hub, Frankton Noise Generation Between 2100 and 2300 hours
Date: 17/08/2022	Approved by: KL				 www.wsp.com

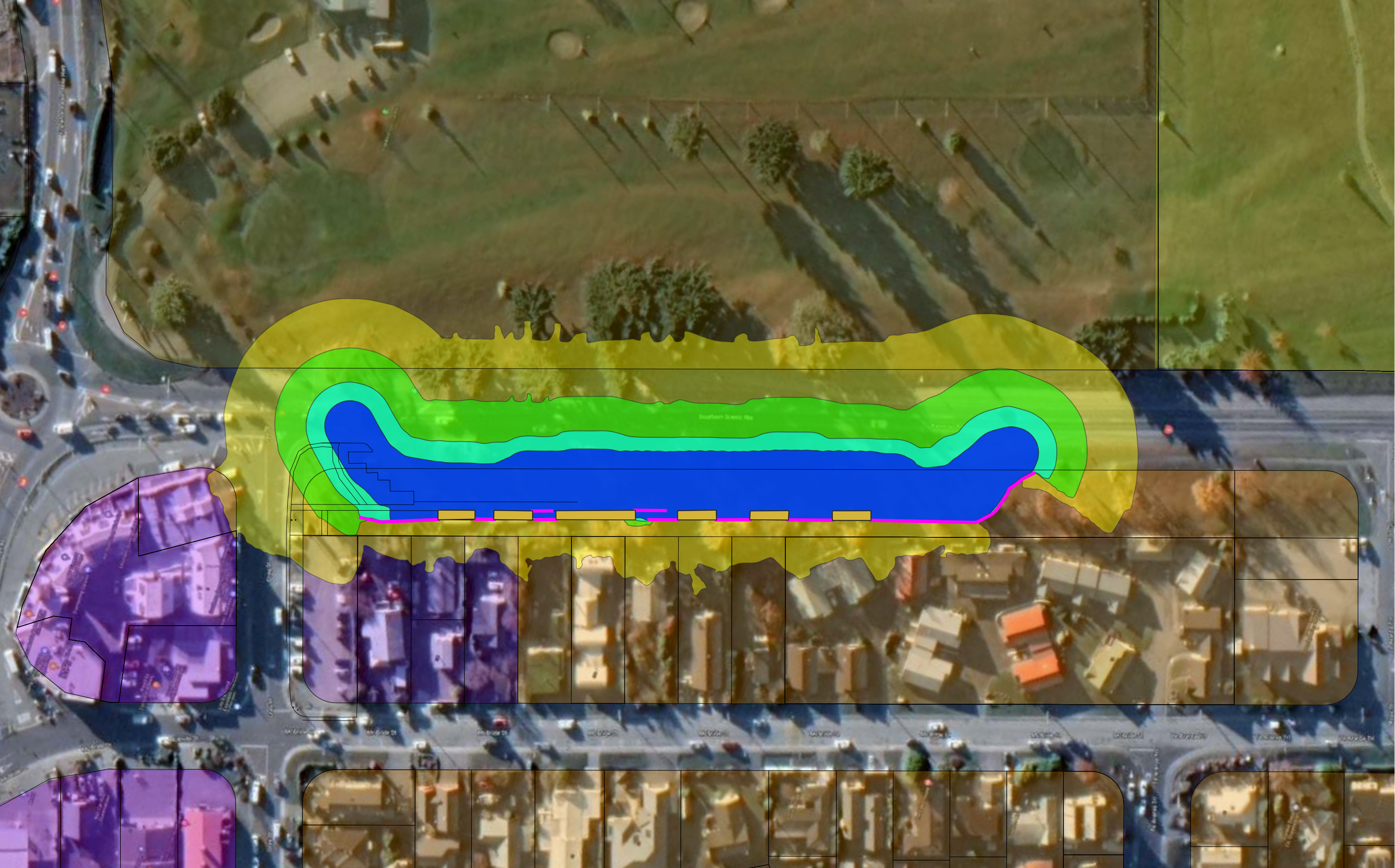




Map: MAP4 - 2300 to 0000 h		Author: GvH				Legend		NZUP Frankton Bus Hub, Frankton Noise Generation Between 2300 and 0000 hours	
Date: 17/08/2022		Approved by: CB				■ 55 dB LAeq ■ 50 dB LAeq ■ 45 dB LAeq ■ 40 dB LAeq	■ Acoustic Fence ■ Building ■ Residential Zone ■ Business Zone		
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Appendix D: Predicted Noise Contour Maps from Scenario B




Map: MAP5 - 0000-0600h	Author: GvH		0 10 20 30 m 	Legend ■ 55 dB LAeq ■ 50 dB LAeq ■ 45 dB LAeq ■ 40 dB LAeq ■ Acoustic Fence ■ Building ■ Business Zone ■ Residential Zone	NZUP Frankton Bus Hub, Frankton Scenario B: Noise Generation Between 0000 - 0600 hours
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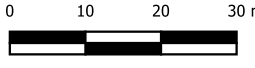

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Map: MAP6 - 0600-2100h	Author: GvH	 <REPORT_ID>	 1:1,000 at A3	Legend <div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="display: flex; align-items: center; gap: 5px;"> 55 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 50 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 45 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> 40 dB LAeq</div> <div style="display: flex; align-items: center; gap: 5px;"> Building</div> <div style="display: flex; align-items: center; gap: 5px;"> Business Zone</div> <div style="display: flex; align-items: center; gap: 5px;"> Residential Zone</div> <div style="display: flex; align-items: center; gap: 5px;"> Acoustic Fence</div> </div>	NZUP Frankton Bus Hub, Frankton Scenario B: Noise Generation Between 0600 - 2100 hours
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Appendix E: Predicted Noise Levels Against the District Plan Noise Standards

The Queenstown Lakes District Council Proposed District Plan has different noise limits for the Local Shopping Centre zoned properties and the Lower Density Suburban Residential zoned properties, as outlined in Table 4-2.

The District Plan noise standards for residential zoned properties has daytime hours set between 0800 and 2000 hours, with the daytime hours for the Local Shopping Centre zone set at 0800 to 2200 hours. Therefore, there are two hours (between 0600 and 0800 hours) that the highest level of bus movements occurs within the District Plan night-time hours for both the residential and shopping center zoned properties. There is also a 1-hour period during the evening (2000 to 2100 hours) where the highest level of bus movements occurs within the night-time period for residential zoned properties.

Table 6-1 to Table 6-5 below provide the predicted noise levels against the applicable District Plan noise standards.

Table 6-1 Predicted noise levels between 0000 to 0600 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq(15min)})	Criteria (dB L _{Aeq(15min)})	Complies?
1, 1B Gray Street	Local Shopping Centre	42	50	Yes
14 McBride Street		45	50	Yes
16 McBride Street		45	50	Yes
18 McBride Street		45	50	Yes
20 McBride Street		44	50	Yes
15 McBride Street		Lower Density Suburban Residential zone	34	40
22 McBride Street	42		40	No
24 McBride Street	44		40	No
26 McBride Street	44		40	No
28 McBride Street	44		40	No
30 McBride Street	42		40	No
32 McBride Street	44		40	No
50 McBride Street	<30		40	Yes

Table 6-2 Predicted noise levels between 0600 to 0800 hours and 2000 to 2100 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	48	50	Yes
14 McBride Street		52	50	No*
16 McBride Street		52	50	No*
18 McBride Street		47	50	Yes
20 McBride Street		47	50	Yes
15 McBride Street		Lower Density Suburban Residential zone	41	40
22 McBride Street	44		40	No
24 McBride Street	47		40	No
26 McBride Street	47		40	No
28 McBride Street	47		40	No
30 McBride Street	45		40	No
32 McBride Street	47		40	No
50 McBride Street	40		40	Yes

*Complies between 2000 and 2100 hours, as the District Plan daytime hours for Local Shopping Centre zones are until 2200 hours

Table 6-3 Predicted noise levels between 0800 to 2000 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	48	60	Yes
14 McBride Street		52	60	Yes
16 McBride Street		52	60	Yes
18 McBride Street		47	60	Yes
20 McBride Street		47	60	Yes
15 McBride Street		Lower Density Suburban Residential zone	41	50
22 McBride Street	44		50	Yes
24 McBride Street	47		50	Yes
26 McBride Street	47		50	Yes
28 McBride Street	47		50	Yes
30 McBride Street	45		50	Yes
32 McBride Street	47		50	Yes
50 McBride Street	40		50	Yes

Table 6-4 Predicted noise levels between 2100 to 2300 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	46	50	Yes
14 McBride Street		49	50	Yes
16 McBride Street		49	50	Yes
18 McBride Street		45	50	Yes
20 McBride Street		45	50	Yes
15 McBride Street		Lower Density Suburban Residential zone	39	40
22 McBride Street	41		40	No
24 McBride Street	45		40	No
26 McBride Street	45		40	No
28 McBride Street	45		40	No
30 McBride Street	43		40	No
32 McBride Street	45		40	No
50 McBride Street	36		40	Yes

Table 6-5 Predicted noise levels between 2300 to 0000 hours

Property	Zoning	Predicted Noise Level (dB L _{Aeq} (15min))	Criteria (dB L _{Aeq} (15min))	Complies?
1, 1B Gray Street	Local Shopping Centre	45	50	Yes
14 McBride Street		48	50	Yes
16 McBride Street		48	50	Yes
18 McBride Street		44	50	No
20 McBride Street		44	50	No
15 McBride Street		Lower Density Suburban Residential zone	37	40
22 McBride Street	42		40	No
24 McBride Street	44		40	No
26 McBride Street	44		40	No
28 McBride Street	44		40	No
30 McBride Street	43		40	No
32 McBride Street	45		40	No
50 McBride Street	33		40	Yes



SH6 Frankton Transport Statement

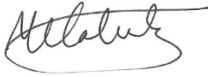


NZ Upgrade Programme, Queenstown

July 2022

Revision History

Revision No.	Prepared By	Description	Date
A	Matt Gatenby	For Review	21/07/2022

Document Acceptance

Action	Name	Signed	Date
Prepared by	Matt Gatenby Principal Engineer Transportation		21/07/2022
Reviewed by	Shane Roberts Technical Principal - Planning		21/07/2022
Approved by	Reece Gibson NZUP Design Package Manager		21/07/2022

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EXECUTIVE SUMMARY

The NZ Upgrade Programme – Queenstown Package Frankton Project (“**Project**”) is described in detail in the Application. Briefly, the Project involves the improvement of the existing SH6 corridor between Hardware Lane (on the eastern edge) to Yewlett Crescent (on the west edge) and Ross Street (on the south edge). The extent of the improvement works as regards the Notice of Requirements is shown in Figure 1-1 below.



Figure 1-1: Scope of NZUP works in Frankton

The purpose of the report is to identify and assess the potential transport effects associated with the proposed Project.

Effects on Public Transport

It is anticipated that there will be positive effects on public transport operations. The combination of extensive section of bus lanes, the upgrade of facilities at existing stops, the provision of new stops to increase the available catchment, and the provision of improved walking access to the stops across the corridor will help to encourage an increase in the public transport mode share across both to, from and through the corridor (and across the wider Whakatipu Basin). In addition, the provision of bus lanes, and a better means to control the network through the implementation of several signalised intersections, will help to improve bus travel time reliability.

The enhancement of Frankton bus hub will also provide greater capacity for ORC (Orbus) services, as well as providing more stops for Regional and Private coaches, and spaces for pick-up-drop-off

activity off the highway. The hub will also provide improved facilities for transfer between active modes and public transport.

Effects on Walking and Cycling

It is anticipated that there will be a positive impact on walk and cycle movements. New facilities will be provided both linearly along the corridor to fill in gaps in the connectivity of adjacent existing footways and cycle trails, which is particularly important for movements along the north side of SH6 Frankton-Ladies Mile Highway associated with future development, and also on the south side (between SH6/SH6A and Joe O'Connell Drive) to serve existing desire lines.

In addition, the provision of new signalised crossing facilities at the following locations will improve safety for pedestrians and cyclists crossing both SH6, and the numerous side roads:

- SH6/Hardware Lane
- SH6/Hawthorne Drive
- SH6/Grant Road
- SH6/Hansen Road (re-aligned)
- SH6/Joe O'Connell Drive
- SH6/SH6A
- SH6/McBride Street
- SH6/Gray Street/Frankton bus hub (north)
- SH6/Frankton bus hub (south)

Effects on Safety

The Project is anticipated to enhance road safety for all road users. As well as the safer crossings at the intersections listed above, the introduction of signalised intersections will require the reduction of the SH6 corridor speed limit to 50kph and 60kph sections, which will reduce the severity of crashes, particularly for pedestrians and cyclists. The signalisation of existing priority-controlled intersections will also reduce the likelihood of intersection type crashes.

Traffic Network Effects

The operation of this part of the road network is predicted to be at capacity by 2028, irrespective of the Project, due to considerable network constraints at Shotover Bridge, Kawarau Falls Bridge and SH6A Frankton Road. This demonstrates the importance of maximising PT mode share, as well as encouraging a higher active travel trip proportion. Adding additional road capacity, for example at the critical SH6/SH6A and SH6/Hawthorne Drive intersections, does not provide a long-term solution, as widening would be required across the whole of Frankton Flats (to be compatible with any capacity uplift at SH6/SH6A), including additional and/or duplication of bridges.

Consequently, the Project provides the means to maximise the uptake of alternative modes (to the private car), whilst improving road safety across the corridor, and the means to better control and manage the wider transport system.

Effects on Parking

No parking is currently permitted on the SH6 corridor to maintain efficiency, and this will be maintained under the Project. Due to the changes in layout at the main SH6/SH6A intersection and enhanced Frankton bus hub, the total car park spaces are likely to be marginally reduced in the area around the Frankton Shops, albeit there may be scope to reduce this decrease as part of the detailed design process. However, the safety of access to and from, and layout of the spaces will be improved. There is also the opportunity to provide additional spaces in front of Frankton Cemetery, albeit this area could be used as a new Weigh Pit location.

Effects on Access

Access to and from SH6 is generally maintained for most side roads and properties, with road safety improvements for turns on and off SH6 (and SH6A) due to the introduction of signal control. At two main locations, access is altered:

- Hansen Road – the existing Hansen Road is proposed to be re-aligned at the southern end to form a new signalised intersection with SH6, around 150m to the east of the existing Joe O'Connell Drive intersection. This is to provide improved access to the north side of SH6 for future development and simplify the SH6/Joe O'Connell Drive intersection
- Frankton Shops – access to and from Gray Street is restricted, compared to the existing priority-controlled intersection with SH6:
 - Access to the Frankton Shops anti-clockwise loop is only available from Gray Street (eastbound) and SH6 Kawarau Road (northbound), or via the SH6A/McBride Street intersection (existing movements retained)
 - Egress from Gray Street to SH6 is only available for the left turn (towards SH6A or SH6 Frankton-Ladies Mile Highway). Egress from Frankton Shops towards Lucas Place would need to be routed via McBride Street
 - Gray Street, between McBride Street and SH6 Kawarau Road, is proposed to be eastbound only

All the above restrictions around Frankton Shops are in order to simplify signal operations at the SH6/SH6A and SH6/Gray Street/Frankton bus hub (north) intersections, to provide a shared user path as part of the Whakatipu Active Travel Network on the south kerb of Gray Street, and to improve urban design elements and pedestrian flows between Frankton Shops and Frankton bus hub. Although access is more limited than the existing situation, road safety for all movements to, from and around the Frankton Shops are improved for all modes.

1 INTRODUCTION

1.1 Project Description

The NZ Upgrade Programme – Queenstown Package Frankton Project (“**Project**”) is described in detail in the Application. Briefly, the Project involves the improvement of the existing SH6 corridor between Hardware Lane (on the eastern edge) to Yewlett Crescent (on the west edge) and Ross Street (on the south edge). The extent of the improvement works is shown in Figure 1-1 below.



Figure 1-1: Scope of NZUP works in Frankton

The Project will provide an enhanced corridor that will improve access to the Frankton area, both to and from the existing business, retail and residential development on the south side of SH6 Frankton-Ladies Mile Highway, but also to proposed business mixed use development on the north side of SH6. The Project will provide integrated transport interventions for public transport services and active travel.

1.2 Project Implementation

The implementation of the project will involve the following principal interventions:

- Public transport priority lanes implemented between SH6/Hardware Lane and SH6/SH6A in both directions (with breaks to allow general traffic turns)
- Conversion from existing roundabout to a signalised intersection at SH6/Hawthorne Drive

- Conversion from existing roundabout to a signalised intersection at SH6/Grant Road
- New signal T-intersection at SH6/Hansen Road Access Link
- Conversion from existing priority intersection to a signalised T-intersection at SH6/Joe O'Connell Drive
- Conversion from existing roundabout to a signalised intersection at SH6/SH6A
- Conversion from existing priority intersection to a signalised intersection at SH6A/McBride Street
- Conversion from existing priority intersection to a signalised intersection at SH6/Gray Street/Frankton bus hub (northern end)
- Expansion of the existing Frankton bus hub
- New signal intersection at SH6/Frankton bus hub (southern end)

1.3 Other Projects

This Project is only part of the full NZ Upgrade Programme – Queenstown Package. Additional elements include:

- Inbound bus lane and conversion of SH6/Howards Drive to roundabout layout on the eastern side of Shotover Bridge
- Public transport interventions and active mode improvement on SH6 Kawarau Road between Ross Street and Kawarau Falls Bridge
- Public transport interventions, active mode improvements and road safety and access improvements on SH6A Frankton Road

Additionally, the Queenstown Arterial project (Stage 1) is currently under construction, to provide a new arterial road that delivers an alternative urban route around Queenstown's commercial area.

All the projects above were developed as part of the Queenstown Integrated Transport Business Case project.

1.4 Purpose

The purpose of this report is to identify and assess potential transport effects associated with the proposed Project, as related to the Alteration to Designation process, and outline measures to remedy or mitigate any potential adverse effects.

The report will cover the following:

- Section 2: Existing Transport Environment - Outlines the existing network in regards to issues with traffic flow, safety, active modes and public transport.
- Section 3: Options to address the problem
- Section 4: Overview of the Proposed Solution
- Section 5: Effects on Transport Environment – Provides an overview on the impact of the Project on transport movements

- Section 6: Walking and Cycling – Provides an assessment of the effects of the Project for walking and cycling.
- Section 7: Effects on Public Transport – Provides an assessment of the effects of the Project on Public Transport
- Section 8: Effects on Parking and Access at Frankton Shops – Provides an assessment of the effects on access and parking provision in the area around the SH6/SH6A intersection
- Section 9: Construction Effects – A brief outline of the impact during implementation
- Section 10: Conclusion

2 EXISTING TRANSPORT ENVIRONMENT

2.1 Strategic Context

The well-publicised tourism boom in Queenstown has led to substantial and sustained growth in both the number of visitors and the resident population. While tourism has proved an economic boon to some areas of the community, it has also created a myriad of social and environmental issues.

Although growth has recently slowed, as a result of COVID-19 pandemic travel restrictions and the associated economic downturn, it is highly likely Queenstown will quickly recover. Indeed, recent (April and May 2022) data from permanent traffic monitoring sites on SH6 have shown that both peak hour and daily volumes are now in line with 2018 (pre-COVID) volumes – this includes a significantly lower visitor population, and demonstrates that the resident population has continued to grow through this period, essentially replacing tourist trips. Consequently, the hiatus has most likely only offered a short break before congestion and emission levels continue to rise above pre-pandemic levels – but at least does offer an opportunity to progress transport improvements so that Queenstown is better positioned for the future.

A history of car-oriented development and dispersed land use has led to a lack of travel options for residents and visitors, while the ability to provide additional capacity, cost-effectively, is restricted by the area's challenging terrain, high property values and competing demands for land. As a result, the existing transport network is beginning to show signs of strain, unable to maintain an adequate level of service for the unprecedented number of users, which is negatively impacting the liveability of the town for residents and degrading the visitor experience.

While the Queenstown roading network has limited ability to accommodate future growth, land use and tourism changes mean that peak hour demand to travel between Frankton and Queenstown is predicted to more than double by 2048. In fact, the increase in demand is expected to be so large that conventional transport models often freeze up and present infinite travel times when trying to model this demand. In this situation, the only way to address issues sustainably is through mode shift, travel demand management, trip retiming, trip suppression or trip chaining (in the order of 40% of trips by non-car modes by 2028, rising to 60% by 2048).

Figure 2-1 shows the key challenges facing transport in the area, as a function of the complicated broader context.

Uncertain growth	Challenging construction terrain, Outstanding Natural Landscape	Increasing demand and conflict between modes	Land use, transport system interaction	Large visitor numbers, low ratepayer base	Constrained funding environment, NLTF uncertainty

Figure 2-1: Key Challenges

The Queenstown Integrated Transport Programme Business Case (2017), endorsed by Waka Kotahi, ORC and QLDC, is the overarching strategic transport document that recommended a programme of investments for the overall Queenstown network.

The subsequent Queenstown Integrated Transport Business Case originally comprised the Frankton to Queenstown Single Stage Business Case (F2Q SSBC) and the Queenstown Town Centre Detailed Business Case (QTC DBC), with the objective of developing investment cases for each geographic area. Through the course of this project, it was recognised that a connected network-wide response would be required to avoid misalignment between packages and to maximise benefits. The geographic extents of the project were therefore expanded to include Frankton and Ladies Mile, as shown in Figure 2-2, building on a previous business case for the section of Frankton around the SH6/SH6A intersection, the SH6 Grant Road to Kawarau Falls Bridge SSBC.



Figure 2-2: Scope of Wide Business Case

The need to incorporate Frankton (and Ladies Mile) into the project study area was identified during optioneering and transport modelling for SH6A. It was determined that the level of service along the corridor, for public transport in particular, is highly dependent on the amount of traffic able to move in to and out of Frankton. The original scope, restricted to the SH6/ SH6A intersection, was at risk of resulting in an incomplete programme of interventions that did not address knock-on impacts elsewhere in the network. Consequently, the expansion of the Business Case scope enabled the integration of the proposed solutions for Frankton to Queenstown and Queenstown Town Centre, with work done previously for the SH6 Grant Road to Kawarau Falls (GR2KF) SSBC. Weaving the projects together was dependent on the compatibility of strategic cases, both of which identify rapid growth and car dependency as the key causes of transport problems in the area. As a result, options developed for the GR2KF SSBC were easily absorbed by the project, with some changes to accommodate the updated approach.

2.2 Existing Transport Issues

At present, there are a number of transport issues in terms of the existing operation of the of the SH6 corridor in Frankton.

2.2.1 Public Transport

The lack of public transport priority lanes leads to poor reliability and significant variability of PT travel times. As an example, Figure 2-3 shows how travel times along SH6A Frankton Road vary in the eastbound direction. Areas in grey refer to the 50th to 90th percentile range, whilst the orange area refers to the 10th-50th percentile range. The 50th percentile is where the grey and orange areas meet.

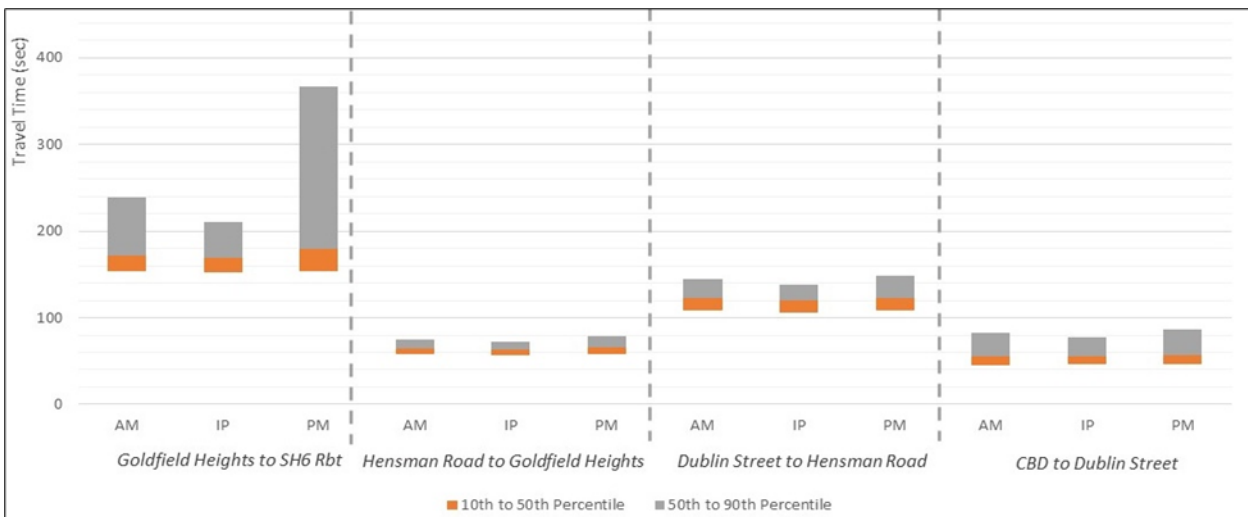


Figure 2-3: Daily Travel Time Reliability - Eastbound on SH6A (Source: Bliptrack)

The data highlights the variability in bus travel times through the day and in individual peak periods. Travel times are particularly unreliable at the SH6/SH6A intersection. The evening peak tends to produce unreliable travel times due to the combined activity peaks of commuters and tourists, particularly skiers in winter, while the ‘traditional’ interpeak is also unreliable due to tourism activity.

In addition, there is a lack of public transport stops, and the standard of facilities at existing stops is limited. On SH6 Frankton-Ladies Mile Highway, there are currently no stops on the State Highway

between the Frankton bus hub and Hardware Lane, a distance of around 1.75km, despite their being considerable land use development on the south side of SH6 throughout this section – the typical recommended bus stop spacing in an urban environment is 400m (and the ORC Regional Public Transport Plan sets a target spacing on between 200m and 500m). This leads to inconvenient additional walk trips for users, which are accentuated by the lack of crossing facilities on both SH6 itself and the various side roads.

The existing Frankton bus hub has periods of over-capacity operation, with ORC public transport services, private coaches and other private cars using the facility – and therefore there is limited scope of the existing facility to accommodate a growth in operations.

It should be noted that ORC has just commissioned a PT Services Detailed Business Case, to build on the Indicative Business Case developed as part of the Queenstown Integrated Transport Business Case, and further develop the PT requirements in both the short and long term.

2.2.2 Walking and Cycling

Although a shared trail is provided along a section of the south side of SH6 Frankton-Ladies Mile Highway, there are missing links in the wider network (such as between Joe O'Connell Drive and SH6/SH6A). No safe crossing points are provided, except for median refuges at the existing roundabouts, which leads to dangerous crossing behaviour. The high traffic volumes on SH6 also discourage cyclists from using the highway itself due to a lack of separation between vehicles and cycles.

In the wider context, the existing off-road facilities are relatively piece-meal, with a lack of connections to adjoining or adjacent facilities – typically due a lack of existing safe crossing points in the network.

2.2.3 Road Safety

The primary causes for the safety issues facing the area are limited access to cycle and walking facilities, increasing conflicted demands in developed areas, high traffic volumes increasing the level of driver risk taking and inadequate pedestrian facilities.

As part of a crash analysis undertaken within the Queenstown Integrated Transport Business Case, there was a high concentration of rear-end type crashes on the approaches to the SH6/SH6A roundabout. Other key issues raised by the community (through engagement undertaken with the Queenstown Integrated Transport Business Case) indicate that perceived risk is a big factor – generally related to difficulties in egressing side roads safely along SH6, and the lack of, or poor quality, of walking and cycling facilities.

2.2.4 Network Operation

In the peak periods, particularly the PM peak, traffic congestion can be significant. Queues in the 17:00-18:00 period can build back from the eastbound lane across Shotover Bridge (or rather the eastbound merge in the vicinity of the Hardware Lane intersection) which block back into Hawthorne Drive and on SH6 itself. Queues can also develop on the westbound lane of SH6A towards Queenstown, due to the merge around the Yewlett Crescent intersection – this frequently blocks back queues into the SH6/SH6A intersection. See Figure 2-4 for typical conditions as reported by Google Traffic.

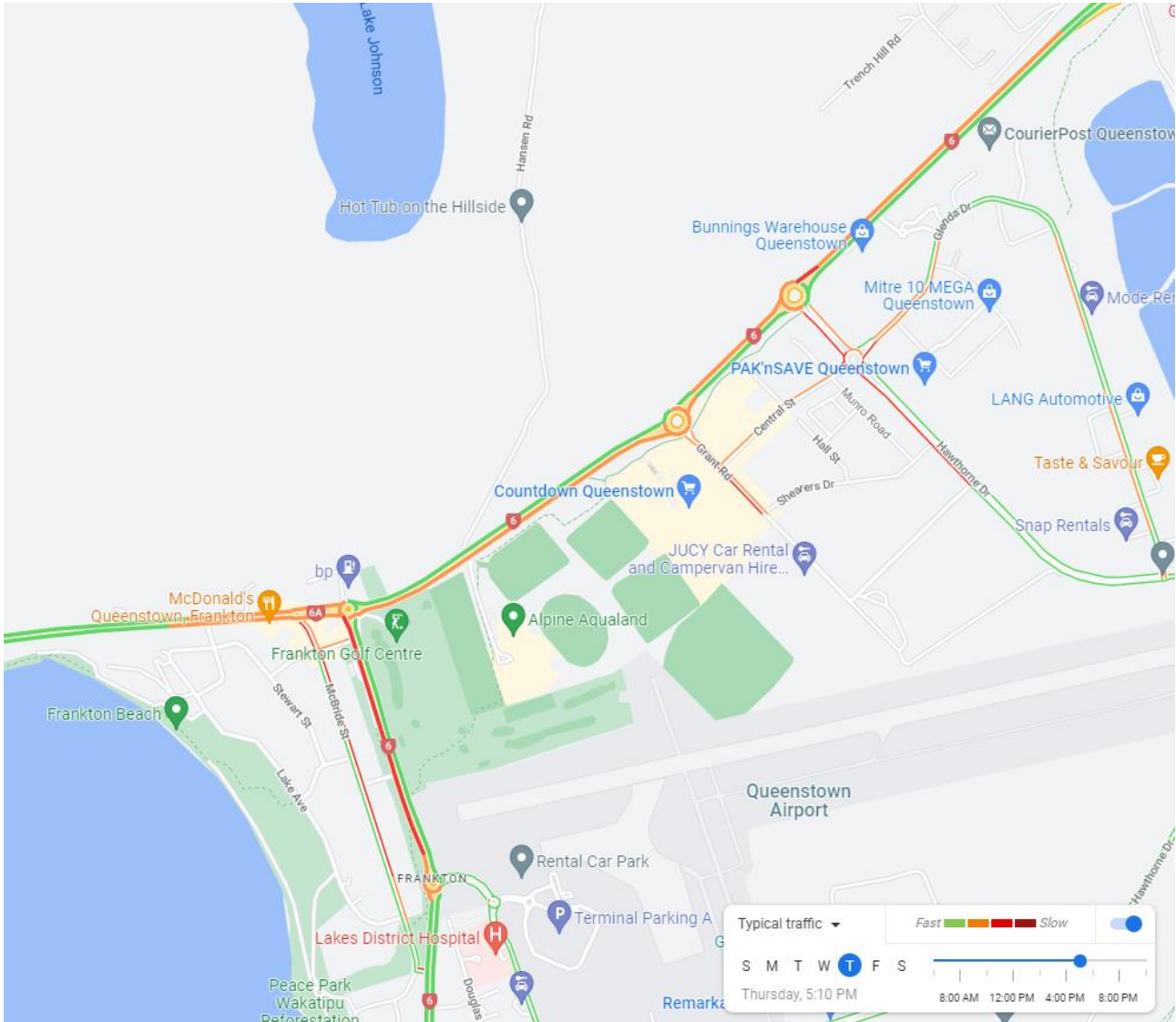


Figure 2-4: Typical PM Peak Network Performance (source: Google Maps, accessed 11 July 2022)

In the AM peak period, network operation is not as congested as the PM peak, but the westbound capacity of the Shotover Bridge plays a key role in this – queues are experienced on the Ladies Mile side of the bridge.

Problems are accentuated by the lack of network control – due to the uncontrolled operation of the network (either roundabouts or priority-controlled intersections), there is not ability of network operators to control the flow of traffic within the network.

2.3 Future Growth

The recent increase in development in Frankton is closely linked to the value uplift in the town centre. Big box retail has thrived in Frankton in recent years, with over 80 businesses opening at the Queenstown Central and Five Mile retail centres.

Free and largely unrestricted parking drives increased car dependency across Frankton. This is exacerbated by dispersed land uses with poor connections due to severance caused by the airport. This severance makes it not only difficult to walk or cycle, but also difficult to serve the area effectively (and attractively) with public transport.

The Frankton Masterplan (2019) was commissioned to present an integrated programme of land use, environmental, amenity, cultural and transport projects designed to ensure that Frankton can continue to provide its function as a transport network, while enhancing the visitor experience and residents' quality of life. The masterplan also promotes converting the Frankton-Ladies Mile Highway to a 'high amenity urban arterial'. Given the current function of the road as a regionally important State Highway carrying up to 30,000 vehicles per day, this is likely to create conflicts between movement and place that will need to be carefully managed through design.

Figure 2-5 shows an outline of the Masterplan. Of particular note to the SH6 Frankton-Ladies Mile Highway corridor, is the business mixed use and high density land use projected for the north side of SH6. This portion of land requires safe access to SH6, and a key component of NZUP was to incorporate designs to improve access into this area.

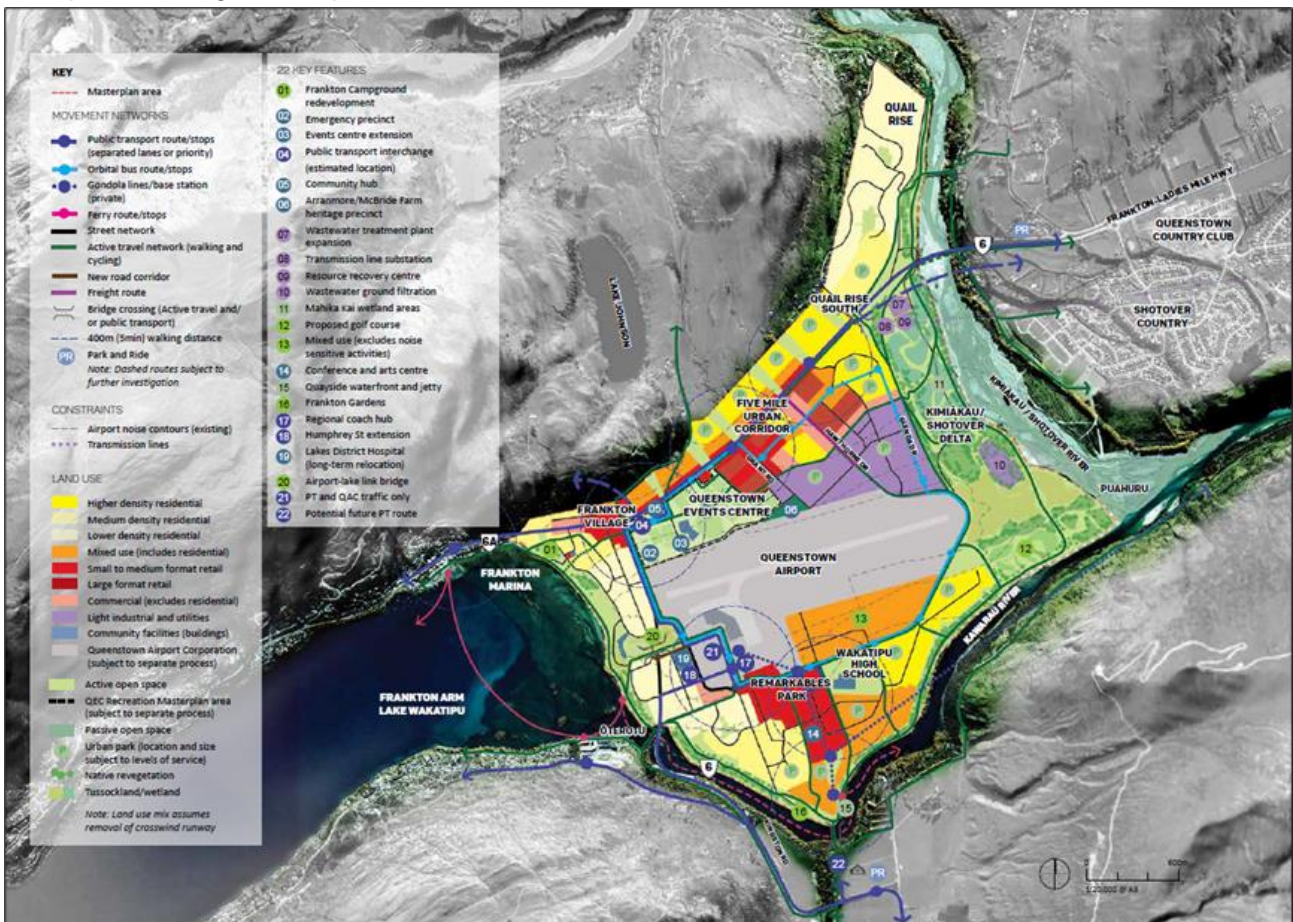


Figure 2-5: Frankton Masterplan

The 'Ladies Mile' corridor also has well publicised traffic issues during the morning peak, with queues extending up to 2km from the Stalker Road roundabout. The large residential subdivisions of Lake Hayes Estate and Shotover Country are poorly served by public transport due to their circuitous layouts, restricting the potential catchment for public transport. This, in combination with free unrestricted parking in Frankton, leads to high mode share for car, in spite of long queues over the Shotover Bridge.

Land along the Ladies Mile corridor has long been touted as a suitable area for development due to its flat, sunny, low natural hazard risk and proximity to commercial areas in Frankton. However,

in April 2019 councillors declined three applications to develop housing there, citing community concerns around congestion and visual impacts on the gateway into Queenstown.

A Council-led master planning exercise has just been completed (and accepted at 30 June 2022 Council meeting¹) to establish a more integrated outcome for the area, so as to support the enhancement of public transport and active travel provision. Figure 2-6 shows the general layout of the Structure Plan. The Plan provisions for between 2,013 and 2,438 residential units, as well as supporting elements such as schools.

Te Pūtahi Ladies Mile Structure Plan - General

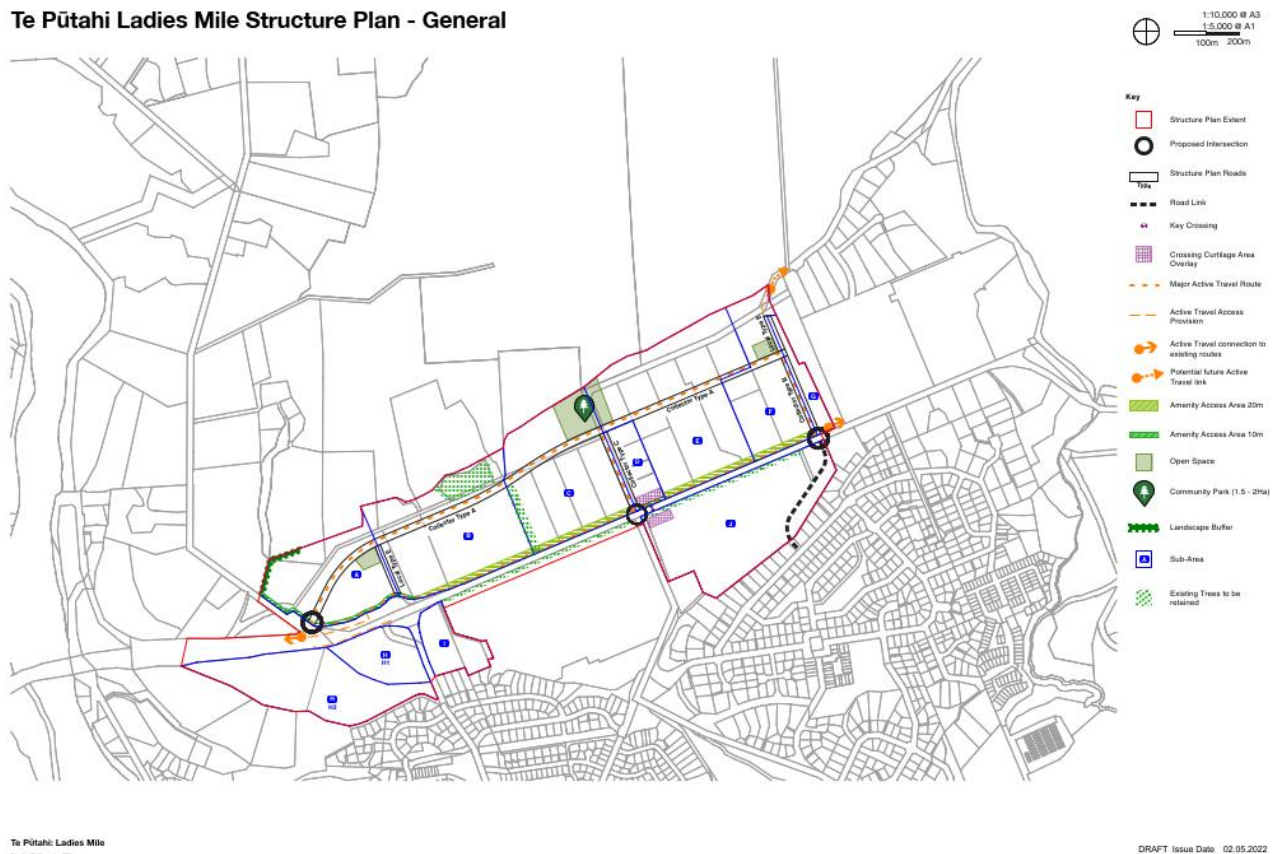


Figure 2-6: Ladies Mile Masterplan

Whether the masterplan is adopted or not (and residential development is consented in a more ad hoc basis), additional traffic will be generated across the Shotover Bridge, and use the section of SH6 through Frankton.

In similar fashion to the Ladies Mile corridor, the southern corridor is being developed for housing due to its flat land and convenient access to SH6. Access to the south was vastly improved with the completion of the two-lane Kawarau Falls Bridge in 2018, albeit movements between the south and Remarkables Park are indirect via Humphrey Street and other residential streets.

¹ <https://www.odt.co.nz/regions/queenstown/ladies-mile-master-plan-approved-unanimously>

As of 2018, Jacks Point was the only residential area to the south with 280 households. By 2048, there are anticipated to be further developments at Hanley’s Farm and Homestead Bay², plus an approved Special Housing Area at Coneburn³, constituting 2,370 dwellings in total⁴ (Figure 2-7) in addition to Coneburn Industrial on the east side of SH6.

Note that these are baseline projections while Grow Well/Whaiora (the Spatial Plan for the Queenstown Lakes area) has aspirations for up to 10,000 dwellings in the Southern Growth Area.

Much like Ladies Mile, traffic generated in this area will most likely head to and from Frankton and Queenstown, and add to the pressure on SH6.

Several land development projects are also planned within the Queenstown Town Centre, including (but not limited to) Lakeview and the Wakatipu High School site.

In summary, local population growth is expected to continue, with Frankton’s rise as the commercial hub likely to accelerate, to serve (predominantly) residential growth to the east (Ladies Mile) and the south (Southern Corridor). Although seriously affected by COVID-19, tourist/visitors numbers are expected to bounce back to pre-COVID levels – Figure 2-8 shows the pre-COVID passenger projections for Queenstown Airport, which paints a picture of significant growth expectations, albeit requiring a significant change to noise boundaries. Queenstown Airport Corporation has indicated that pre-COVID flight numbers are expected to be exceeded by 2025⁵.

As a result, SH6 in Frankton will come under considerable pressure to accommodate a significantly higher level of transport movements in the near future.

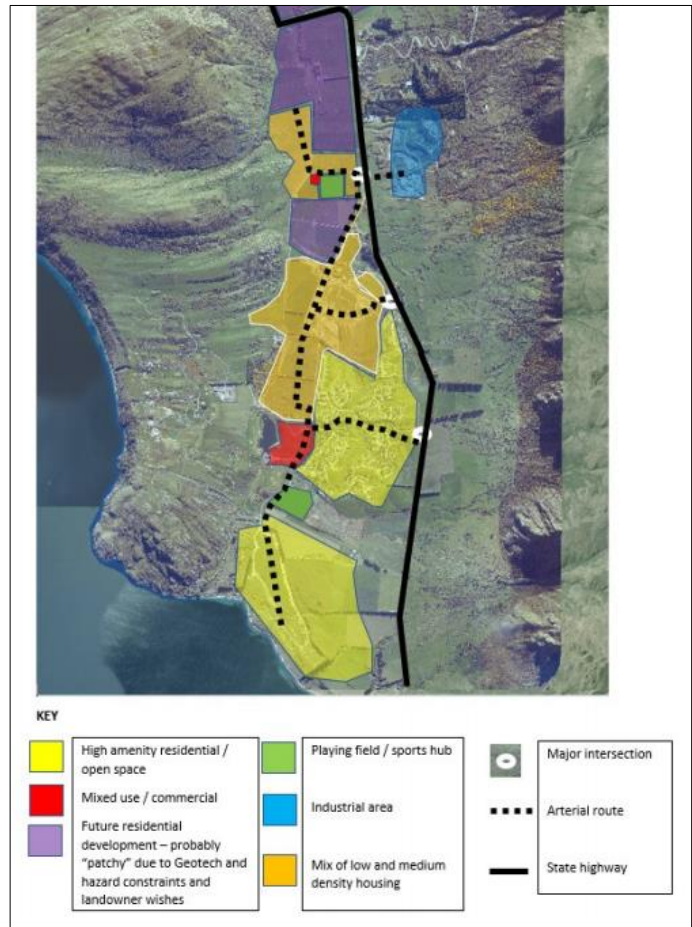


Figure 2-7: Coneburn Valley Development (Source: Expression of Interest for a Special Housing Area, February 2019)

² Homestead Bay Masterplan (2018)

³ Coneburn Special Housing Area Resource Consent Approval (2020)

⁴ Queenstown Lakes District Population Projections (December 2018) *Updated in September 2020 to include COVID-19 impacts and Spatial Plan outcomes

⁵ <https://www.stuff.co.nz/business/industries/129127337/queenstown-airports-plans-to-exceed-precovid-flight-numbers-by-2025>

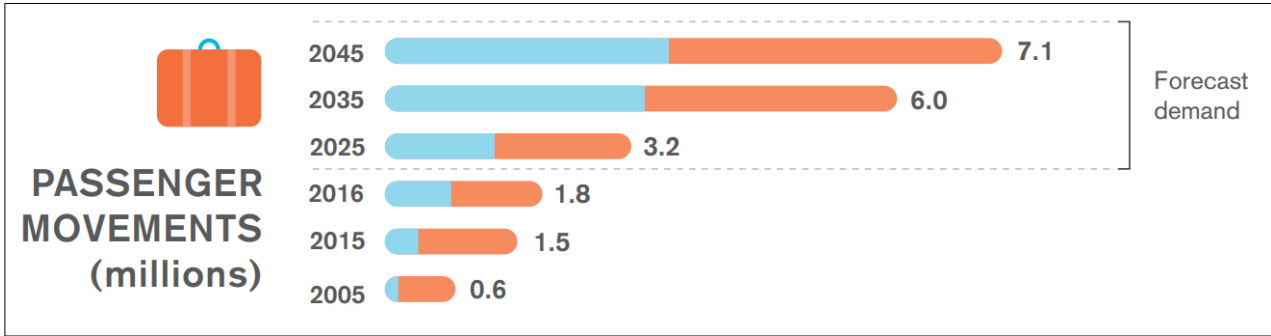


Figure 2-8 Queenstown Airport Forecast Passenger Movements (Source: Queenstown Airport Masterplan (2017))

3 OPTIONS TO ADDRESS THE PROBLEM

Due to the level of both residential and visitor growth predicted (as per the previous section), traffic modelling undertaken showed that, without a significant level of mode shift (to public transport and active modes) and behavioural shift (peak spreading, home working etc), the section of SH6 through Frankton would not be able to accommodate the “Business-As-Usual” dependence on private car trips.

Consequently, infrastructure options for the corridor, concentrated on maximising and integrating the following intervention types:

- Bus Priority – introduction of bus lanes where feasible, with additional and higher-quality stop facilities
- Active Modes – improved facilities and linkages between existing and new routes
- Intersection Improvements – change in intersection form to improve road safety and access, and to enable better operational management of the network

3.1 Supporting Public Transport

3.1.1 Public Transport Priority Lanes

Through traffic modelling, it was identified that in order to protect the operation of buses through Frankton, a system of controls would have to be implemented throughout the network to limit the flow of general traffic onto the highway. The concept proposed, and how it supports the operation of public transport on SH6A is shown schematically in Figure 3-1.

The potential to free up capacity through key parts of the highway network by better utilising Hawthorne Drive was investigated but determined to be counterproductive. This was primarily due to misalignment with the road hierarchy (diverting high volumes of traffic from a highway onto local road network) and reallocation of signal green time away from the highway to local roads, which would counteract the reduction in volumes on the highway.

Modelling indicated that queueing is expected throughout Frankton in the future, regardless of the final form of intersections and despite substantial expected mode shift to public transport, due to continued growth and reduction in general traffic capacity on SH6A. To ensure protection for public transport, bus lanes are proposed on SH6 in both directions from east of the Hawthorne Drive intersection to south of the Lucas Place intersection.

3.1.2 Public Transport Stops

Since the introduction of the Regional Council subsidised \$2 bus service in 2017, substantial development has occurred in Frankton. As a result, key destinations such as the Five Mile and Queenstown Central shopping centres are inadequately served by bus stops. In anticipation of continued development, particularly on newly zoned Mixed Use and High Density Residential land on the northern side of the Frankton Ladies Mile highway, a series of new bus stops are proposed.

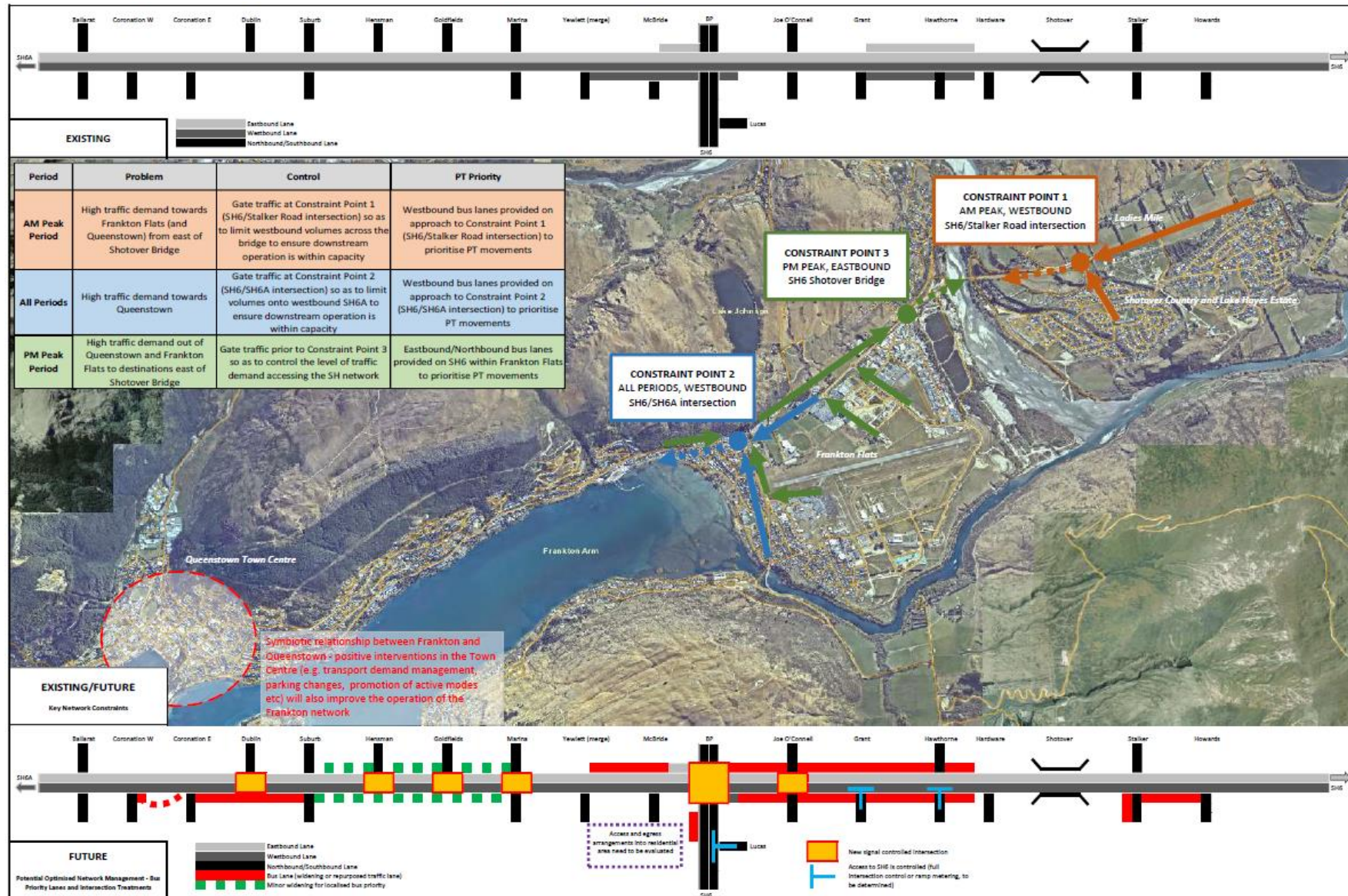


Figure 3-1: SH6 Network Control

Rather than adopting a standard spacing, it was determined that stops should be aligned with access to significant land use and proximity to safe crossing points, particularly adjacent to Joe O'Connell Drive (Queenstown Events Centre), Grant Road and Hawthorne Drive.

A major element of improvement of public transport services is the need to upgrade the existing Frankton bus hub. Several options were identified for this improvement, from enhancing the existing space, through to providing a new stand-alone facility on the east side of Kawarau Road (within the existing golf course), which could serve a potential mass-transit system (gondola).

The preferred option was established as an enhancement and expansion of the existing facility, to provide a larger space between Gray Street and Ross Street on the west side of Kawarau Road. The new Frankton bus hub should be able to accommodate increased ORC public transport service movements up to and beyond 2028 (with the flexibility to incorporate a change of service vehicle at later years), plus additional dedicated spaces for private coaches, pick-up-drop-off movements ("kiss and ride") and taxis, as well as space for infrastructure for active modes (bike parking/charging) to encourage mode transfer. However, the Queenstown Integrated Transport Business Case and Frankton Masterplan both envisaged that further expansion of the hub would be needed in the longer term to the east side of SH6 Kawarau Road, likely incorporating a mass-transit system.

3.2 Active Modes

The active mode network throughout Frankton is currently disjointed, with the airport presenting a significant barrier to linking major destinations. Optioneering was broadly aligned with the Wakatipu

Active Travel SSBC, with additional detailed assessment in key areas. An overview of potential active travel routes is shown in Figure 3-2.

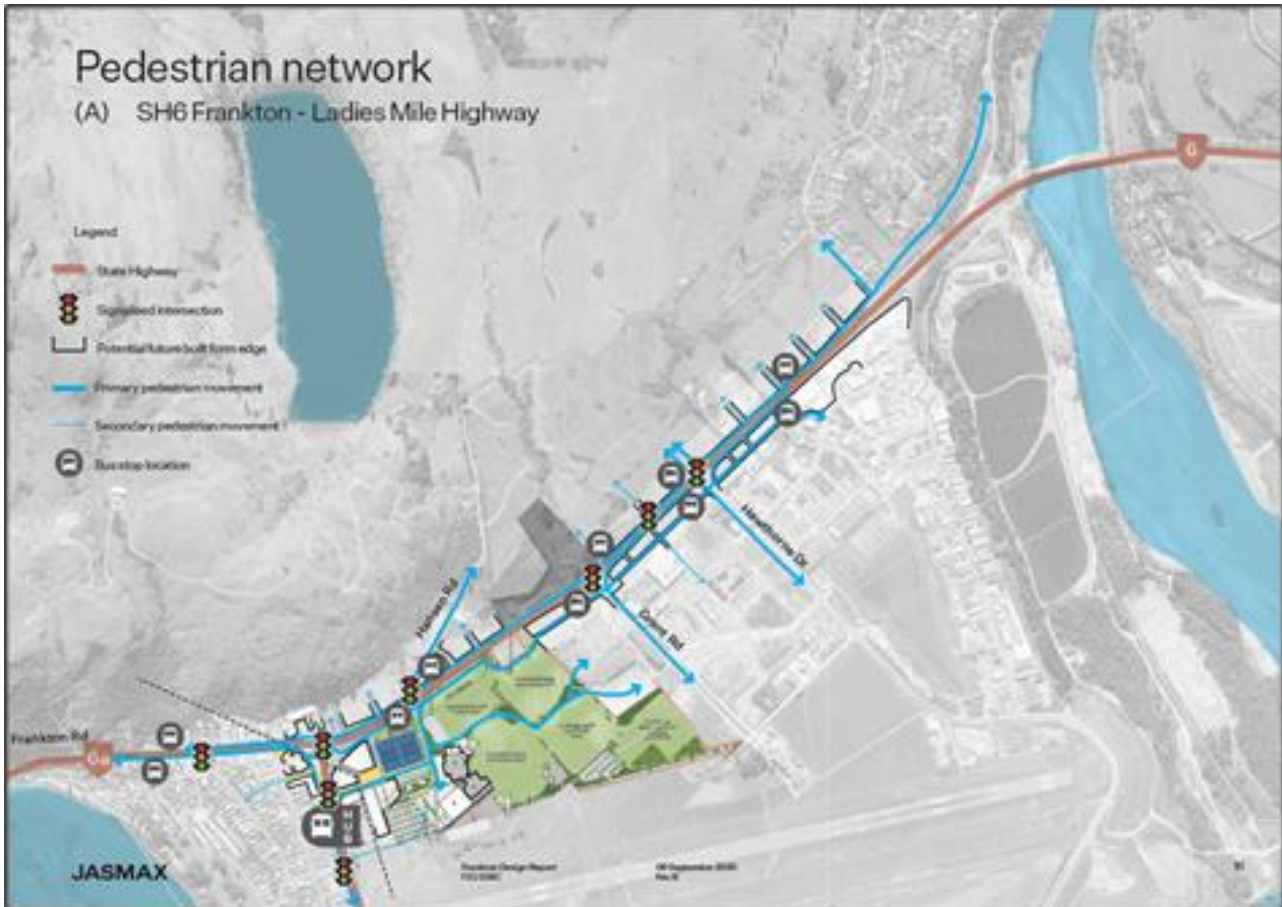


Figure 3-2: Proposed Active Travel Connections in Frankton

Active mode facilities were concentrated on improving facilities along SH6, and providing linkages to other routes (such as to Frankton Track via Gray Street, and Old Shotover Bridge via Jim's Way).

Due to the urbanisation of the SH6 corridor, particularly between Hardware Lane and SH6/SH6A, proposed crossing facilities across SH6 were aligned with existing and future land-use, and concentrated on the locations of existing and future signalised intersections:

- Frankton bus hub North/Gray Street
- Frankton bus hub South
- SH6A at McBride Street
- SH6/SH6A
- Joe O'Connell Drive
- Hansen Road
- Grant Road
- Hawthorne Drive
- Hardware Lane

3.3 Intersection Improvements

Key to establishing a better level of operation on the SH6 corridor, is:

- The provision of additional road space to provide dedicated lanes for public transport services
- Improvement of access and egress into side roads to facilitate development
- Improved control of the network to better manage the operation of the corridor
- Provision of safe crossings for active modes across, and for parallel movements along, SH6

As a result, most options that were identified through the business cases focussed on widening of the corridor where possible to provide public transport priority lanes, rather than widening for additional general traffic lanes. The latter would only improve conditions locally – as shown in Figure 3-1, other constraints on the network such as Shotover Bridge, SH6A and Kawarau Falls Bridge mean that widening in Frankton would encourage the continued use of private car trips but with the same congestion points present, effectively just providing additional stacking areas for queues.

At intersections, most options focused on converting existing intersection to signal control – either conventional signal intersection, or signalised roundabouts – which then provide the opportunity to incorporate safe crossing points for active modes.

The following Chapter sets out more detail on the operational characteristics of the proposed preferred option.

4 PROPOSED SOLUTION

The following sections describe in more detail the layout of the preferred solution, which the subsequent Chapter setting out the effects of this option.

4.1 Network Changes – Speed

The existing speed environment on SH6 is:

- 80km/h, Hardware Lane to west of Joe O’Connell Drive on SH6 Frankton-Ladies Mile Highway
- 70km/h, South of existing Frankton bus hub on SH6 Kawarau Drive
- 50km/h, approaches to the SH6/SH6A intersection

Due to the urbanisation of the corridor, it is proposed to reduce the posted speed limit to either 50km/h or 60km/h on SH6 throughout the area concerned, as determined by future speed reviews.

4.2 SH6/Hardware Lane

Figure 4-1 shows the preferred option for the SH6/Hardware Lane intersection and adjacent highway.

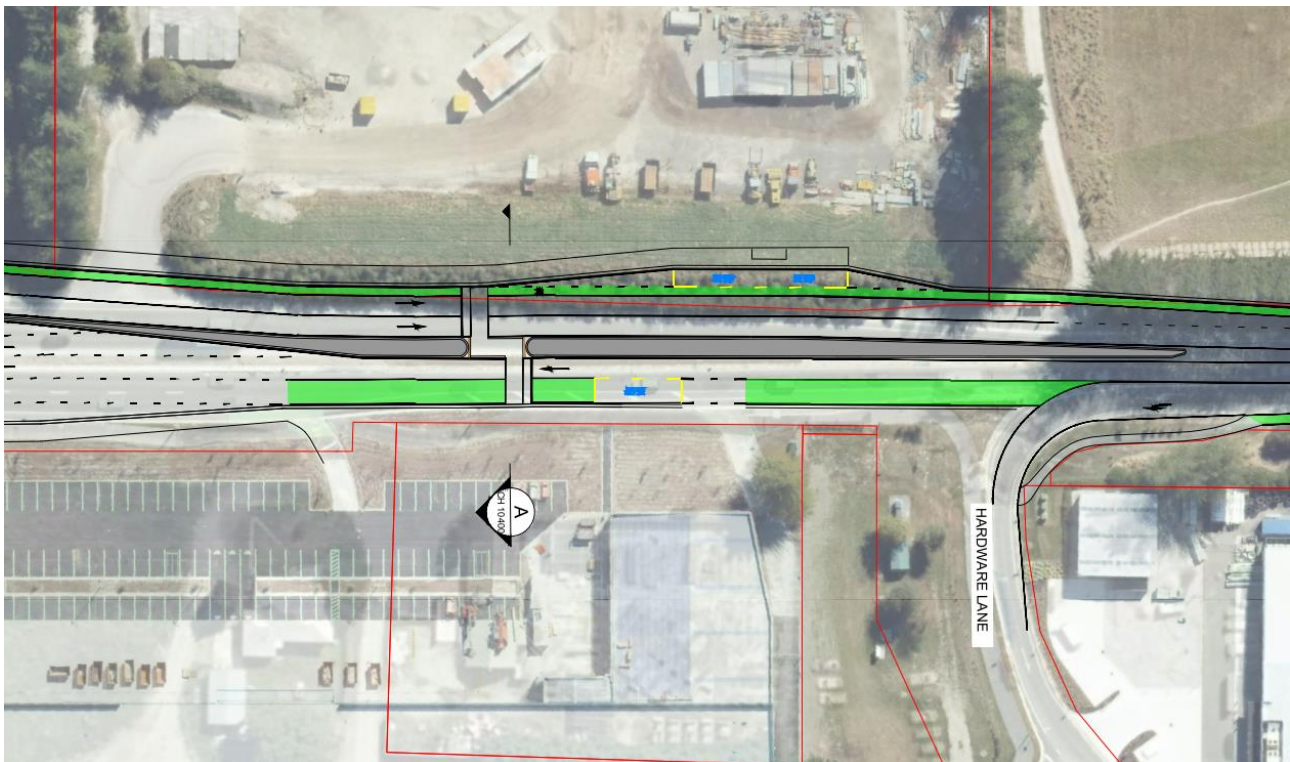


Figure 4-1: SH6/Hardware Lane

Features of the solution are as below:

- Removal of the existing median refuge adjacent to Bunnings, and provision of a new staggered signalised midblock crossing – the existing facility provides little protection for pedestrians crossing to and from the eastbound bus stop in the 80kph speed environment, particularly in the evening peak when queues towards the bridge can form and intermittently

block the crossing. The new crossing provides an improved link to and from the bus stop on the eastbound side of SH6, and links between the Glenda Drive area to the south (earmarked for brownfields development from industrial to residential under the Frankton Masterplan, and zones high density residential to the north (and Quail Rise)

- Extend the existing westbound left turn into Hardware Lane, to form a downstream bus lane into the (existing) bus stop – this provides an efficient access and egress to and from the stop, and a short bypass of any westbound general traffic queues

4.3 SH6/Hawthorne Drive

Figure 4-2 shows the preferred option for the SH6/Hawthorne Drive intersection and adjacent highway.

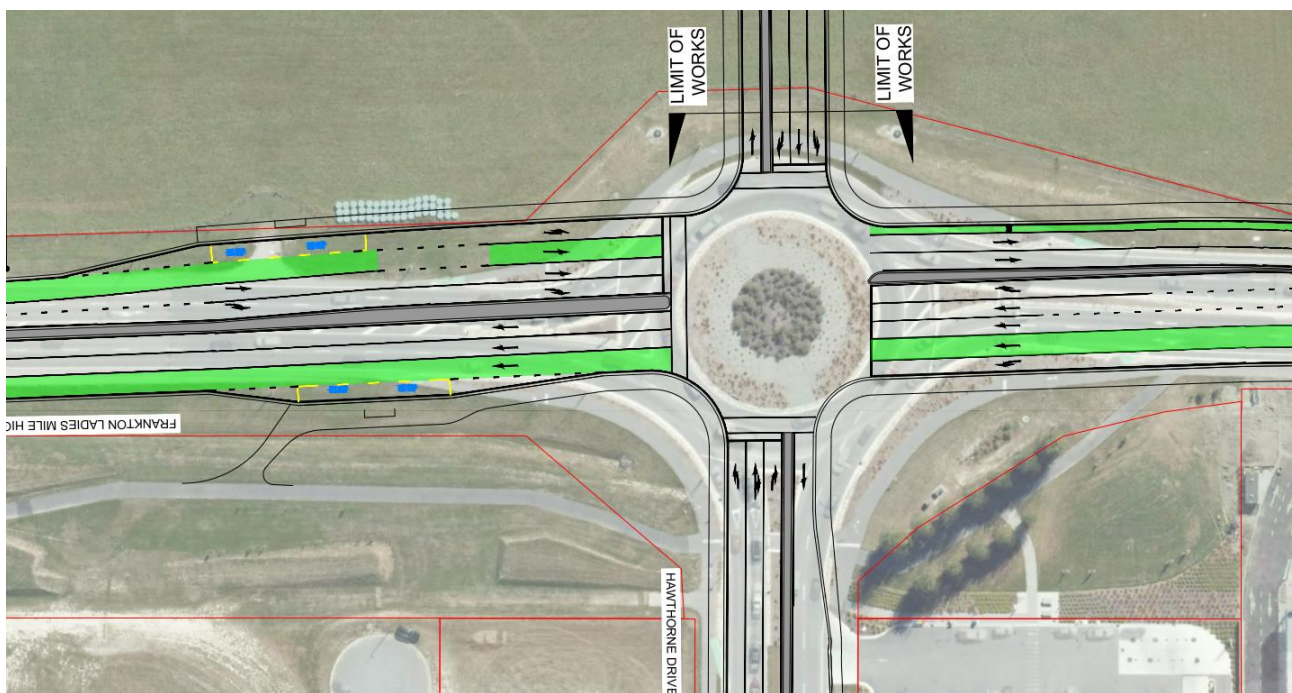


Figure 4-2: SH6/Hawthorne Drive

Features of the solution are as below:

- Conversion of roundabout to 4-arm signalised intersection – a signalised roundabout concept was also investigated, but the addition of significant levels of development traffic on the fourth arm (Ferry Hill Drive) to the north resulted in this option no longer being feasible from an operational context
- Additional fourth arm added (single lane egress, three lane approach) for the extension of Ferry Hill Drive – which provides access to the Quail Rise residential development and business mixed-use and high-density residential development in North Frankton
- Re-allocation of lanes on Hawthorne Drive to a single lane egress and three lane approach – to provide sufficient capacity in the PM peak for traffic to exit Frankton Flats
- Additional approach lanes provided on the SH6 east arm (total of five lanes, including a dedicated bus lane) – to provide sufficient capacity in the AM peak for traffic heading from Shotover Bridge

- Widening on the SH6 west arm to provide:
 - Three egress lanes, including a dedicated westbound bus lane
 - Four approach lanes, including dedicated left and right turn lanes
- Straight active travel crosswalks on the north, west and south arms of the intersection – a crosswalk on the east side was not able to be accommodated within the intersection operation, without a significant impact on network efficiency in the PM peak period. Demand for this crossing is likely to be low, even with future development, and an alternative crossing is provided at Hardware Lane to the east
- All right turn movements are fully protected within the signal phasing (no filtering of turns). Pedestrian crosswalks are also fully protected for the period of walk and clearance time – no left of right turns will filter across the pedestrian crosswalks
- New bus stops provided on the west side of the intersection in both directions (close to the proposed crosswalk on the west side of the intersection)

4.4 SH6/Grant Road

Figure 4-3 shows the preferred option for the SH6/Grant Road intersection and adjacent highway.

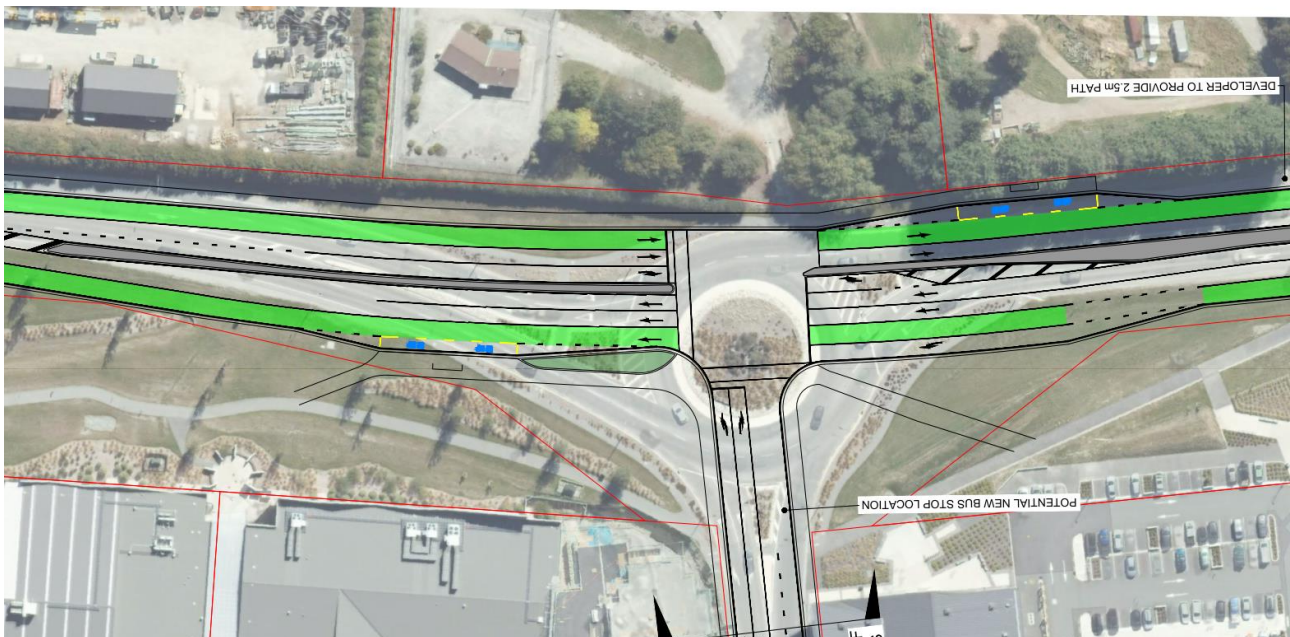


Figure 4-3: SH6/Grant Road

Features of the solution are as below:

- Conversion of roundabout to 3-arm signalised intersection – a signalised roundabout concept was also investigated, but the need to provide additional lanes at the SH6/Hawthorne Drive intersection resulted in an incompatibility with a signalised roundabout layout at this location
- Additional approach lanes provided on the SH6 east arm (total of five lanes, including a dedicated bus lane) – to provide sufficient capacity in the AM peak for traffic heading from Shotover Bridge. A short right turn lane is provided for access into the Transpower Substation site

- Additional approach lane provided on the SH6 west arm as a dedicated bus lane
- Due to constraints to the west, the two westbound SH6 lanes merge to a single lane approximately 100m from the intersection exit – although the bus lane continues through to the next downstream intersection
- Straight active travel crosswalks on the west and south arms of the intersection – a crosswalk on the east side cannot be accommodated within the intersection operation without a significant impact on operation
- All right turn movements are fully protected within the signal phasing (no filtering of turns). Pedestrian crosswalks are also fully protected for the period of walk and clearance time – no left of right turns will filter across the pedestrian crosswalks
- New bus stops provided on the west side of the intersection for westbound bus movements, and on the east side for eastbound movements – bus signal priority is more effective for stops located on the exit to an intersection

4.5 SH6/Hansen Road

Figure 4-4 shows the preferred option for the SH6/Hansen Road intersection and adjacent highway.

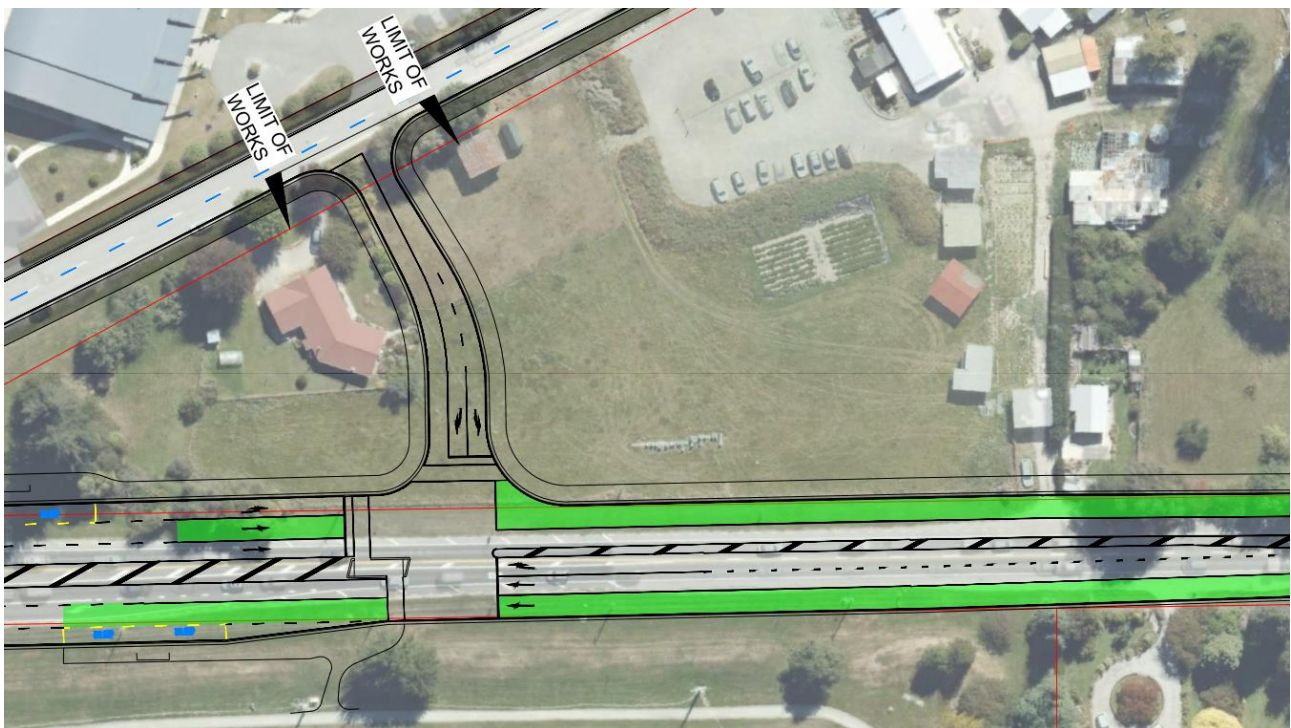


Figure 4-4: SH6/Hansen Road

Features of the solution are as below:

- New signalised T-intersection provided, formed with a new Hansen Road link – the existing Hansen Road alignment will continue towards the Joe O’Connell intersection, but will be stopped up at SH6, and only serve the 1 Hansen Road development plot on the north-west corner of the SH6/Joe O’Connell Drive intersection, and the unformed legal road leading to Section 22 Block XXI Shotover SD on the south-eastern flank of Queenstown Hill.

- New Hansen Road link provides a left and right turn approach lane at the intersection, with single lane egress lane
- Additional approach lanes provided on the SH6 east and SH6 west arms – to provide dedicated bus lanes through the intersection
- A straight active travel crosswalk is provided on the north arm of the intersection, with a staggered crosswalk on the west arm of SH6 – a staggered crosswalk on the east side could be accommodated within the intersection operation, but only by further widening of the road corridor to incorporate an additional refuge island. Full straight crosswalks on SH6 could not be accommodated without further widening of SH6 (an additional lane in both directions) and this could not be accommodated
- All right turn movements are fully protected within the signal phasing (no filtering of turns). Pedestrian crosswalks are also fully protected for the period of walk and clearance time – no left of right turns will filter across the pedestrian crosswalks
- New bus stops are provided on the west side of the intersection in both directions – this is convenient for adjacent crosswalks across SH6 at this intersection and the adjacent SH6/Joe O’Connell Drive intersection

4.6 SH6/Joe O’Connell Drive

Figure 4-5 shows the preferred option for the SH6/Joe O’Connell Drive intersection and adjacent highway.

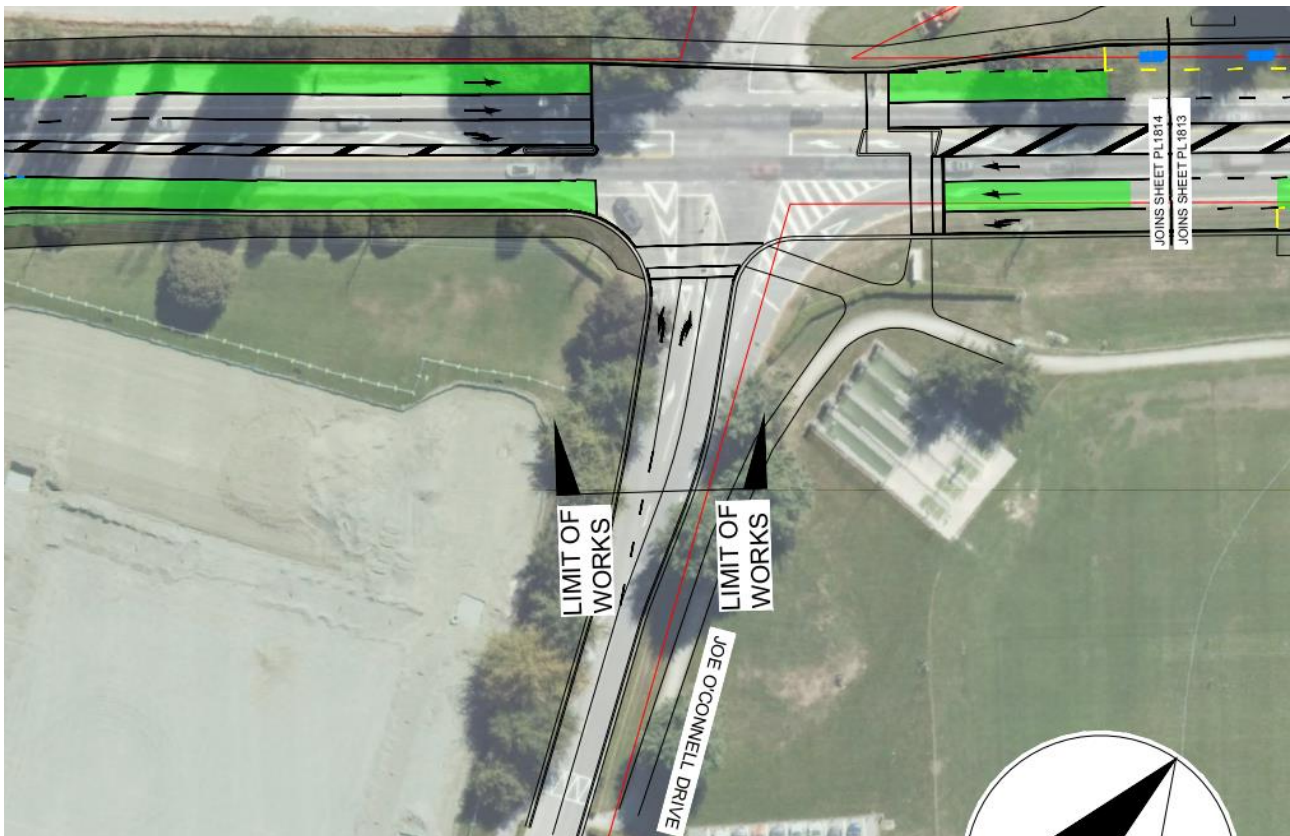


Figure 4-5: SH6/Joe O’Connell Drive

Features of the solution are as below:

- New signalised T-intersection provided – the existing Hansen Road would be re-aligned, and form a new signalised intersection with SH6 to the east
- Joe O’Connell Drive provides a left and right turn approach lane at the intersection, with single lane egress lane
- Additional approach lanes provided on the SH6 east and SH6 west arms – to provide dedicated bus lanes through the intersection
- A straight active travel crosswalk is provided on the south arm of the intersection, with a staggered crosswalk on the east arm of SH6 – a staggered crosswalk on the west side could be accommodated within the intersection operation, but only by further widening of the road corridor to incorporate an additional refuge island. Full straight crosswalks on SH6 could not be accommodated without further widening of SH6 (an additional lane in both directions) and this could not be accommodated
- A new Shared User Path (SUP) or trail is provided from the intersection towards the SH6/SH6A intersection on the south side of SH6, to link with existing trails to the east of the intersection, and proposed and existing footways and cycleways to the west and south of the SH6/SH6A intersection
- All right turn movements are fully protected within the signal phasing (no filtering of turns). Pedestrian crosswalks are also fully protected for the period of walk and clearance time – no left of right turns will filter across the pedestrian crosswalks
- New bus stops are provided on the east side of the intersection in both directions – this is convenient for adjacent crosswalks across SH6 at this intersection and the adjacent SH6/Hansen Road link intersection

4.7 SH6/SH6A Intersection

Figure 4-6 shows the preferred option for the SH6/SH6A intersection and adjacent highway.

Features of the solution are as below:

- Conversion of roundabout to 4-arm signalised intersection – a large signalised roundabout concept was also investigated, which provided a slightly better level of operation (traffic and bus efficiency, pedestrian delay and road safety) but required greater land take, was less able to enhance urban form (built environment) and was viewed as having greater reputational risk (as a less conventional option). On balance, the Way to Go Board decided to adopt the conventional signalised intersection option
- The intersection is shifted to the south-east (of the existing roundabout location), with additional egress and approach lanes provided on most arms
- Double right turn lanes are provided on the SH6 east and SH6 south approaches to provide sufficient operational capacity

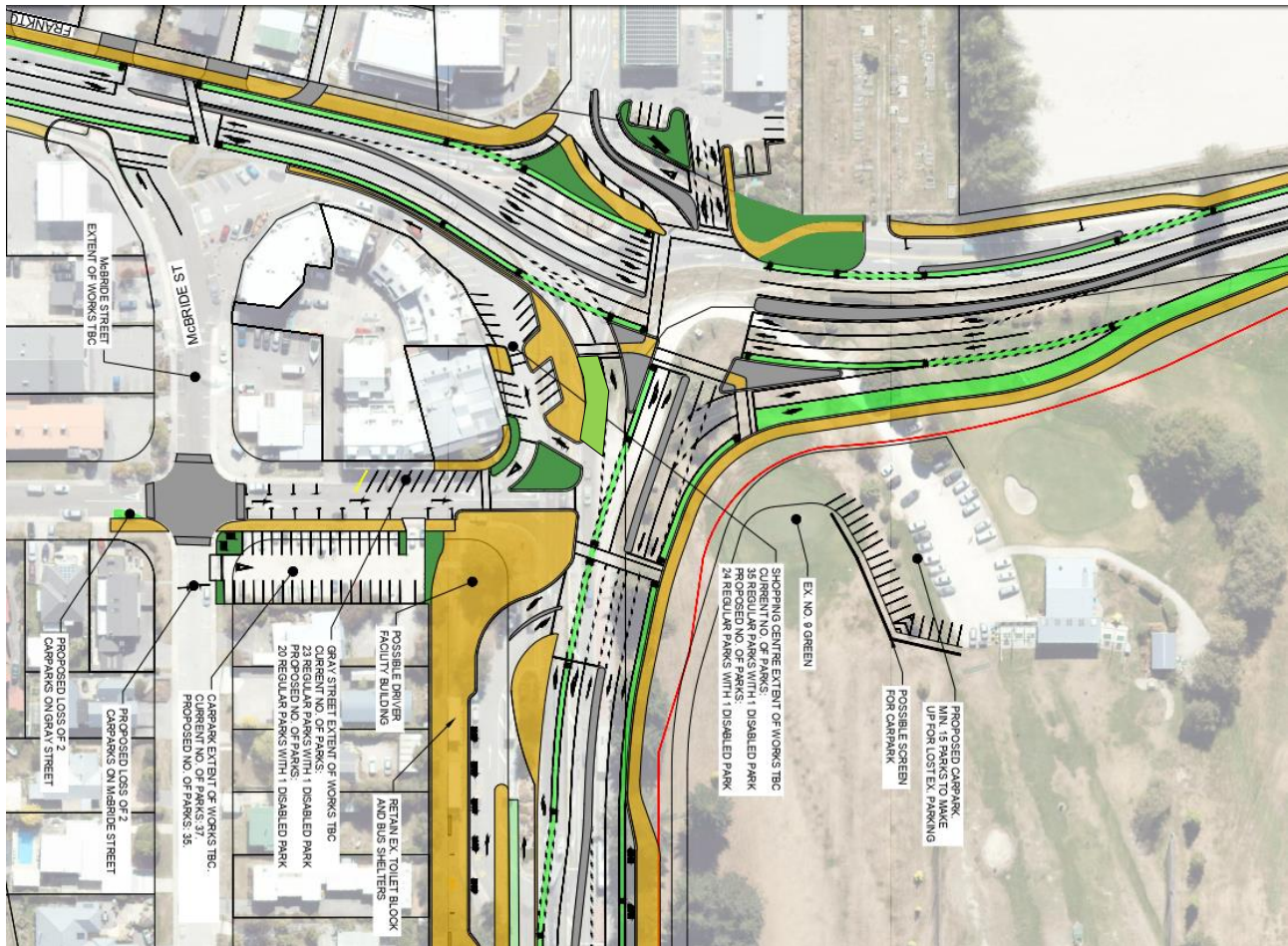


Figure 4-6: SH6/SH6A Intersection

- The continuous bus lane is provided on the SH6 east approach up to the limit line, so as to aid bus progression towards the enhanced Frankton bus hub on Kawarau Road. The egress bus lane on this arm is not commenced until around 150m east of the intersection, where general traffic merges into the single eastbound lane on the approach to the SH6/Joe O'Connell Drive intersection
- A northbound bus lane is proposed on SH6 Kawarau Road (see Figure 4-7), terminating at the new SH6/ Frankton bus hub south intersection. Effectively this provides a bus lane through the bus hub, and then up to the left turn movement into SH6A at the main intersection. A southbound bus lane is not provided through this section, as bus (and general traffic) delay is not significant in the southbound direction of SH6 Kawarau Road – albeit, the kerbside southbound lane south of the bus hub could be converted to a bus lane in future, should congestion be generated as a result of (predominantly) residential growth on the Southern Corridor, leading to at-capacity operation of the network on and around Kawarau Falls Bridge (similar to the existing conditions around Shotover Bridge and adjacent Ladies Mile network)
- No bus lanes are provided on SH6A due to topographical and geotechnical constraints, the high value of land and the social impact of needing to acquire approximately 60-70 residences. However, the operation of the SH6/SH6A intersection is proposed to bias the SH6A approach so as to minimise queue (and delay) on eastbound SH6A movements (and in particularly for public transport movements). This will relocate delay (and queues) to the two SH6 approaches

in busier periods, but bus lanes on these approaches will help to minimise delay for public transport services

- Straight active travel crosswalks are provided on the north, west and south arms of the intersection, although triangular islands do split the crossings into multi-phased movements across the two left turn traffic movements in and out of SH6 Kawarau Road – a crosswalk on the east side was not able to be accommodated within the intersection operation, without a significant impact on network efficiency in the PM peak period
- All right turn movements are fully protected within the signal phasing (no filtering of turns). Pedestrian crosswalks are also fully protected for the period of walk and clearance time – no left of right turns will filter across the pedestrian crosswalks
- On-road cycle lanes are shown on all approaches – but these are subject to an ongoing design review. Alternative off-road (segregated) facilities are provided on the south and north sides of SH6 Frankton-Lades Mile Highway and west side of SH6 Kawarau Road; and a separated cycle track and downstream quiet route is proposed via Gray Street and Stewart Street to the Frankton Track as an alternative to SH6A (although a shared user path already exists on the south side of SH6A Frankton Road)
- No bus stops are provided on any approaches to the intersection – all bus stops are provided at the enhanced Frankton bus hub (and adjacent stops on the southbound kerb of SH6 Kawarau Road)
- Due to the curvature of the road alignment through the intersection, between McBride Street and Joe O’Connell Drive, additional space is created in front of the existing Frankton Cemetery, that could be used as an alternative location for the Weigh Pit (currently directly south of the Frankton bus hub), and/or as car parking provision for cemetery users, and/or additional short-stay truck parking.

4.8 SH6A/McBride Street Intersection

Figure 4-6 shows the preferred option for the SH6A/McBride Street intersection. Features of the solution are as below:

- Conversion of priority-controlled intersection to 3-arm signalised intersection – this is to improve network control, safety of turns in and out of McBride Street, and provide safe crossing of SH6A
- McBride Street is as existing single left-turn only approach and single lane egress lane
- Lane allocation on SH6A is as existing – to maintain westbound throughput on SH6A towards Queenstown, albeit the signal intersections to the east, provide the ability to control the level of demand heading towards SH6A
- A straight active travel crosswalk is provided on the east and south arms of the intersection – a crosswalk on the west side could not be accommodated within the intersection operation, and demand is likely to be less significant on this arm (compared to the east and south sides)
- All right turn movements are fully protected within the signal phasing (no filtering of turns). Pedestrian crosswalks are also fully protected for the period of walk and clearance time – no left of right turns will filter across the pedestrian crosswalks

- No bus stops are provided on any approaches to the intersection – all bus stops are provided at the enhanced Frankton bus hub (and adjacent stops on the southbound kerb of SH6 Kawarau Road)
- The existing SUP is retained on the south side of SH6A heading west towards Queenstown – the NZUP work on SH6A proposes to improve and widen the existing SUP on the lake side kerb of SH6A in some sections (where possible due to topographical, geology, property and budget constraints) through to the town centre

4.9 SH6/Gray Street Intersection

Figure 4-6 shows the preferred option for the SH6/Gray Street intersection. Features of the solution are as below:

- Conversion of priority-controlled intersection to 4-arm signalised intersection – a new fourth arm is added as the northbound approach out of the enhanced Frankton bus hub
- Gray Street is restricted to a left-turn only signalised single lane approach – the right turn out of Gray Street cannot be accommodated within the signal operation, but an alternative route is available via Ross Street and/or McBride Street. The left turn into the retail area (“Frankton Shops”) from SH6 Kawarau Road is maintained, but the right turn into the retail area cannot be accommodated (alternative is via the existing movements from SH6A into McBride Street)
- Gray Street is also made eastbound one-way only for the block between McBride Street and SH6, so as to simplify movements at the SH6/Gray Street intersection – this allows better allocation of parking to be provided on Gray Street (compared to the existing situation), and the provision of a segregated cycleway on the south kerb, to provide a link towards Frankton Track. Circulation into the Frankton Shops is maintained from Gray Street, allowing an anti-clockwise loop through the retail area
- Additional lanes are provided on SH6 Kawarau Road in both directions in order to be consistent with the main SH6/SH6A intersection, and provide sufficient capacity and queue storage between the two closely-spaced intersections (they operate as a single intersection to optimise co-ordination)
- A straight active travel crosswalk is provided across SH6 – originally this facility was staggered, but changes to the layout allowed a straight crosswalk to be incorporated, which provides greater benefits to pedestrians and cyclists

4.10 Frankton Bus Hub and associated intersections

Figure 4-7 shows the preferred option for the enhanced Frankton bus hub and associated intersections.

Features of the solution are as below:

- Provision of a signalised exit from the northern end of the Frankton bus hub, including right turn facility towards SH6 Kawarau Road (south). This approach is incorporated into the Gray Street signal intersection

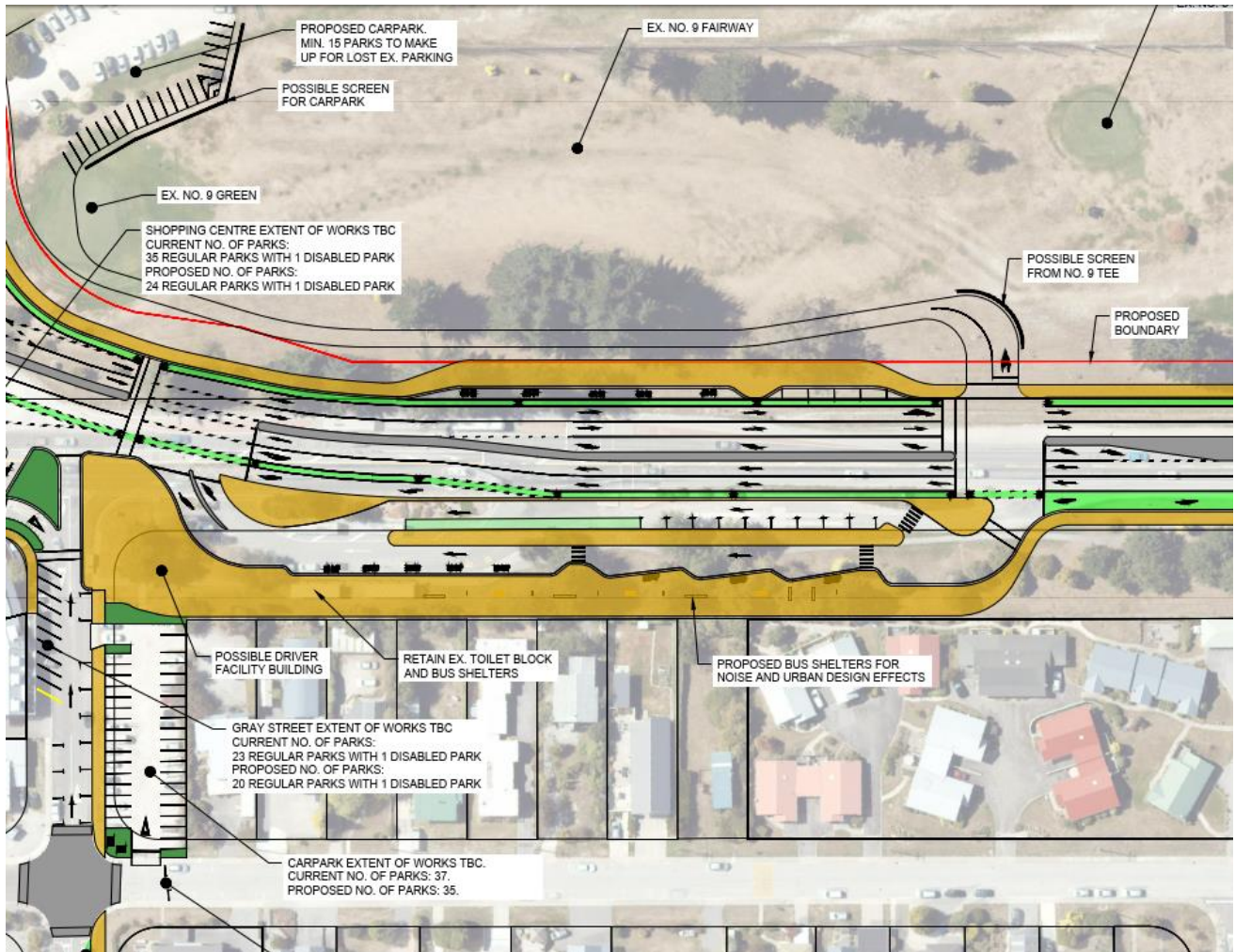


Figure 4-7: Frankton Bus Hub

- New signalised intersection at the southern end of Frankton bus hub:
 - This provides entrance only into the Frankton bus hub on the west side of SH6 Kawarau Road, including dedicated left and right turning lanes
 - The access link to the Frankton Golf Centre is relocated to the east side of this intersection, via an extension of the existing access link along the western boundary of the golf course land. This relocation is required as the access point cannot be located in and around the (existing) Gray Street location, due to the complexities then required within the signal operation, or a reduction to left-in, left-out only
 - Straight active travel crosswalks are provided on the north, west and east arms of the intersection – a crosswalk on the south side was not able to be accommodated within the intersection operation, without a significant impact on network efficiency in the PM peak period. Demand for this crossing is likely to be low, with most crossings at this location related to bus passenger movements between the northbound and southbound bus stops immediately to the north of the intersection. An alternative signalised midblock crossing is also proposed on SH6 to the south of Ross Street (an upgrade of the existing crossing facility)

- All right turn movements are fully protected within the signal phasing (no filtering of turns). Pedestrian crosswalks are also fully protected for the period of walk and clearance time – no left of right turns will filter across the pedestrian crosswalks
- In terms of the Frankton bus hub itself, the facility will be expanded to the south of the existing footprint, to provide additional capacity. In addition, more kerb space is provided on SH6 Kawarau Road southbound, for through services that do not need to complete the loop via the main northbound part of the bus hub.
- Design of the main northbound half of the Frankton bus hub is ongoing, but is split into two “platforms”, with the (existing) west kerb used for predominantly ORC (Orbus) local bus services, and all other activity on the second “island” platform. Other options were considered for the arrangement of the bus hub, but these options either provided insufficient stop capacity (in a single platform option) or resulted in undesirable conflicts between SH6 traffic and kerbside activity (in an option where the second platform was provided along the kerb of SH6). The proposed facility will include:
 - 6 no. bus stops allocated to ORC (Orbus) services, made of 3 stops in a sawtooth configuration for non-Queenstown bound services, and 3 stops parallel to the kerb for Queenstown-bound services. In effect the latter will operate as a single stop – the future frequency of Queenstown-bound services will be such that bus bunching will be inevitable, and so a long combined stop will be more efficient when most passengers will be going to Queenstown Town Centre (and therefore passengers will wait at the long combined stop, rather than waiting for alternative buses at different stops)
 - Around 9 short-stay kerbside spaces for a combination of taxi and pick-up/drop-off activity
 - Around 3 bus/coach spaces for Regional and private coaches, including NZSki
 - Facilities are likely to include a driver rest area (building), toilets, bus shelters for each stop, bus service information (both timetable and live updates), plus cycle and e-bike parking and charging (for mode transfer)
 - A shared user path will be provided along the western boundary of the bus hub, providing an off-road continuation of the existing facility running along the west side of SH6 Kawarau Road, and linking to the Gray Street intersection – with links along Gray Street towards Frankton Track, and across the new signalised crossing at the Gray Street intersection to the proposed extended off-road track along the southern side of SH6 Frankton-Ladies Mile Highway
 - It is intended that general traffic movements will be permitted within the northbound section of the bus hub, for pick-up-drop-off (PUDO) activity only via the second platform, therefore maintaining separation to ORC service activity on the main platform. The provision of left and right turn in and out movements from the bus hub, also provides an opportunity for vehicles to U-turn (given the removal of the ability to perform U-turn movements at existing adjacent roundabouts, due to the proposed conversion to signal intersections)
- The southbound half of the bus hub would also be extended from the existing facility, to provide:
 - Around 4-5 bus stops for both ORC and Regional/private coach services (spaces would be allocated)

- Around 4 short-stay kerbside spaces for pick-up/drop-off activity

It should also be noted that the existing Weigh Pit just south of the existing Frankton Bus Hub would be relocated to provide expansion for the bus hub. It is probable that a new Weigh Pit will be provided in front of Frankton Cemetery on the eastbound side of SH6 Frankton-Ladies Mile Highway, to cater for northbound SH6 trips. An additional site would also be established for a SH6 southbound Weigh Pit, but this work is still ongoing.

5 EFFECTS ON THE TRANSPORT NETWORK

As set out in previous sections, the operation and performance of the existing network is constrained by three main pinch points:

- SH6A
- Shotover Bridge
- Kawarau Falls Bridge

As a result, future growth in terms of private car trips is limited, as these pinch points are not easily relieved without increasing capacity throughout the whole network. At Shotover Bridge (AM westbound, PM eastbound) and SH6A (both directions, both peak periods), the capacity of the network has already been reached. In the case of Kawarau Falls Bridge, some capacity is still available – however, this capacity will quickly be taken up by trips linked to proposed (mainly) residential growth on the Southern Corridor.

Consequently, the future transport network must rely on an increased mode share of active travel and public transport to continue to operate without significant congestion – this mode share was estimated at around 40% on the SH6A corridor at 2028, rising to 60% by 2048.

The proposed NZ Upgrade Programme project concentrates on providing:

- Improved Public transport infrastructure – introduction of bus lanes where feasible, with additional and higher-quality stop facilities
- Improved facilities for Active Modes – improved infrastructure and linkages between existing and new routes
- Intersection Improvements – change in intersection form to improve road safety and access, and to enable better operational management of the network

The Queenstown Integrated Transport Business Case work used a strategic network model, public transport mode choice model and an operational model to determine the optimum solution based on the existing constraints, and opportunities to provide improvements to the above elements.

The most recent update of the traffic modelling analysis of SH6 Frankton-Ladies Mile Highway in 2028 (“SH6 Frankton Eastern Corridor Operation & Future Performance”, April 2022, NZ Upgrade Programme) included updates to reflect the high level of residential and business mixed-use development on the north side of SH6 (“Frankton North”).

Figure 5-1 shows the predicted operational performance, in terms of Level of Service (LOS) on the corridor, as output from the operational model. Figure 5-2, Figure 5-3 and Figure 5-4 show screenshots from the model for the 2028 AM peak, Interpeak and PM peak periods respectively. Yellow “hotspots” in these graphics show where queues are building up.



Figure 5-1: Predicted Level of Service (LOS) with NZUP Project at 2028

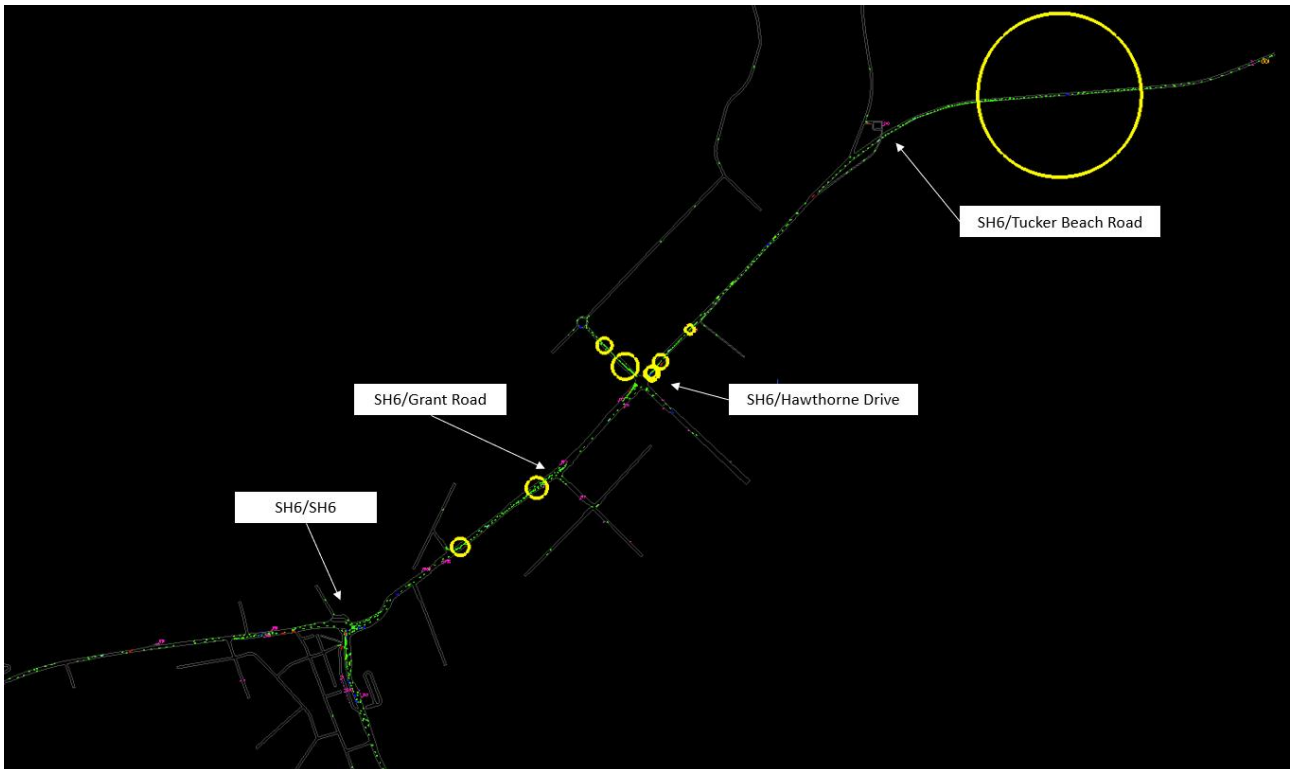


Figure 5-2: Predicted AM Peak Operation with NZUP Project at 2028 (screenshot from operational model)

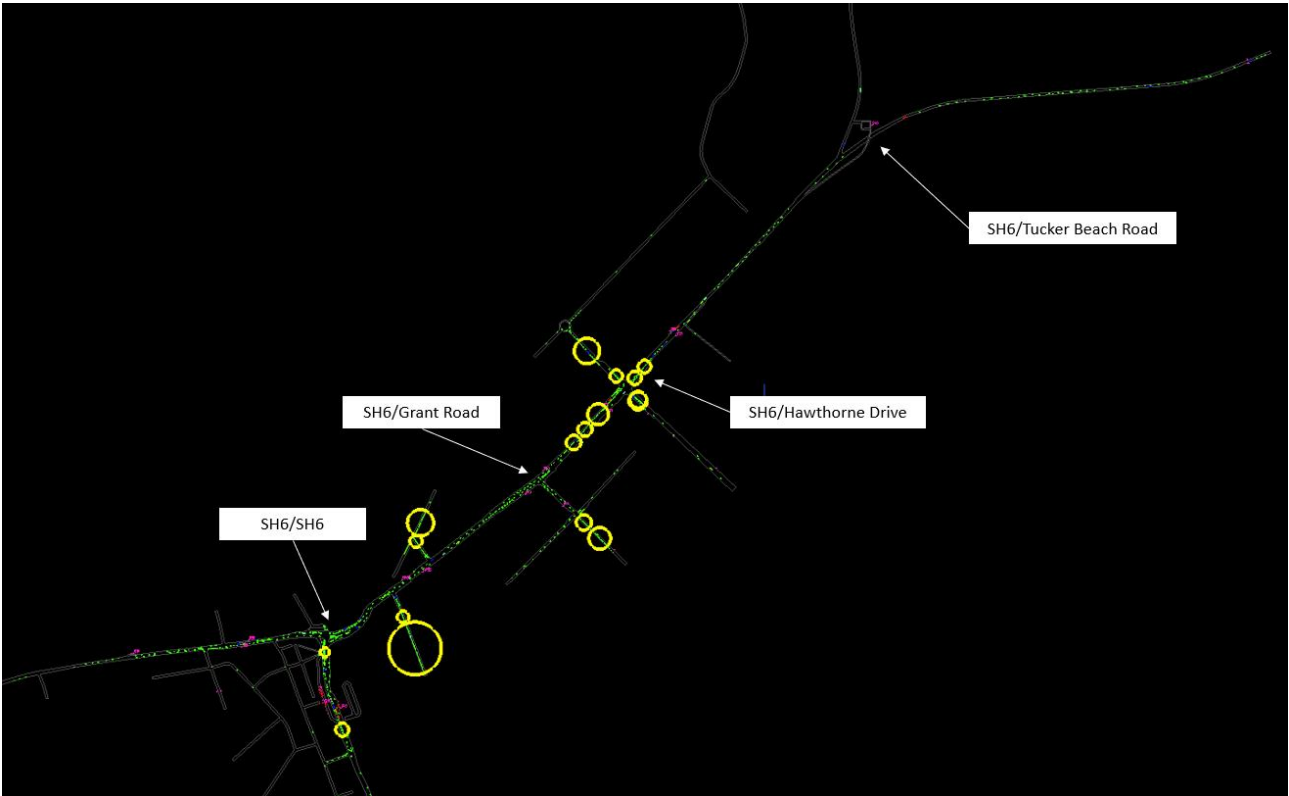


Figure 5-3: Predicted Interpeak Operation with NZUP Project at 2028 (screenshot from operational model)



Figure 5-4: Predicted PM Peak Operation with NZUP Project at 2028 (screenshot from operational model)

The screenshots show:

- In the AM peak period, the network is generally operating satisfactorily, albeit with some queues on the SH6 westbound approach to the SH6/Hawthorne Drive intersection. In terms of this volume of traffic entering the Eastern Corridor from the east (via Shotover Bridge). Wider modelling indicates that the operation of the Shotover Bridge in the westbound direction is predicted to be at around the 109% level (or 9% over-saturated) in the AM peak period. In terms of the operation of the SH6 Frankton-Ladies Mile Highway on the west side of the bridge, this full level of traffic demand does not enter the model due to the capacity of the bridge itself (at around 1600-1700 vehicles/hour). Consequently, additional queues can be expected on the approach to the Stalker Road roundabout – effectively the bridge acts as a valve, and limits congestion to the west of the bridge in the AM peak period
- In the Interpeak period, operation is predicted to be busy, although queues are generally held on the Joe O’Connell Drive, Hansen Road, Grant Road and Ferry Hill Drive side road approaches. Essentially the section of SH6 between the two critical intersections (SH6/SH6A and SH6/Hawthorne Drive) is close to capacity, and any additional traffic loaded onto the network would result in queues blocking back through to upstream intersections
- In the PM peak period, operation is predicted to be highly stressed, particularly at the SH6/Hawthorne Drive intersection and on the Hansen Road side road. This is primarily related to traffic leaving the Frankton North area in the evening peak, and (in the case of Hawthorne Drive) the traffic leaving Frankton Flats from existing and proposed development on the southern side of SH6. A large portion of this traffic is heading towards the Shotover Bridge, and therefore the SH6/Hawthorne Drive intersection becomes the network control point for balancing these competing traffic demands to head eastwards. In practical terms, the signalling of the various intersection along the corridor allows improved network control, so as to balance the relative priority of all traffic movements in what is a congested part of the network

In summary, the operation of this part of the road network is predicted to be at capacity by 2028. Although not modelled, severe congestion is expected beyond 2028, as a result of continued development in the immediate area (Ladies Mile, Southern Corridor, etc), and more general background growth (e.g. tourist numbers). This demonstrates the importance of maximising PT mode share, as well as encouraging a higher active travel trip proportion. Adding additional road capacity, for example at the critical SH6/SH6A and SH6/Hawthorne Drive intersections, would not provide a long-term solution, as widening would be required across the whole of Frankton Flats (to be compatible with any capacity uplift at SH6/SH6A), including additional and/or duplication of bridges.

Consequently, the NZUP project provides the means to maximise the uptake of alternative modes (to the private car), whilst improving road safety across the corridor, and the means to better control and manage the wider transport system.

6 EFFECTS ON PUBLIC TRANSPORT

The proposed scheme will have a transformational impact on public transport within the area, in two main areas:

- Bus lanes provided across the SH6 network in Frankton, to improve reliability of public transport services
- Enhanced Frankton bus hub to accommodate increased service levels

As set out in Chapter 2, the scale of growth within the Whakatipu Basin is considerable, and the associated forecast person-trips cannot be accommodated by existing means (i.e. private car trips). Consequently, public transport will be the principal means as which to provide more person-carrying capacity within the existing network – and in the short-to-medium term this is to be via an increase in bus service provision. In the longer term, alternative mass-transit systems will need to be incorporated into the transport network.

Figure 6-1 shows the proposed Public Transport “Bus Max” network, as set out in the Queenstown Integrated Transport Business Case work. In terms of frequencies, service levels would be built up in time, including the potential replacement of existing single decker vehicles with double decker and articulated vehicles on some routes as patronage increases. The ultimate constraint for bus-based public transport capacity is SH6A Frankton Road – due to the inability to provide dedicated bus lanes on the corridor, the maximum frequency will need to be capped at around 15-20 buses per hour per direction – beyond this level, significant bus bunching will occur, and a mass-transit system would be required. It should be noted that ORC has just commissioned a PT Services Detailed Business Case, to build on the Indicative Business Case developed as part of the Queenstown Integrated Transport Business Case, and further develop the PT requirements in both the short and long term

Table 6-1 sets out a comparison of the existing versus the likely “Bus Max” frequency levels at peak times. This demonstrates the need to provide bus lanes and bus priority where possible within the network.

Table 6-1: Indicative Bus Frequencies (per direction)

Route	Buses per Hour	
	Existing (2019)	Bus Max (2028+)
Fernhill – Remarkables Park Town Centre	4	-
Arthurs Point – Arrowtown	2	6
Kelvin Heights – Frankton	1	2
Jacks Point – Frankton	1	-
Lake Hayes Estate – Queenstown	2	6
Fernhill – Jacks Point and Remarkables Park	-	6
Frankton Loop	-	4
Total (per hour)	10	24
Total movements through Frankton bus hub (per hour)	20	48

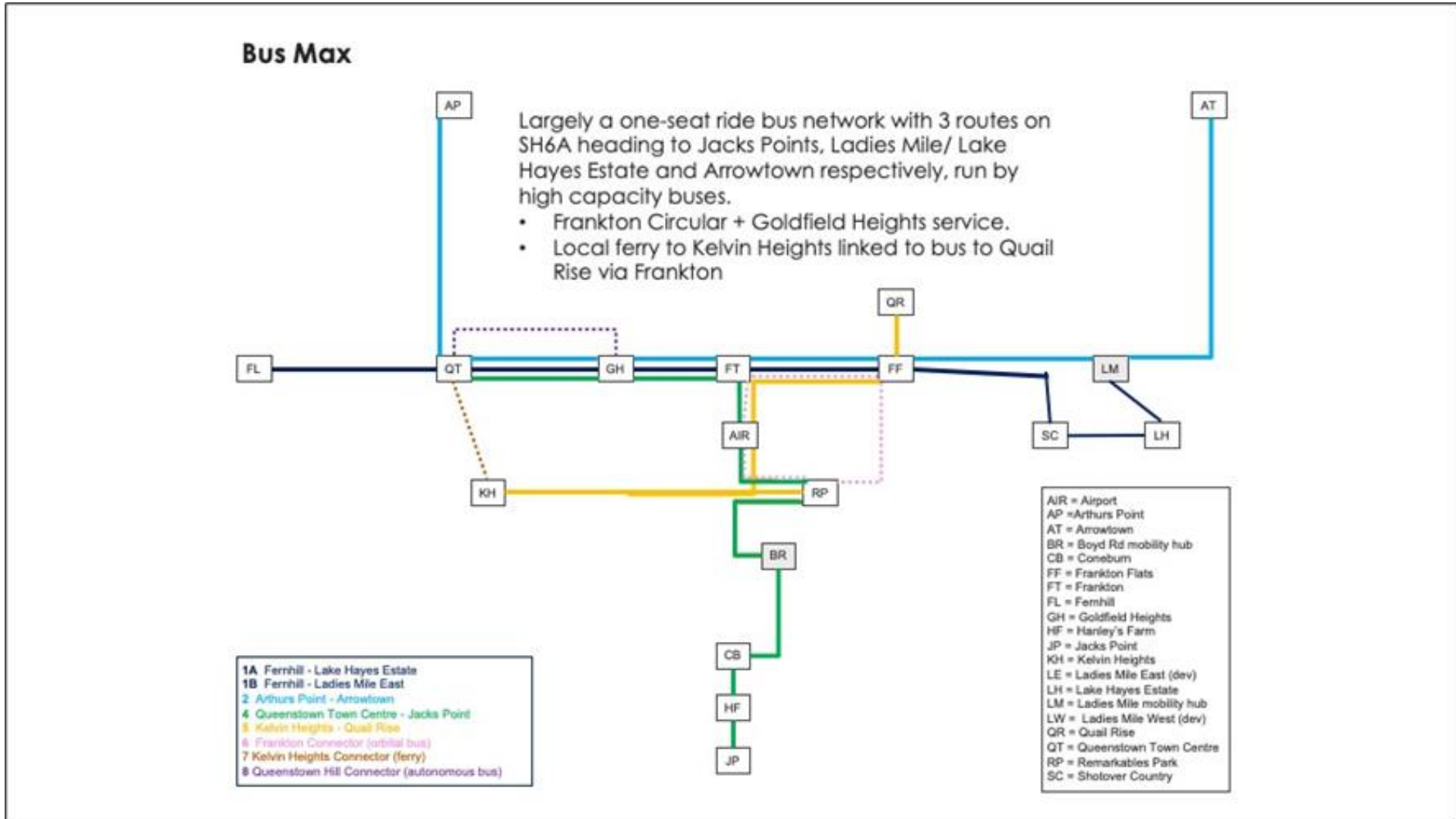


Figure 6-1: Proposed Public Transport Network ("Bus Max")

Recent traffic modelling analysis of bus travel times on SH6 Frankton-Ladies Mile Highway in 2028 (“SH6 Frankton Eastern Corridor Operation & Future Performance”, April 2022, NZ Upgrade Programme) demonstrated that the proposed bus lanes on this section of SH6 result in improved bus travel time reliability, as shown in Figure 6-2 and Figure 6-3.

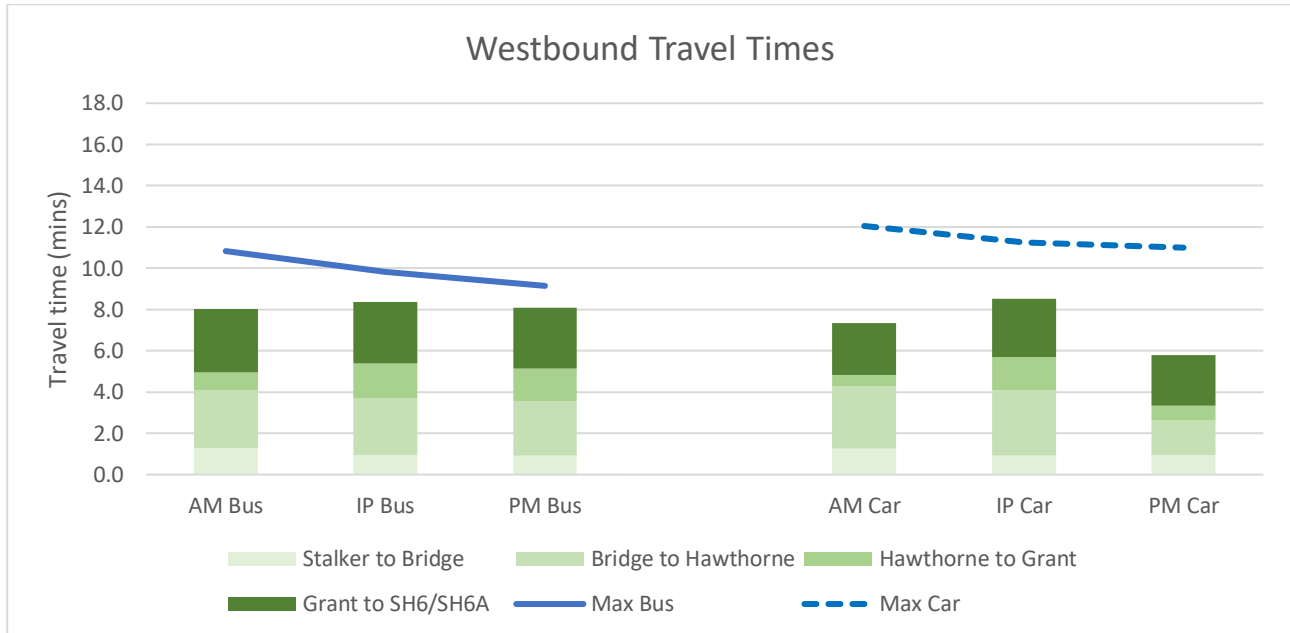


Figure 6-2: Westbound Travel Time summaries

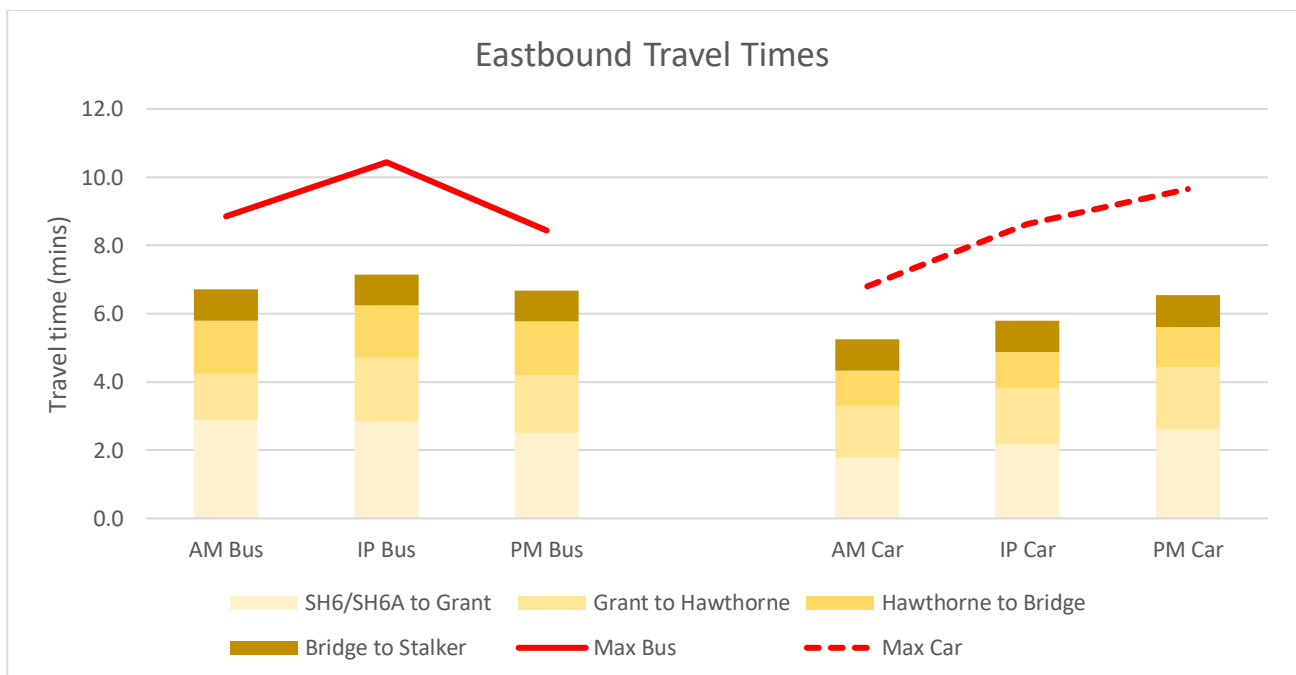


Figure 6-3: Eastbound Travel Time summaries

In both directions, bus travel times are relatively consistent between time periods, with more fluctuations for general traffic across the three periods. In addition, general traffic travel times typically have a greater range, between the average and maximum values. This shows that bus

services are less affected by congestion on the corridor, due to the proposed bus lanes provided. Bus travel times are still higher than car travel times (although this differential reduces in the busiest PM peak period) – this is due to the additional bus stops provided on this corridor (4 in each direction, compared to 1 in the existing situation) at which the buses see some extra residual delay compared to general traffic.

Consequently, NZUP provides positive benefits for public transport and supports the wider travel demand management strategy. Without the bus lanes, the attractiveness of public transport as an alternative to the private car will be greatly reduced, with the result of less mode shift and more congestion in the area. The enhanced Frankton bus hub is required to accommodate the increased levels of service frequency to meet the projected (and targeted) mode shift.

It should be noted that ORC has just commissioned a PT Services Detailed Business Case, to build on the Indicative Business Case developed as part of the Queenstown Integrated Transport Business Case, and further develop the PT requirements in both the short and long term.

7 EFFECTS ON WALKING AND CYCLING

The proposed scheme will provide a step-change in walk and cycle provision within this section of the network, in three main areas:

- Safe crossing provision across SH6 and local side roads
- Enhanced and new linear footways, cycle lanes and segregated facilities (e.g. shared user paths) along SH6
- Improved connections to other existing and proposed walk and cycle links in the wider area

Table 7-1 sets out an overview of the improvements at each location along the study area.

Table 7-1: Walk and Cycle Improvements

Location	Existing Provision	Proposed Provision
Intersections		
SH6/Hardware Lane	Uncontrolled median refuge crossing	Signal controlled staggered crossing
SH6/Hawthorne Drive	Uncontrolled median refuge crossings on all 3 arms	Straight signal controlled crossings on 3 arms
SH6/Grant Road	Uncontrolled median refuge crossings on all 3 arms	Straight signal controlled crossings on 2 arms
SH6/Hansen Road	-	Straight signal controlled crossings on side road; Staggered signal controlled crossing on 1 arm
SH6/Joe O'Connell Drive	None	Straight signal controlled crossings on side road; Staggered signal controlled crossing on 1 arm
SH6/SH6A	None	Straight signal controlled crossings on 3 arms
SH6A/McBride Street	Uncontrolled staggered median refuge crossing on SH6A	Straight signal controlled crossings on 2 arms
SH6/Gray Street/Frankton bus hub (north)	None	Straight signal controlled crossings across SH6 and bus hub
SH6/Gray Street/Frankton bus hub (south)	Staggered signal crossing across SH6	Straight signal controlled crossings across 3 arms
Links		
Hardware to Hawthorne	Footway on south kerb	Footway on south kerb; new footway on north kerb
Hawthorne to Grant	Trail on south side	Trail on south side; new footway on north kerb (developer to provide)
Grant to Joe O'Connell	Trail on south side	Trail on south side; new footway on north kerb
Joe O'Connell to SH6/SH6A	None	New trail on south side; new footway on north side

The project provides significant pedestrian and off-road cycle improvements. This is expected to:

- Significantly increase the share of walk and cycle trips within the area, particularly short trips within Frankton itself
- Increase the use of public transport, by providing footways and crossings to enable safe routes to and from bus stops to be established
- Increase the share of longer distance cycle trips both to/from and through the network, predominantly for trips starting or ending in Frankton and Queenstown

Figure 7-1 sets out a graphical representation of the proposed pedestrian (and off-road cycle) network, and associated bus stop locations and signalised crossing provision (across SH6, SH6A and associated side roads).



Figure 7-1: Proposed footway network, signalised crossing points and bus stop access

8 FRANKTON SHOPS – EFFECTS ON PARKING AND ACCESS

Due to the conversion of the SH6/SH6A intersection from a roundabout to a large signalised intersection, changes to the access to/from Frankton Shops and associated parking provision have needed to be made. Figure 8-1 shows the area concerned, and the proposed layout.

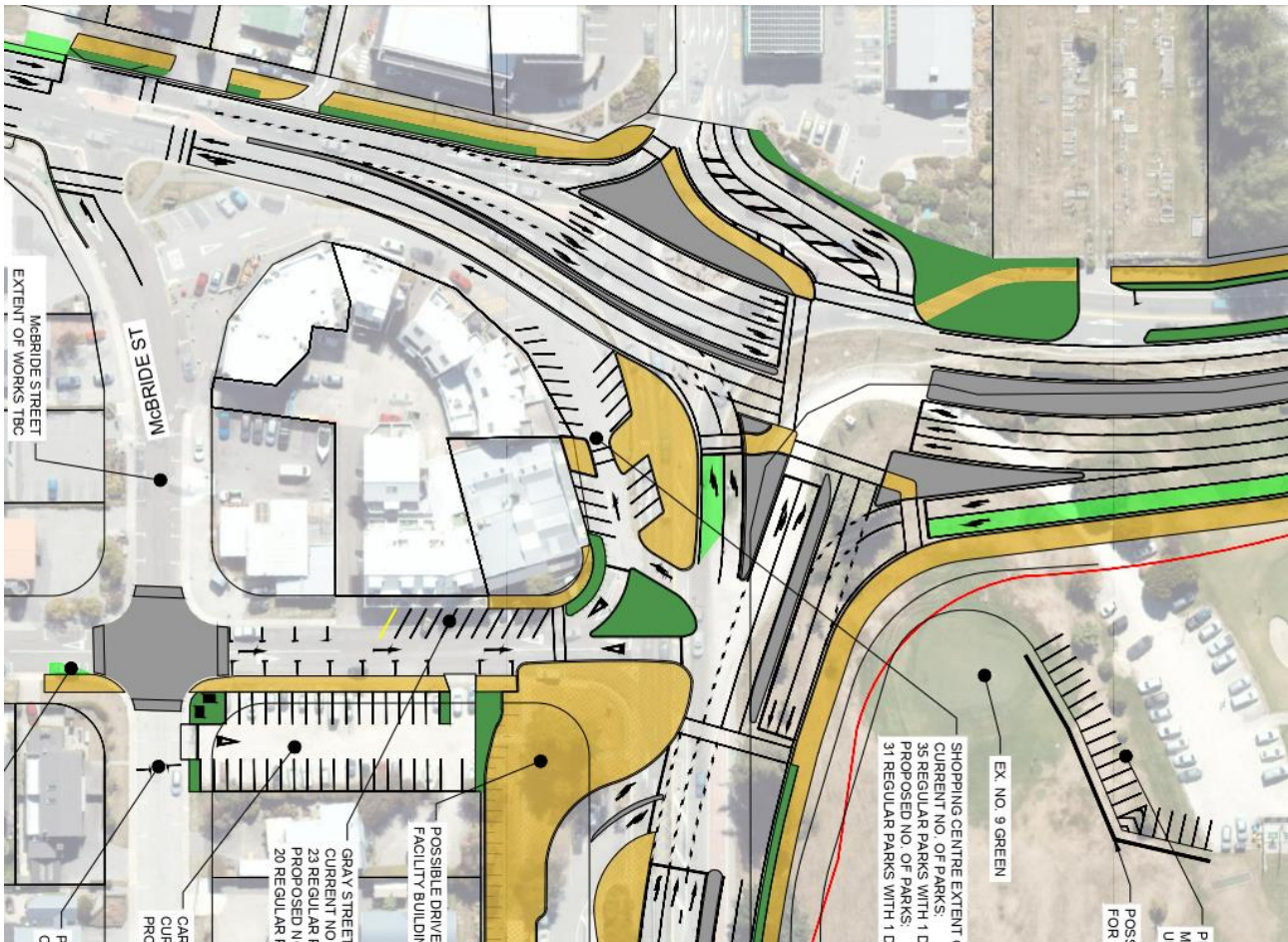


Figure 8-1: Frankton Shops - proposed access and parking arrangement

8.1 Access to Frankton Shops

There are a few modifications to access to and from the Frankton Shops, via Gray Street and McBride Street:

- McBride Street – intersection with SH6A has the same permitted turning movements as the existing situation, except with a signalised intersection replacing the existing priority-controlled operation
- Gray Street:
 - Gray Street becomes eastbound only between McBride Street and SH6 to facilitate improved parking bay allocation, a separated cycleway on the south kerb (to link other cycle routes in

the area), and to simplify signal operation at the SH6/Gray Street/Frankton bus hub and main SH6/SH6A intersections

- Entry into Gray Street is banned from SH6 Kawarau Road. Alternative access into Gray Street is available via SH6A and McBride Street
- Exit from Gray Street to SH6 Kawarau Road is restricted to left turn only. Right turn movements (towards Lucas Place and Kawarau Falls Bridge) need to be undertaken via Ross Street or McBride Street (south)
- Entry into the Frankton Shops anti-clockwise access road is maintained for the left turn from SH6 Kawarau Road, but the right turn is not permitted (again to simplify signal operation)

It should be noted that QLDC is also likely to introduce some traffic management measures within “Old Frankton”, in order to prevent longer-distance trips filtering through the residential area to avoid delay on SH6 Kawarau Road – this is principally an issue for northbound journeys from the Lucas Place roundabout towards SH6A, especially in the winter PM peak period. This would not have an impact on access to Frankton Shops, aside from restricting northbound trips from approaching the area via McBride Street.

8.2 Access to Terrace Junction and BP Service Station

The access to and from Terrace Junction and BP (the north leg of the SH6/SH6A intersection) is also modified. Maximising the efficiency of the new signalised SH6/SH6A intersection requires moving the centre of the intersection to the south-east (relative to the position of the central island of the existing roundabout). This resulted in also moving the access link into Terrace Junction to the south-east, so as to create sufficient stacking space for vehicles queueing on the north approach to the SH6/SH6A intersection, without impacting on operations on the service station forecourt. General circulation of traffic internal to the service station and Terrace Junction is not affected, largely retained as existing.

Due to this re-alignment of the intersection, additional road reserve is created in front of Frankton Cemetery. This creates an opportunity to relocate the existing Weigh Pit on SH6 Kawarau Road to this area, and/or provide some parking spaces for cemetery use.

8.3 Parking

Table 8-1 sets out the proposed changes to car park space allocation in and around Frankton Shops – this is still subject to detailed design.

The table shows that the net level of parking is proposed to be similar to the existing, albeit parking locations are spread wider around the network. There is a net loss of 9 parking spaces in and around Gray Street and the Frankton Shops, albeit these spaces are better allocated in terms of safer access and egress – additional overspill spaces could be provided in the golf course, which would be directly adjacent to the new signalised crossing of SH6 Kawarau Road at the Gray Street intersection.

Table 8-1: Car Park Allocation in and around Frankton Shops

Location	Existing Provision	Proposed Provision
McBride Street, south of Gray Street	-	Loss of 2 spaces close to Gray/McBride intersection due to road safety improvements
Gray Street, west of McBride Street	-	Loss of 2 spaces close to Gray/McBride intersection due to road safety improvements
Gray Street off-street car park	37	35
Gray Street, SH6 to McBride	24	21
Outside Frankton Shops	36	32
Frankton bus hub (northbound)	7	4
Frankton bus hub (southbound)	0	4
Total	104	92
Frankton Golf Course	-	Additional 15 spaces
Total (provisional)	104	108

9 CONSTRUCTION EFFECTS

The construction of the Project will also have some short-term traffic effects including:

- Additional construction traffic on the network
- Road closures for construction activities
- Disruption to pedestrian footpaths and accesses.

Measures to mitigate these potential construction traffic effects will be achieved through the development of a Construction Traffic Management Plan (CTMP) to be prepared by the nominated contractor prior to works commencing on the Arterial. The CTMP will contain measures to minimise the impact on the operation of the road network and access to existing businesses.

A phased approach to implementation will be employed across the corridor, to minimise the impact on traffic movements, bus services and walk and cycle provision to short sections of the corridor at any one time.

10 CONCLUSION

The Project will provide a step change in public transport provision and facilities, and improve both the efficiency and safety for walking and cycle modes moving to, from, across and through the corridor. The Project will also provide an enhanced corridor that will improve access to the Frankton area, both to and from the existing business, retail and residential development on the south side of SH6 Frankton-Ladies Mile Highway, but also to proposed business mixed use development on the north side of SH6.

The Project will generally have positive effects on all modes of transport, with improved network capacity, resilience and road safety. The enhanced public transport and active mode facilities will encourage mode shift away from the private car, as part of the wider network improvements and transport demand management initiatives across the Whakatipu Basin. In particular, public transport travel times will be more reliable and less variable – and the subsequent expected uptake in patronage of this mode will help reduce congestion and improve network performance for remaining general traffic operation.

APPENDIX E Consultation and Engagement Report



**Kā Huanui
a Tāhuna**



QUEENSTOWN
LAKES DISTRICT
COUNCIL



WAKA KOTAHI
NZ TRANSPORT
AGENCY

Te Kāwanatanga o Aotearoa
New Zealand Government

**Queenstown
Package**

New Zealand
Upgrade
Programme



New Zealand Upgrade Programme Engagement Report

**To support the Notices of Requirement for the State Highway 6/6A
intersection, upgrades to SH6 and expanded bus hub**


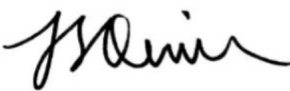

Project Team: NZUP Queenstown

15 November 2022

Revision History

Revision No.	Prepared By	Description	Date
A	Gemma Greenshields	Draft	2/11/2022
B	Catherine Edmeades, Loek Driesen and Gemma Greenshields	Changes from review	15/11/2022

Document Acceptance

Action	Name	Signed	Date
Prepared by	Gemma Greenshields		15/11/2022
Reviewed by	Shane Roberts		3/11/2022
Reviewed by	Jacob Quinn		3/11/2022
Reviewed by	Catherine Edmeades		15/11/2022
Reviewed by	Louise Scott		15/11/2022
Reviewed by	Rebecca Pitts		15/11/2022
Reviewed by	Daryl McIntosh		15/11/2022
Approved by	Joel Rowan		15/11/2022



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1 INTRODUCTION

The purpose of this report is to outline engagement with mana whenua, directly affected stakeholders and the community in preparation of the NOR's for the proposed changes to the State Highway 6/6A (SH6/6A) intersection, bus hub upgrade and State Highway 6 (SH6). This report outlines general and targeted engagement activities carried out and what issues and comments were received.

Engagement with affected parties on design plans was undertaken ahead of lodgement of the NOR applications. Where possible, feedback received has been incorporated in the plans submitted or will be noted for consideration. However, all affected parties have been advised of the statutory process, and have been encouraged to make a formal submission once the applications have been publicly notified.

Please note, any property acquisition for this project is separate to the activities outlined here.

2 PROJECT BACKGROUND

The predominant way people get around Queenstown is via private car. This, with continued population and visitor growth, will result in ever increasing pressure on the transport network and how it moves people and goods around efficiently.

The Queenstown Transport Business Case project (endorsed in 2021 and which included the Frankton to Queenstown Single Stage Business Case and the Queenstown Town Centre Detailed Business Case) sought to provide a detailed assessment of options to improve the transport network. To support the development of the Business Case, engagement was undertaken in:

- February 2019 to understand customer insights
- April 2019 the Way to Go partnership¹ made up of QLDC, Waka Kotahi and Otago Regional Council engaged on five transport related projects including the business case
- July 2020 with stakeholder workshops
- August 2020 which shared the outcomes of the business case and sought feedback.

These engagement activities informed the Queenstown Transport Business Case, as well as other concurrent business cases and master planning exercises. A cross-section of the community responded to a range of transport-related questions focused on the Queenstown Town Centre and Frankton to Queenstown Corridor. Feedback on the Frankton to Queenstown corridor is directly relevant to this project for SH6/6A intersection and the bus hub. Each phase of engagement is summarised below and the full engagement report is appended in Appendix A.

February 2019 – Customer insights: Participants interacted with an online map, locating and describing travel experiences when driving, using public transport, cycling or walking. Recommendations were also sought on where and what aspects of the transport infrastructure could be improved. The main themes which arose from participants' transport experiences were summarised, as were suggestions for transport network improvements. The recurring theme within the recommended improvements were public transport, driving experiences and cycling experiences.

More specifically for the Frankton to Queenstown route, participants wanted:

- improved intersections and side road-access
- upgraded pedestrian facilities
- an upgraded transport hub
- interventions to alleviate congestion.

¹ <https://www.qldc.govt.nz/services/transport-and-parking/way-to-go>

April 2019 - Coordinated engagement on all Queenstown transport investigations: the Way to Go group engaged on five key investigations to enable an integrated community conversation on the Wakatipu transport network. The five project teams worked collaboratively to undertake this during a three-week period in April 2019.

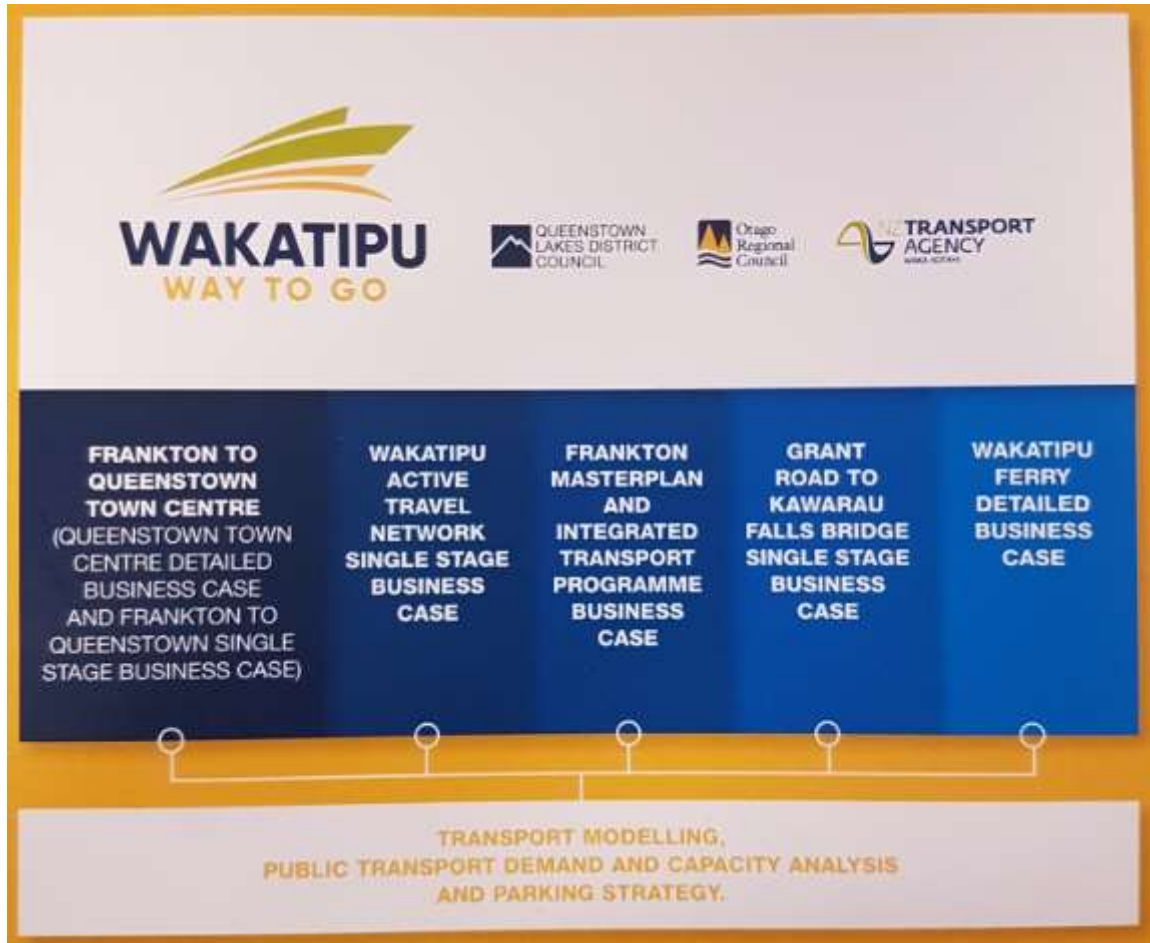


Figure 1 Engagement on the transport related business cases that occurred together

One of the aims of engagement on the Town Centre and Frankton to Queenstown business cases was to understand more about people’s preference regarding public transport. Figure 2 illustrates some of the key findings regarding public transport.

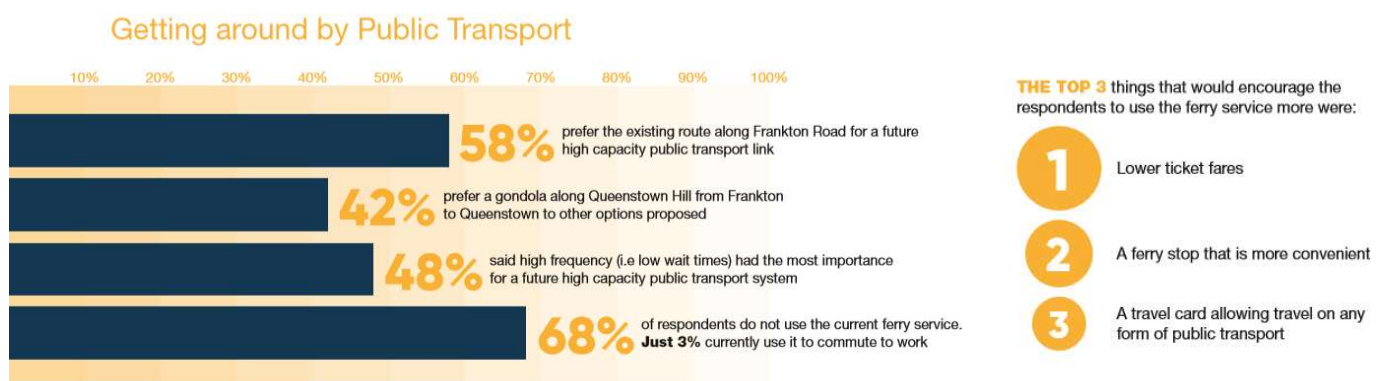


Figure 2 Key results about public transport

The engagement also asked questions to better understand people's travel choices as it is an important aspect when considering the future of Queenstown Town Centre and the Frankton to Queenstown corridor. Figure 3 below shows what people said about how they get around.

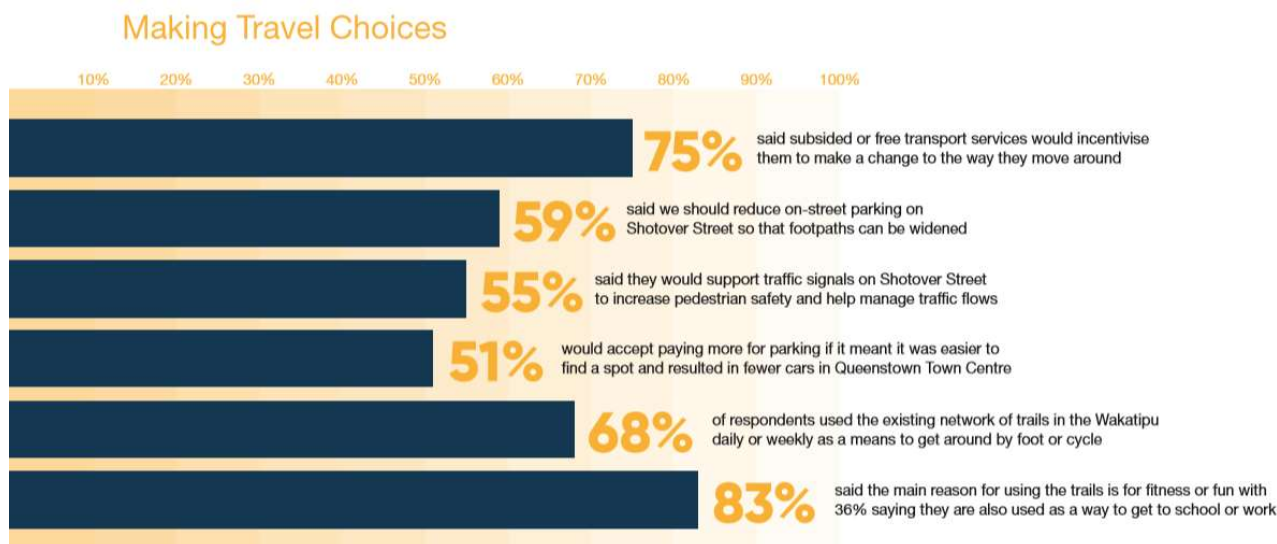


Figure 3 Responses to questions about travel choices

A preferred package of options was presented to stakeholders at a workshop in July 2020 following engagement.

July 2020 - Stakeholder Workshop: A variety of groups, organisations and other projects had input into the business cases through separate meetings with project team members. At these meetings, the project team outlined the alignment between ongoing investigations, including public transport, park and ride, active travel, gondola opportunities, funding, master planning exercises and ferry opportunities.

August 2020: The Way to Go group engaged with the community on the emerging options for the Frankton to Queenstown Town Centre business case investigations, and the feedback and findings on the options so far. It also provided background information about the project. The engagement period ran from 3 August to 31 August 2020.

Responses included provision of access to Queenstown without increased cars on Frankton Road. The following items were proposed by the draft business case and are shown in Figure 4:

- A new transport hub on Stanley Street, along with more bus priority to improve journey times and reliability.
- Improvements to existing roads.
- Changes to on-street parking would be required to allow space for improved pedestrian opportunities and prioritise service/freight vehicles and mobility parking.
- A new alternative link road (arterials) designed to support the removal of general traffic from Stanley Street/town centre as opposed to creating additional capacity for traffic.
- Intersection, streetscape, walking and cycling improvements across the whole town centre.



Figure 4 Way to Go Brochure excerpt from the August Business Case Engagement August 2020

The Business Case proposed recommended improvements were shown on Social Pinpoint to allow for comments spatially and online. Respondents to the survey were asked the following questions.

Please share your thoughts on our proposed options to improve travel between Ladies Mile/Frankton and Queenstown.

Negative	26
Positive	10
Bit of both/Neutral	6
General comment	13

Public Transport	15
Traffic signals	17
Intersections	9
Congestion	11

KEY: The colours used in the tables indicate positive (green); negative (red); neutral (yellow); and general (blue).

1. How will these changes affect your daily travel?

From the 74 respondents, 31 people answered this question. 13 respondents said it would affect them in a negative way, 12 in a positive way and 10 said it would not affect their daily travel. Some of the key themes were congestion, access/ connectivity, and public transport. The majority of comments talked about the Frankton to Queenstown route as opposed to the Queenstown town centre.

Negative	13
Positive	12
Won't change / other	6

Congestion	7
Access / Connectivity	6
Public transport	5
Traffic signals	2
Safety	2

2. We are looking to significantly enhance public transport services with better connected more reliable bus services in the short term and a high capacity public transport option in the long term. Do you have any thoughts on our public transport plans?

Negative	12
Positive	12
Neutral / comments	34

From the 74 respondents, 58 people answered this question. 12 respondents had negative thoughts about the proposed plans and 12 had positive thoughts. 32 people just had general comments/ suggestions. The key theme was public transport with the general consensus being that people liked the idea of public transport if set up correctly.

3. Please share your thoughts on our proposals to improve walking and cycling facilities.

From the 74 respondents, 51 people answered this question. 16 respondents had negative thoughts about the proposed plans and 20 had positive thoughts. 15 people just had general comments/ suggestions.

Negative	16
Positive	20

Comments	15
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4. Do you have any other ideas for how we could improve the way we cycle, walk and commute? For example enhanced signage, real time information, car sharing etc.

From the 74 respondents, 27 people answered this question. The main themes were active modes and public transport with 6 and 7, respectively. New bridges were also mentioned and live data about parking spaces.

Active modes	6
Public transport	7

The Queenstown Business Case identified a case for investing in the provision of more options for people to travel via public transport, walking and cycling. See *Figure 4* above for the recommendations from the business case. The business case was endorsed by the Waka Kotahi NZ Transport Agency Board in February 2021. QLDC endorsed the business case in January 2021.

3 IMPLEMENTATION THROUGH THE NEW ZEALAND UPGRADE PROGRAMME

NZUP Overview

Waka Kotahi is delivering NZUP, the Government's \$8.7 billion nation-wide transport investment programme, announced in January 2020. It reflects the Government's transport priorities, with an investment in rail, roads, public transport and walking and cycling infrastructure throughout New Zealand. The investment focuses on providing more travel choices, improving safety, and growing the economy while responding to climate change across seven of the country's growth areas, including Queenstown.

3.1 The Queenstown Package

The aim of the NZUP Queenstown Package is to provide dedicated infrastructure to support improved public transport services, providing the growing community with better travel choices that help people get where they're going safely. The Queenstown Package includes the following proposals:

- New bus lanes on SH6.
- New bus priority measures on SH6A.
- Improved pedestrian access to public transport.
- Improved safety and access across the network with a focus on walking and cycling.
- Improvements to the existing Frankton bus hub.
- Intersection upgrades at SH6/6A intersection, Howards Drive, Grant Road, Hansen Road, Joe O'Connell Drive (Queenstown Events Centre), Lucas Place, Humphrey Street, Marina Drive, Goldfield Heights and Hensman Road.

3.2 The Project – SH6/6A Intersection, Bus Hub and Changes on SH6

3.2.1 SH6/6A Intersection and Bus Hub

The Waka Kotahi proposal for the State Highway 6/6A intersection includes replacement of the existing roundabout with traffic signals and the addition of multiple lanes to improve traffic flow. Buses will have priority at the intersection to allow for a more reliable bus service and plans for a dedicated cycle lane are being considered. There will also be a dedicated shared path which connects to existing active travel routes for pedestrians and cyclists.

Waka Kotahi, on behalf of QLDC, is also expanding the Frankton bus hub to accommodate for increased public transport services and routes. In Queenstown buses need to become an essential part of the fabric of the transport system. The continued rapid growth in the resident and visitor population means consideration is needed on how to move more people in the same road space. Increasing accessibility to public transport will help achieve this. An upgraded bus hub at Frankton,

with an information kiosk and facilities for bus staff, will also include increased bus bays, dedicated tourist operator bays, dedicated taxi stands and priority lanes in and out.

3.2.2 SH6 Including Hansen Road

There are some minor changes to the designation of the SH6 corridor to allow space for the roading improvements to be implemented. These include a proposed change to the alignment of Hansen Road with traffic signals at the SH6 intersection. Hawthorne Drive and Grant Road roundabouts are proposed to be replaced with traffic signals and the Joe O'Connell Drive intersection upgraded to traffic signals.

3.2.3 Notice of Requirement

In order to designate land for the proposed SH6/6A intersection improvements, expanded bus hub and SH6 changes two Notices of Requirement are required to be lodged with Queenstown Lakes District Council. One for the bus hub with Queenstown Lakes District Council as the Requiring Authority and the other for the SH6/6A intersection and SH6 with Waka Kotahi as the Requiring Authority. The engagement for both NORs was done jointly and is reported together in this report.

4 ENGAGEMENT OVERVIEW

4.1 Engagement Approach

Prior to lodgement of the NORs, the engagement approach for the upgraded SH6/6A intersection, expanded bus hub and SH6 improvements was to:

- inform the community of intersection and bus hub improvements
- provide opportunities to meet with the team to answer any questions
- inform the parties of the statutory submission process and encourage people to submit
- ensure impacted and interested persons are aware of the project, that any concerns are included in an engagement summary report for the NORs
- ensure that public notification of the NORs is not a surprise to those that are most affected by the proposed changes
- capture feedback on pre-lodgement engagement to ensure it is noted within the NOR application.

Engagement began in December 2021 and continued until late-October 2022. Throughout the eleven-month period, feedback from a range of key stakeholders, affected parties and local residents was sought and considered by the project team. The NOR applications reflect much of the feedback received to date.

4.2 Engagement Phases

The following engagement phases have been undertaken in the lead up to the lodgement and include:

Phase 1: Inform Businesses and Residents at the SH6/6A Intersection

The aim of this was to re-introduce the programme to businesses and residents following the work on the Queenstown Business Case and remind them major change was proposed for the SH6/6A intersection. It provided an opportunity to make contact prior to information going to the wider community, so there was a no surprises approach to engagement. Activities included:

- door knock
- leaflet drop
- two online drop-in sessions.

Phase 2: Queenstown Package Community Information

The aim of this inform phase was to share the whole programme of works with the Queenstown community. To share the outcomes of the business case and re-introduce the proposed projects. Engagement activities included:

- a brochure inserted into the Mountain Scene at two different times

- media article in the Otago Daily Times
- dedicated Queenstown Package website launched
- face to face drop-in sessions
- two online drop-in sessions
- targeted stakeholder engagement including Emergency Services, Community Associations, Freight and road user interest groups and Active Travel groups
- supporting activities included setting up a project email address, publishing information in QLDC magazine Scuttlebutt and Huanui Pānui (Kā Huanui a Tāhuna e-newsletter).

Phase 3: Targeted Engagement for the SH6/6A Intersection, Expanded Bus Hub and SH6 Improvements

The aim of this engagement was to share design plans and have discussions with those impacted by the works prior to lodgement and public notification of the NORs. Feedback from the engagement is captured in this report and formal submissions were encouraged on the publicly notified NORs as part of the process. Engagement activities included:

- door knock and brochure drop
- opportunities to meet with the team face to face, including Waka Kotahi and QLDC
- drop-in sessions
- letters to Hansen Road residents.

Engagement with the community will continue for other elements of the NZUP Queenstown Package as this project progresses.

5 MANA WHENUA ENGAGEMENT

The Mana Whenua Liaison Group (MLG) was established in May 2021 as part of the Queenstown Town Centre Arterial (Stage 1) project, currently being constructed by Kā Huanui a Tāhuna on behalf of QLDC. The MLG represents seven southern Kāi Tahu rūnaka via two organisations, Aukaha and Te Ao Marama.

The MLG will continue through the lifetime of the alliance to give effect to partnership-based outcomes for Mana Whenua including social, environmental and cultural wellbeing.

The MLG are not an approver in the design process but an engagement partner to facilitate outcomes by influence found through knowledge sharing of projects. The alliance has monthly MLG hui to maintain and strengthen relationships between Mana Whenua and Kā Huanui a Tāhuna.

A Māori designer is engaged on the NZUP programme, giving confidence to MLG representatives that Mana Whenua values will be expressed appropriately through the programme. The Aukaha Mana Whenua Design Panel (AMWDP) liaise with MLG members from Aukaha through its common business membership.

At the October 2022 monthly meeting the MLG were taken through the NOR application process. It was agreed a draft of the NOR application would be circulated for review ahead of lodgement and any feedback will be provided for through the formal process.

Members indicated their interest in receiving further information about stormwater management and landscape elements. A briefing is scheduled for the next MLG hui on 30 November.

6 KEY STAKEHOLDER ENGAGEMENT

Multiple meetings have been held throughout the engagement period with a number of key stakeholders. The focus of all phases of interaction was to provide updates on the NZUP Queenstown Package and to understand issues or opportunities to be taken into consideration for the proposed designs. Table 1 below shows the stakeholders who have provided feedback on the SH6/6A intersection, expanded bus hub or SH6 changes.

Table 1 Stakeholders and their feedback (in no particular order)

Stakeholder	Feedback (summarised)	What has been done with the feedback
Way to Go Management Team and Board (including ORC and QLDC)	Way to Go is a strategic partner who are kept across the programme and updated on a regular basis.	Feedback has been incorporated throughout.
QLDC	QLDC is a partner in the programme of work. Designs have been developed through a joined approach through multiple workshops and fortnightly meetings. QLDC Councillors briefed on 27 September 2022.	A collaborative working relationship with QLDC team members has resulted in frequent conversations and designs being adjusted. Input has seen commitment to the 2 for 1 tree replacement policy. Discussions will continue as designs progress.
ORC	Involved with the layout of the expanded bus hub and the bus hub driver facility. Support the section of bus lane between the Stalker Road roundabout and the Shotover Bridge.	All of the concerns have been addressed in the proposed plans. Discussions will continue as designs progress.
Queenstown Trails Trust	Interested in the staging of works and how this would be completed. For the active travel route Hawthorne Drive to Grant Road, talked about suitable crossing points as part of NZUP. Expressed the desire for on-road cycling provision at SH6/6A intersection (both directions); more cycle provisions on the 'BP' side of the roundabout. Has asked for continued discussion and collaboration as the plans progress.	An on-road cycle lane has been proposed at the SH6/6A intersection and will be investigated by the design team.

Stakeholder	Feedback (summarised)	What has been done with the feedback
Lightfoot Initiative	<p>Acknowledged the design of the SH6/6A intersection provides a slightly better solution for cyclists and pedestrians. On the whole they are supportive of these changes and agree most are necessary and will benefit all users. Has asked for continued discussion and collaboration as the plans progress.</p> <p>Support traffic signals to get people across the road safely.</p> <p>Concerned about safety at roundabouts on SH6 and active travel connections through them.</p>	Want to be kept informed throughout.
Frankton Community Association	<p>Was interested in the overall programme of works and recognised Frankton as the 'central hub' of all works.</p> <p>Interested in designation plans and when these would be made public.</p> <p>Keen to be kept up to speed and appreciated being talked through the plans to understand the proposed changes in their area.</p> <p>Concern over impact of construction.</p>	Want to be kept informed throughout.
Queenstown Airport Corporation	<p>Wish to liaise at a higher level in the client organisation on strategic matters such as linkage between airport and bus hub.</p> <p>Queenstown Airport has been involved at a strategic level in relation to growth in the district via the Transport Governance Group. This is a partnership between Waka Kotahi, QLDC, ORC and the airport, led by local council. The governance group has worked to identify and address issues in Queenstown.</p>	This will require further conversation with ORC regarding the operation of the bus services.
Remarkables Primary School	Interested in safe pedestrian and cycle links, look forward to seeing further plans.	

Stakeholder	Feedback (summarised)	What has been done with the feedback
<p>Freight Forum, including: Transporting NZ Dynes Transport Icon Logistics, also part of Transporting NZ Heavy Haulage Association HW Richardson RTL, also part of Transporting NZ Trojan Holdings Northern Southland Transport AA Police (weigh bridge team)</p>	<p>Concerns over the removal of roundabout and the introduction of traffic signals along SH6. Over dimension loads at the SH6/6A intersection was queried, this is being followed up with the design team. Police not supportive of the weigh bridge being relocated near the cemetery. Ideally, there would be one in the southern corridor near Jack's Point and the other westbound, near Ladies Mile. Police offered to be involved monitoring construction sites as there are complaints from site crews of drivers speeding through sites. Concern over impacts of construction on journey times. Generally, the group realised the proposed changes were needed and want to be kept in the loop as things progress.</p>	<p>Over dimension loads are being followed up with the design team. Further conversations between Waka Kotahi and NZ Police to determine an appropriate location for the weigh bridge(s).</p>
<p>NZ Police</p>	<p>Requirements for a weigh bridge at an alternative location.</p>	<p>The design team and Waka Kotahi are working through options with NZ Police. Further comments were raised at the Freight Forum, as noted above.</p>
<p>Frankton Golf Centre</p>	<p>A land disposal process has been carried out to enable Waka Kotahi to acquire a portion of the Frankton Golf Centre land. This land is managed by QLDC on behalf of the Crown. Meetings have also been held onsite to help members understand the land disposal. Frankton Golf Centre is a QLDC managed facility. The collaborative relationship between QLDC, the Frankton Golf Centre and the design team has informed the land area required and the redevelopment of the golf course.</p>	
<p>NZ Post</p>	<p>Following the delivery of the brochure for Phase 3 – SH6/6A intersection and bus hub feedback received over concerns a</p>	<p>The feedback has been passed to the design team for consideration and the</p>

Stakeholder	Feedback (summarised)	What has been done with the feedback
	reduction in car parking will have on access to post boxes at the Frankton Village shops.	stakeholder has been informed of the opportunity to participate in the upcoming public submissions process.

The stakeholders in Table 2 below were emailed the brochure for the Phase 3 engagement on the proposed plans for the SH6/6A intersection and bus hub with an invitation to contact the project team if they had any questions or comments. Two responses were received, one from NZ Post and one from Queenstown Trails Trust. Their feedback is noted in Table 1 above.

Table 2 Stakeholders who received the brochure via email

AA	Queenstown Mountain Bike Club	QLDC Sport and Recreation (managers of the Frankton Golf Centre)
Age Concern Southland - Queenstown Branch	Remarkables Primary School	Lake Hayes Community Association
Bidfood (deliveries)	Ritchies Transport	Paul Anderson, CEO, NZ Ski
Bus and Coach Assn	Road Transport Association	Police
CCS Disability Action - Alexandra Branch	Road Transport Forum	Queenstown Airport
Chamber of Commerce	Shaping Our Future	Queenstown Central
NZ Trucking Association	St Johns Ambulance	QueenstownTrails Trust
Department of Conservation	Taxi companies	Country Lane Collective
Fire and Emergency	The Hotel Association	Frankton Village businesses
Frankton Community Association	Waste Management	Terrace Junction
Frankton Golf Centre	Kelvin Peninsula Community Association	BP Oil NZ Limited
GoBus	Lakes District Hospital	Orbus
Heavy Haulage Association	Nick Leggett	Otago Disability Action
Heritage New Zealand Pouhere Taonga (HNZPT), Nick Dixon	NZ Trucking Association	NZ Post
Lightfoot Initiative	Kaans Catering (deliveries)	

7 DETAIL ON ENGAGEMENT PHASES

This section outlines the various engagement activities between December 2021 and the end of October 2022. These activities provided background information to the community on what NZUP is, detail on the area to be designated, and an opportunity to provide feedback or meet with the project team prior to lodging the NORs. The feedback received from these engagement phases is in Section 9 of this report.

7.1 Phase 1: Inform Business and Residents at the SH6/6A Intersection

7.1.1 Door Knock and Leaflet Drop

In early December 2021 the communication and engagement team spoke to businesses and residents at the Frankton Village shops, refer Figure 5 below. The aim of this activity was to contact the business community adjacent to the roundabout, to introduce NZUP and provide a point of contact for the project. Businesses open at the time were visited, a general information leaflet was handed out and contact details were exchanged. A letter was left at business premises that were closed when the team visited.



Figure 5: Frankton Village (yellow).

7.1.2 Online Drop-In Session

Businesses at Frankton Village and Terrace Junction (on the north side of the intersection) were invited to an online drop-in session on Friday 1 April 2022. The Terrace Junction businesses were contacted via their body corporate manager. Refer to Figure 6 for the location of Terrace Junction. The online drop-in session was held on Friday 1 April 2022 and four people attended.



Figure 6: Terrace Junction (yellow).

7.2 Phase 2: Queenstown Package Community Information

7.2.1 Brochure

An information brochure summarising the entire NZUP Queenstown Package was inserted into the Mountain Scene on Thursday 14 April 2022. Approximately 10,500 copies were delivered to properties around Queenstown. Due to issues with the initial distribution it was published as a double page feature in the Mountain Scene on Thursday 5 May 2022. Refer to Appendix C for the brochure.

Supporting advertising and online banners were published on 17 May 2022 in the Otago Daily Times newspaper and website. This pointed to the NZUP website and encouraged people to sign up for the Kā Huanui a Tāhuna e-newsletter (which includes regular NZUP updates). In addition, the advert was used to promote in-person and online drop-in sessions scheduled in late May 2022. The online banners had 99,773 impressions (number of times shown) and were clicked on 325 times.

7.2.2 Media Article and Website

An Otago Daily Times reporter was invited to complete a project walkover with the project team and Waka Kotahi Director Regional Relationships James Caygill. An article titled “Major changes coming to tackle congestion” was published on 2 April 2022 which raised awareness of the programme of works and highlighted an artist’s impression of the proposed SH6/6A intersection.

The Waka Kotahi NZUP Queenstown website was updated with more details on the full NZUP programme, maps and Frequently Asked Questions.

7.2.3 Face to Face Drop-In Sessions

In-person drop-in sessions were held at the Queenstown Events Centre and Pak 'n Save on Saturday 21 May 2022. The morning session had approximately 18 attendees and the afternoon session approximately 35. There was a lot of general interest from the community.

7.2.4 Online Drop-In Sessions

An online drop-in session was held on Thursday 26 May 2022. Interest was gauged prior to the session and followed up by sending out invites. Nine people requested an invite, three people attended the session.

Another online drop-in session was scheduled on Thursday 23 June 2022 for members of Destination Queenstown. This session was attended by 14 people. The invite was emailed to approximately 1,100 members.

7.2.5 Supporting Materials

In addition to the engagement activities above the following communication tools were used to distribute information and connect with people:

- Project email address (info@wtpa.co.nz) and phone number (800 482 684 or 0800 HUANUI).
- Project information is available on the Queenstown Lakes District Council (QLDC) and Waka Kotahi websites.
- Regular updates on the project are being provided via Huanui Pānui, a regular e-newsletter which includes all Kā Huanui a Tāhuna projects.
- Updates provided in Scuttlebutt (QLDC bi-monthly newsletter) in the June/July edition.

7.3 Phase 3: Targeted Engagement for the SH6/6A Intersection, Expanded Bus Hub and SH6

Prior to lodgement of the NORs, the engagement approach for the upgraded SH6/6A intersection, expanded bus hub and SH6 improvements was to:

- encourage those most impacted to consider the proposed plans
- provide an opportunity to discuss concerns or opportunities with the project team
- encourage formal submissions once the NORs are publicly notified
- capture feedback within the NOR documentation.

7.3.1 Brochure and Door Knock

On 14 October 2022 a brochure was distributed to properties neighbouring the SH6/6A intersection and the bus hub. Please refer to Appendix C for the brochure. This was followed by a door knock on 17 October to discuss the project and invite affected parties to drop-in sessions on 18 and 19 October or to arrange a time to meet with the project team. This included representatives from

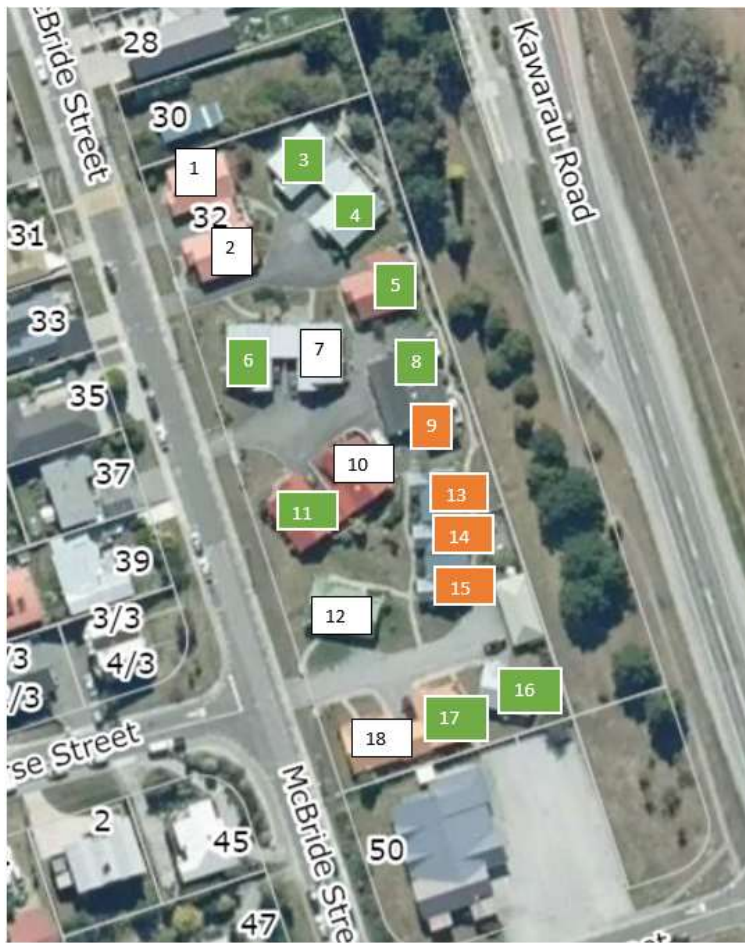
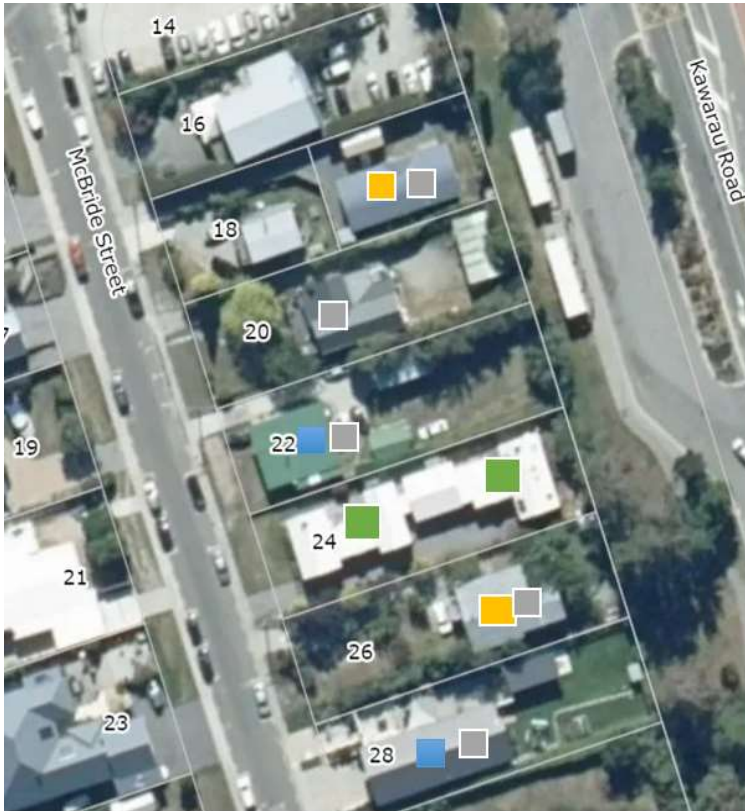
Waka Kotahi and QLDC. This engagement targeted residents of McBride Street neighbouring the proposed expanded bus hub.

Figure 7 shows the area the brochure was delivered to and Figure 8 provides a summary of the contact made during door knocking along McBride Street.

As noted in Section 7 of this report, stakeholders were also emailed a copy of the brochure.



Figure 7 Phase 3 brochure distribution area



Key:

Green – Feedback received

Orange – Properties currently vacant

Blue – Tenanted

Grey – The brochure has been posted

Figure 8 Contact made with properties of McBride Street

7.3.2 Letters to Hansen Road

Letters to the occupiers of Hansen Road were distributed to advise of the proposed changes to Hansen Road and the intersection to SH6 to provide an opportunity to talk to the team prior to NOR lodgement.

7.3.3 Face to Face Meetings

The engagement team based themselves at the St Margaret's Wakatipu Community Presbyterian Church, Ross Street for two days on 17 and 18 October. This allowed residents and businesses to make times to talk to the project team. Door knocking continued throughout the two-day period. No one-to-one meetings were requested.

7.3.4 Face to Face Drop-In Sessions

Face to face drop-in sessions were held at the St Margaret's Wakatipu Community Presbyterian Church, Ross Street, Frankton on Tuesday 17 October between 5pm and 7pm where approximately 20 people attended and on Wednesday 18 October between 9am and 1pm where approximately 12 people attended.

7.3.5 Email Inbox

As of 27 October 2022, six emails were received in the project email inbox. These included responses from:

- two residents of McBride Street
- Southern Community Laboratory
- NZ Post
- Presbyterian Support Southland
- Frankton Village Body Corporate.

8 SUMMARY OF FEEDBACK RECEIVED

Feedback received has been summarised under each of the engagement phases below.

8.1 Phase 1: Inform Businesses and Residents at the SH6/6A Intersection

8.1.1 Online drop-in Session Feedback

The online drop-in session was held on Friday 1 April 2022 and four people attended. A presentation was shared and there were two questions from the session. One asking about accessing Frankton Village and how to exit to go to Cromwell but the main interest was in the timeframes for construction. Refer to Appendix B for the presentation.

8.2 Phase 2: Queenstown Package Community Information

8.2.1 Face to Face Drop-In Sessions

Overall, the feedback was positive about the proposed changes to the transport network with many asking when it will get underway or indicating a “get on with it” attitude. Many engaged because they were interested in finding out more about the changes – “It’s good to know what’s going on.”

During the morning session there was more focus on active travel with a desire to see better connections and safer crossing points so it was accessible to more users including youth. Underpasses vs traffic signal pedestrian and cycle crossings was a theme particularly in the Frankton area.

Multiple individuals asked about the speed environment. All emphasised support for reduced speed limits particularly along the SH6/6A corridor. Sentiment was that speed reductions would also make it safer for walking/cycling.

There were questions at both sessions around the Shotover Bridge and if there are plans to build a new one.

Multiple conversations around public transport emerged. These are out of scope for the NOR but the feedback is noted for completeness. In particular, the following points were raised.

- A focus on mode shift is required but concern not a “joined-up” approach and not enough busses.
- In Hanley’s Farm there are currently no bus shelters.
- New school at Hanley Farm requested signage from State Highway and around school to slow drivers down.
- No bus stop at the Queenstown Country Club described as an oversight.
- Need bus shelters in addition to bus stops as people will not want to get cold/wet in winter.
- Benefits of a Park and Ride were raised by a number of people.

In the afternoon session there was more interest in the proposed intersection changes. Other themes of discussion included:

- support for Howard's Drive roundabout
- questions on the number of traffic signals being installed as part of the works
- the programme will overall benefit the town
- concern about disruption during construction
- requests for cycle paths to be removed from the road; safe crossing points needed where cycle paths cross roads.

8.2.2 Online Drop-In Sessions

Two attendees provided negative feedback on the plans; in particular regarding:

- the reduced number of traffic lanes on the eastern corridor from Hardware Lane to the SH6/6A intersection
- insufficient details provided in plans for on-road cycle lanes at the proposed SH6/6A intersection.

The focus of questions from other attendees was around construction timing

8.2.3 Project Email Inbox

Feedback relevant to the SH6/6A intersection upgrade, the expanded bus hub and SH6 upgrade is noted below.

- Unichem Summerfields Pharmacy at Frankton requested more information on the proposed works and how it will affect them. All project information to date has been shared.
- A Frankton resident would like a no engine breaking sign between the Queenstown Events Centre and BP Connect Queenstown to reduce the noise of trucks entering the area.
- A request was made for inclusion of an on-road Queenstown bound cycle lane through the SH6/6A.
- A bus lane on Stalker Road that merges with SH6 at the Stalker Road roundabout would benefit bus travel times in the morning peak.
- A question over the approach in supporting public transport, concern not everyone will take the bus.
- Concerns about bus frequency i.e. the Kelvin Heights, Jacks Point and Shotover bus routes only pickup every hour. Suggestion it should be a service every 15 minutes.
- Concern that more traffic signals are going to create more traffic problems. A suggestion that pedestrian overpasses may be more suitable than additional traffic signals.
- Suggestion to upgrade Edith Cavell bridge at Arthurs Point to support two-way traffic.
- Suggestion to widen some of the main roads to allow for better traffic flow.
- Concerns were raised from a cycling perspective included the following:
 - No inclusion of dedicated cycle lanes and underpasses in the programme.

- Shared lanes for buses and cyclists are considered dangerous.
- Request for the team to liaise with cycling groups to get further input into the programme.

There were other comments received regarding future parts of the programme that do not relate to the SH6/6A intersection and will be worked through during the design development of other areas of the programme. Most raised specific questions about driveway access and will be addressed in future.

8.3 Phase 3: Targeted Engagement for the SH6/6A Intersection, Expanded Bus Hub and SH6 Improvements

This engagement was targeted towards property owners and tenants who live and work near the proposed changes. The feedback below has been received during face-to-face discussions, drop-in sessions or email.

The majority of feedback indicated support for changes at the SH6/6A intersection to manage traffic flow. The proposed traffic signals are considered to provide a good solution. However, residents and businesses immediately adjacent to the proposed works had feedback on the specifics of the proposal. Feedback has been categorised into the following themes:

8.3.1 Gray Street

- General comments from residents noted there would be a longer drive around the block with the proposed one-way system.
- Support for no right turn from Gray Street onto Kowarau Road was noted in recognition it is a dangerous turn.
- The Southern Community Laboratory use the roundabout to access the hospital. Concern raised regarding the removal of the right hand turn out of Gray Street could cause delays accessing the hospital.
- A resident stated there was no need for the pedestrian crossing from McBride Street over SH6.

8.3.2 Noise at Proposed Traffic Signals

- A query from property owner at the Frankton Village shops regarding additional traffic noise from traffic signals compared to the roundabout. Would apartments facing the intersection need to be double glazed.

8.3.3 Noise Barrier at Bus Hub

- Residents immediately adjacent to the proposed noise barrier expressed concerns about negative impacts on outlook, views, sun and amenity. The proposed noise barrier would make them feel blocked in and limit winter sunshine warming properties.
- Many residents stated noise was not an issue as it is already a noisy environment.
- Noted buses will likely be electric in coming years so there will be less noise generated from the bus hub over time.
- A suggestion for the noise barrier to be moved closer to the bus hub and the walking/cycling path located between the properties and the shelters.

- Suggestion the bus shelters could be glass so they could be seen through, limiting loss of light and views.
- Suggestion that glass barriers between each of the bus shelters would help reduce noise.
- While a resident didn't want the noise barrier, they did raise concerns about looking at "the eye sore of diesel buses" and wanted a fence to screen this.
- A suggestion to double glaze windows that face the bus hub so a noise barrier is not required.
- Residents of the Presbyterian Support Village raised concerns about loss of access as they currently have gates from the rear of their properties out to the bus hub area. These access points would be removed if the proposed noise barrier was installed.

8.3.4 Trees and Landscaping

- Landscaping should be added where trees are removed but some residents acknowledged the removal improved views.
- Some residents questioned the need to remove trees or asked if there was a way to retain them due to their maturity.
- Concern raised by St Margaret's Church around the loss of the informal grass area fronting SH6 which is currently used for overflow parking. The Church would like to retain it.

8.3.5 Walking and cycling

- Support for the traffic signals to cross the road safely at the SH6/6A intersection with many acknowledging the dangers particularly as traffic volumes increase.
- Concern raised about the proposed walking and cycling path adjacent to the noise barrier behind the bus hub. Request for this to be lower than ground height of the bus hub to ensure privacy.
- Suggestion an underpass at the SH6/6A intersection would reduce the number of traffic signals.
- Some businesses raised concern about the inclusion of cycle lanes through the intersection, noting most cyclists use the adjacent Te Araroa Trail (which passes by the south end of the existing bus hub). They thought it would be simpler, cheaper and safer to pave and upgrade the trail.

Specific comments from businesses at Frankton Village regarding cycling facilities include:

- Few cyclists are seen using SH6A. A safer alternative would be to pave the Te Araroa Trail between the boat marina and the golf course.
- Query regarding the purpose of the 3 metre wide cycle path down Gray Street. A note that cyclists are less than 5% of the traffic, yet three cycle lanes are provided between Queenstown and Lake Hayes – plus the Te Araroa trail.
- For road cyclists travelling from Kingston to Arrowtown, there are two traffic lanes turning across their path at the SH6/6A intersection. Danger is noted.

8.3.6 Expanded bus hub

- Suggestion the bus hub is relocated adjacent to the cemetery so buses travelling from Queenstown to Five Mile and beyond do not have to detour to the current bus hub location

- Opposition to the bus hub. A request the bus hub is built elsewhere in a more commercial area and not on a reserve.
- Concern from a resident about diesel fumes getting worse from the bus hub with engines idling while buses wait for passengers.

8.3.7 Parking

- Inadequate parking provided to cope with the increased number of vehicles.
- Concern that people using public transport will park their cars in the adjacent streets.
- Concerns about parking on McBride Street were raised as residents felt it may cause further traffic congestion for Frankton residents.
- Residents noted that more short-term parking should be provided to support the viability of local businesses.

8.3.8 Parking and service lane at Frankton Village shops

- Concerns were raised about the loss of car parks at the Frankton Village shops.
- Suggestion was made to reduce the time limit on car parking to allow for short term 15-minute parks for people using those shops. Noted QLDC is parking authority so this suggestion has been shared with them.
- Suggestion the Gray Street car park time restriction of 10 hours could be shorter. For example an hour would increase the turnover of people who could park and shop in the area.
- Request for continuation of the anti-clockwise service lanes (established with the redevelopment and transfer of land to SH6 in 1990). Truck and vehicle access is a necessity, given SH6A is a limited access highway and access to some retail units depend on this service lane.
- Noted the apartments and shops also require large (10 wheel 20 tonne) truck access - for delivery of pallets of goods, furniture and removal of rubbish skips. This detail is not available at current design phase.

Specific feedback on accessing the Frankton Village shops included:

- A request for Frankton Village signage to be incorporated into the intersection signage design.
- Concern expressed that the design has not taken into account access for larger service and delivery trucks.
- A request to include yellow hatching at the Gray Street / SH6 Kawarau Road intersection.
- Suggestion to retain two-way vehicle movements on Gray Street.

Specific feedback on car parking at Frankton Village shops included:

- Concern at further reduction in parking as parking numbers were previously reduced as part of roundabout improvements in 2018.
- Many locals use the post boxes daily (being the only ones in the Frankton area). Lack of 10 min parks at the boxes and shops adjacent to the Remarkable Takeaways are a key concern.
- Concern about financial impacts on businesses during construction due to potential reduction in parking.

- Request for Gray Street car park to have a reduced time limit to increase turnover of spaces.
- Suggestions made for additional parking spaces in three locations. These have been noted by the project team.

8.3.9 Construction

Many raised questions about construction timing and where traffic will be diverted to during this phase. There were concerns raised that construction traffic would go down McBride Street which the residents were opposed to due to the narrow width of the street.

8.3.10 Consultation comments

Residents expressed their gratitude at being able to speak to the team and to find about more about the proposal. All those who engaged were advised while their feedback was being noted within the NOR application, they should also make a formal submission when designation is publicly notified. Discussions with residents and businesses in the area will continue following lodgment.

8.3.11 Comment on whole proposal

There was support for the change to traffic signals to improve traffic flow and to allow pedestrians safe access across the State Highway.

One resident raised concerns that a 30 year strategic plan has not been developed. They consider the proposal will waste resources and devalue property. They believe most residents wouldn't want the development on their back door and alternatives should be considered.

9 NEXT STEPS

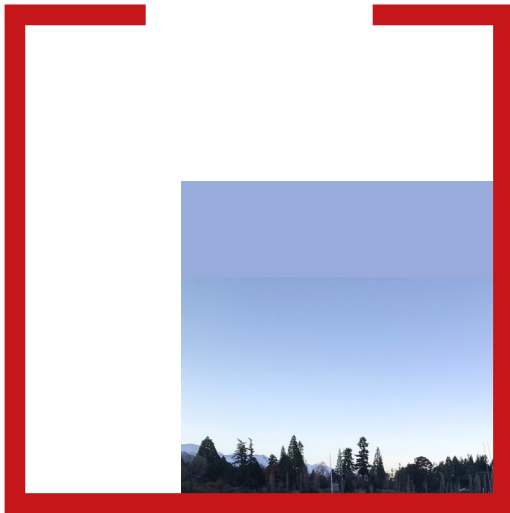
9.1 Addressing Feedback

In summary, engagement with affected parties on design plans was undertaken ahead of lodgement of the NOR applications. Where possible, feedback received has been incorporated in the plans submitted or will be noted for consideration. However, all affected parties have been advised of the statutory process and have been encouraged to make a formal submission once the applications have been publicly notified. Once submissions on the NOR's have been received we will then consider all feedback and determine how best to address it.

Appendix A: Business Case Engagement Report

FRANKTON TO QUEENSTOWN SSBC & QUEENSTOWN TOWN CENTRE DBC ENGAGEMENT REPORT (APRIL 2019 – SEPTEMBER 2020)

September 2020



Contact Details

Prepared By

Reviewed By

Approved for Release By

Overview of engagement to date

A variety of stakeholder interactions has occurred throughout the past 18 months. Detailed below is an overview of the conversations that have taken place. Prior engagement has also been covered under Grant Road to Kawarau Falls work.

Workshops

Various workshops have been held over the course of the project, they are briefly detailed below, and minutes appear within the appendix of the draft business case.

When	Stage
Dec 2018	Workshop F2Q: Long List Creation and MCA criteria
Dec 2018	Workshop QTC: Long List Creation and MCA criteria
Feb 2019	Workshop F2Q /QTC: Option Analysis and Short List Development
May 2020	Workshop F2Q /QTC/Frankton: Short-list to Preferred Option

In addition to the workshops, the project team have worked with various departments of Queenstown Lakes District Council. Meetings have been held with the Spatial Planning team, QEC staff, the Project Manawa team and staff involved in the Lake View project. Regular conversations with Infrastructure Manager (Tony Pickard) have occurred throughout the project duration.

Stakeholder meetings

A variety of groups, organisations and other projects have input into the business cases through separate meetings with project team members. The project team has kept aware of the work other teams are undertaking within the Wakatipu area that potentially complement or impact the QTC and F2Q business cases. The table below lists the stakeholders the project team has met with over the past 12 months and the topics covered.

Stakeholder	Topic	Outcome
Boffa / GHD	Frankton Masterplan	Alignment between the projects
Beca	Active travel	Alignment and understand of their project
WSP	Park and ride	Project alignment
Remarkables Park	Integrating with the gondola	Understanding aspirations
Airport	Growth, tourism trends and the gondola site	Understanding airport growth and aspirations
Public transport users and providers	Understanding of needs and future requirements	Incorporated into the PT elements
Internal NZTA	Funding and finances	Business case input
ORC	Public transport	Input to what they require (as a PT operator)
Arup	Ferry Business Alignment	Outputs from public transport demand model

The project team met with a number of individual stakeholders from June 2019 – February 2020. These stakeholders were in business, tourism, development and property fields. Conversations focused on the implications of the arterials and feedback from these meetings were used to inform measurements required for the town centre and SH6A effects.

Landowner meetings

Members of the project team have spoken with key landowners where there could be a potential impact based on our emerging package. Conversations are detailed in Appendix 3.

Media / public interest

Media content and stories have usually been linked to periods of community engagement or Government announcements.

April 2019

Executive Summary

The Wakatipu Way to Go group brought together all the transport investigations currently underway to talk to the community in an integrated way. The five key project teams worked collaboratively to undertake engagement with the community during a 3-week period in April 2019.

Reach and response

A number of methods were used to raise awareness of the engagement and to seek participation. Methods included, pop ups at local markets, intercept surveys at bus hubs and on the Frankton Trail, online survey, social media, webpages, presentations, phone calls and meetings. Figure 1 below shows the reach via the different methods.



Figure 1. reach with different engagement methods.

Public Transport and getting around

The Town Centre and Frankton to Queenstown business cases needed to understand more about people's preference in regard to public transport. Figure 2 illustrates some of the key findings regarding public transport.

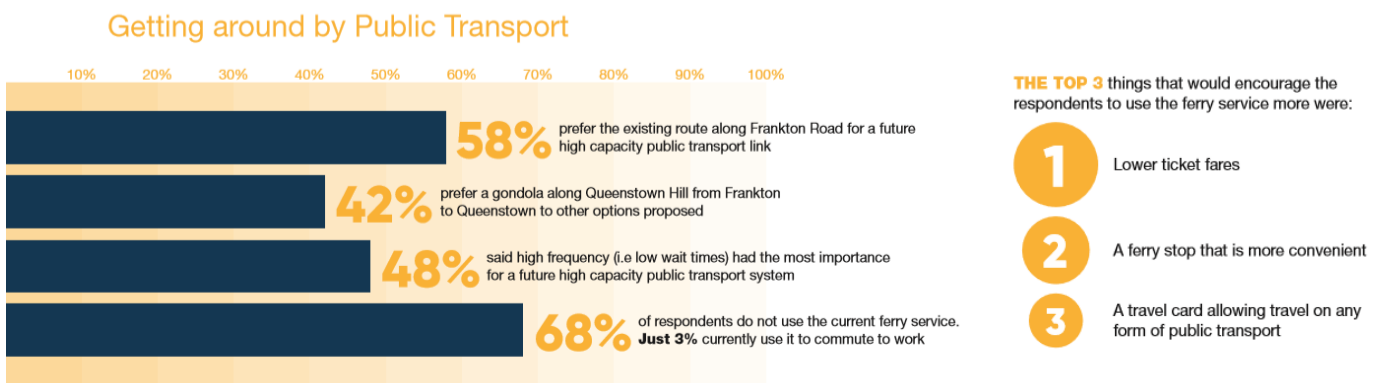


Figure 2. some key results about public transport

Making travel choices is an important aspect when considering the future of Queenstown Town Centre and the Frankton to Queenstown corridor. Figure 3 below shows what people said about how they get around.

Making Travel Choices

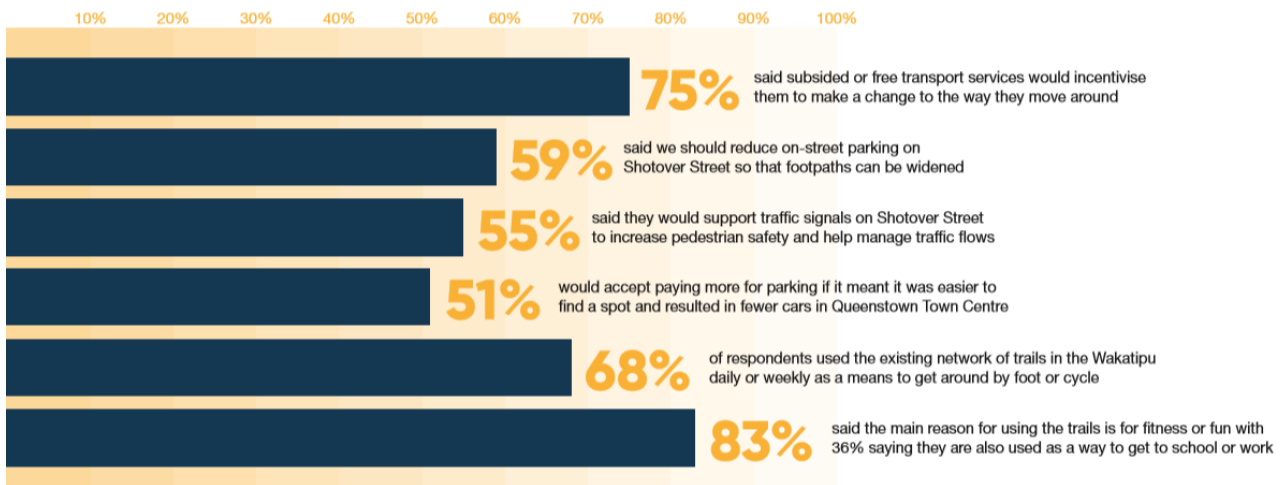


Figure 3. responses to questions about travel choices

Queenstown town centre street experience

Questions about peoples experience of streets within the Queenstown town centre were asked. The highest collective score was Marine Parade for walking with a 3 out of 5, and Beach Street for a place to have lunch or chat with a friend which was given a 2.75 out of 5 (with 1 being a low quality experience and 5 being a high quality experience). Shotover Street received the lowest scores for both categories. There is the potential for the streets within the Queenstown town Centre to be enhanced to improve the experience for people within the town centre.

Next steps

The next steps for the business cases are to work towards a preferred package of options to present to stakeholders at Workshop 5 (Short-list to Preferred Option). This will be complimented by continuing conversations with partners, key stakeholders and groups. Then the emerging package will be tested with the community, seeking their input before finalising the business cases.

1 Introduction

The purpose of the Queenstown Transport Engagement report is to provide a summary of the stakeholder and community engagement undertaken during April 2019 on a number of projects by the Wakatipu Way to Go a partnership between QLDC, NZTA and ORC. The focus of this report is on feedback received to support the Frankton to Frankton to Queenstown Single Stage Business Case and the Queenstown Town Centre Detailed Business Case.

Figure 4 below shows the projects that the Wakatipu Way to Go partnership engaged with the community on during April 2019.



Figure 4. Wakatipu Way to Go projects consulted on as part of the Queenstown Transport Project engagement.

The project teams for each of these business cases worked together to deliver the community engagement as 'one team' to reduce consultation fatigue in the community and to gather feedback that might be relevant to more than one business case at the same time to avoid asking the community the same questions repetitively.

1.1 Activities and events

Throughout April, several activities have been held as part of the engagement. The events included:

- 1 April – *Shaping our Future transport update*, exercise for attendants.
- 3 April – Presentation to The Chamber of Commerce.
- 6 April – Public Engagement at The Remarkables Market.
- 7 April – Public Engagement at The Arrowtown Market.

- 12 April – Public Engagement at The Queenstown Market.
- 16 April – Frankton Track Active Travel Engagement.
- 17-18 April – Public Transport event

There was also an online survey that was available for people to provide comment through to 22 April.

Table 1 below outlines the promotional campaign and reach to the community from 1 April 2019 to 22 April 2019.

Table 1. Promotional campaign and events held throughout the Wakatipu Way to Go April 2019 Engagement.

Wakatipu Way to Go advertising and promotional campaign overview
<p>Events</p> <ul style="list-style-type: none"> • Wakatipu Way to Go and Shaping our Future presentation to community at QEC on 1 April (70 attendees) • Wakatipu Way to Go group presentation to Chamber at Sky City on 3 April (50 attendees) • Wakatipu Way to Go group presentation to Wakatipu Senior Citizens Assoc. (25 attendees) • Market events pop up stand on 6, 7, 12 April respectively <ul style="list-style-type: none"> ◦ Remarkables Market, Frankton (est. 60-80 people) ◦ Arrowtown Farmers Market (est. 80-120 people) ◦ Queenstown Craft Market (est. 70 people) • Active Travel Pop Up Stand at Frankton Marina on 11 April (30 people) • Public Transport Pop up stand at Camp Street on 17 April (100 people) • Public Transport Pop up Stand at Frankton Hub on 18 April (32 people) • Public Transport interviews with Richies Bus drivers (10 drivers) • Frankton Masterplan youth engagement (75 students) • Info panels on display at QEC, Frankton and Queenstown Library over Easter • Jim Boulton and Mike Theelen discussed during their road show to townships throughout the district • Lunch and Learn 9 May invite to all QLDC Staff and Councillors (XX people) <p>Total Reach: 662 people (plus QLDC staff and people viewing info panel displays)</p> <p>Radio</p> <ul style="list-style-type: none"> • General awareness advert NZME including stations: Hits ZB and ZM on prime-time slots which covers all of Central Otago - Kingston to Roxburgh, Alexandra, Cromwell to Wanaka • General awareness advert Media Works including stations: More FM, Rock and The Edge on prime-time slots reaching Queenstown, Alexandra, Cromwell and Wanaka listeners in one hit • Way to Go group and Shaping our Future event Ad Libs on Media Works (More FM) in week lead up • Way to Go group and Shaping our Future event Ad Libs on NZME (The Hits) in week lead up • Active travel campaign: Ab Libs on Media Works (More FM) in week lead up • Active travel campaign: Ab Libs on NZME (The Hits) in week lead up <p>Total Reach: Thousands of Central Otago listeners</p> <p>Print, Online and E-comms</p> <ul style="list-style-type: none"> • Media release (to media contact database and all QLDC staff and councillors) and online <ul style="list-style-type: none"> ◦ March 29, 2019 – Wakatipu Way to Go engagement to start ◦ February 8, 2019 – Joint Media Advisory: Tackling Queenstown's transport challenges is the Wakatipu Way to Go • Remarkable Market newsletter facilitated by Manager Sherryn Smith (reach approx. 800 people) • Chamber of commerce e-newsletter (database is 1,550 local business people) • NZ Herald online advert with link to Let's Talk URL Live for 2 weeks from 1 April (geo target Central Otago Southern Lakes with 30,979 impressions generating 75 direct clicks to website) • Frankton Flyer half page advert (monthly magazine run and distributed on 1 April with Reach circulation 2,200 to business and households in the Wakatipu)

- Frankton Flyer full page editorial 'Way to Go' on transport woes April edition 66 (as above)
- Mountain Scene ½ page colour advert for 3 weeks (weekly newspaper run from 4 April with Reach 16,800. Of those 11,600 are home delivered in the Wakatipu Basin).
- Lakes Weekly Bulletin full page colour advert for 3 weeks (weekly newsletter edition from 2 April. Reach: circulation of 4,500 and a readership of 11,250)
- Lakes Weekly Bulletin Snippets 4 and 17 April (Reach: circulation of 4,500 and a readership of 11,250)
- Scuttlebutt QLDC newsletter 18 April 2019 page 6. As inset in Mountain Scene (reach 25,000 plus online)
- Website content <https://www.qldc.govt.nz/transport-and-parking/wakatipu-way-to-go/>
- [Sign up](#) to e-newsletter subscription from Wakatipu Way to Go group via mail chimp (currently 240 contacts)

Total Reach: Newsletter data bases: 2,350 people; Print advert: 184,500 circulation; Scuttlebutt 25,000 copies

Survey and Submissions

- Wakatipu Way to Go online survey (survey monkey) on Let's Talk site via Bang the Table community tool total of 194 responses (78% completion rate and 20mins typical time spent).
- Wakatipu Way to Go Streets Survey 52 responses (100% completion rate, 2mins typical time spent).
- Bang the table visits to Let's Talk site for Wakatipu Way to Go: 638 visits
- Visits to QLDC 'Wakatipu Way to Go' webpage: 331 visits
- Email feedback total: 9 submissions to let's talk inbox
- Post it note comments:
 - Remarkables Market
 - Active Travel board total: 138
 - Public Transport board total: 164
 - Frankton Masterplan board total: 38 + 107 (dots)

Total Reach: Survey and email submissions 254; Post it note comments: 447; Website hits: 969

Social Media

- Wakatipu Way to Go general post and Shaping our Future event promotion 1 April: What would it take to get you out of your car and out of the traffic? 1,675 people reached, 2 likes, comments & share and 50 post clicks
- Wakatipu Way to Go general post boosted from 3 April: What would it take you to get out of your car and change your travel habits? 17,695 reached 190 reactions, comments & shares 1,617 post clicks
- Market event post 5 April: We'll be hitting the market circuit this weekend to talk about Wakatipu transport solutions. 4,315 people reached 14 likes, comments, shares and 99 post clicks
- Active travel event post 11 April: What do you think about our trails? post 9,554 people reached with 26 reactions, comments & shares and 271 clicks/actions

Total Reach: 33,239

Direct emails

- Personalised emails to all nine community associations in the Wakatipu which were promoted through membership via newsletters/website/Facebook
- Personalised emails to a range of sporting groups in the Wakatipu
- Overview email to All QLDC Staff

Total Reach: Hundreds of people via local association databases

Collateral

- Business card flyers – handed out at all events, displayed at council offices, libraries and event centre and distributed by Wakatipu Way to Go stakeholders to interested parties
- Wakatipu Way to Go pull up banner – on display at events
- Smarter journeys, together brochure –awareness and informing piece promoting letstalk site – distributed at events and on display at council offices, libraries and event centre
- Information panels on Public Transport, Active Travel and Frankton Masterplan – on display at Market events, Shaping our Future presentation as group exercise and at QEC and library. Public feedback via post it notes collected and collated.

Total Reach: Hundreds of people via event attendance and who frequent council offices, libraries and event centre.

Overall, have seen a significant increase in awareness and engagement from the Wakatipu community through visits to our community engagement platform, attendance at locally held events and social media reach.

2 Feedback

2.1 Shaping our Future – transportation update (1 April 2019)

During this event, there was a presentation held with discussion afterwards. The event was visited by approximately 70 people. There was an exercise where the attendants got to write down the greatest challenge and what their ideal future for transport in Queenstown would be. The results are shown in figure 5 and 6 below, where the size of each word reflects their frequency among the responses. This exercise was also held in 2015 so this follow-up exercise showed if anything has changed.

Figure 1 shows that congestion was considered the biggest challenge in 2015 and this hasn't changed much in 2019. Funding is a challenge who shows through more in 2019.



Figure 5. Greatest challenges for transport in Queenstown. The left picture shows the responses from 2015 and the right picture shows the responses from 2019.

Figure 6 shows that public transport was the most common answer in 2015 for the ideal future of transport. This is still the case in 2019 but to a lesser extent with several other popular answers in the mix, particularly the consideration of Mass Rapid Transport, Efficiency and Electric.



Figure 6. Ideal future for transport in Queenstown. The left picture shows the responses from 2015 and the right picture shows the responses from 2019.

The attendants also had the opportunity to leave comments on active travel, public transport and the Frankton masterplan. Table 2 below show the post it notes with comments received themed into categories.

Table 2. Feedback gathered from Shaping our Future.

Active Travel	<p>Safety</p> <ul style="list-style-type: none"> • Wide enough for everyone to use safely • Increase the widths on Frankton trail, Brecon Street and all walking and cycling paths • Wide enough for safe passage of bike/pedestrians in both directions • Have a wide separated pedestrian town cycle path from Lake Hayes via dedicated bridge to Queenstown • Wide, sealed footpaths on both sides of the road <p>Surfacing</p> <ul style="list-style-type: none"> • Please be mindful re surface finish so as not to lose the rural context of our landscape • Seal the flat sections. Not the steep as too dangerous • Frankton track seal it with good lighting so can be ridden at 3.30am in the morning • Tar seal Frankton track would encourage segway and motorise fast transportation on a beautiful retreat space for Frankton and Queenstown Central residents • Keep Kelvin Peninsular trail as a recreational gentle trail for our retired, young and disabled folk - and more natural • Don't make Lake Hayes (route no 9) asphalt go back route via Slope Hill • Keep number 7 (Jacks Pt Additional) as a primarily recreational trail - need to keep some gravel, natural ones that non-battery/motorised version go on without fear • No tar seal of tracks close to central Queenstown contrast of gravel to urban space unique to Queenstown • Do not seal Frankton track as ruin main recreational space for Frankton residents • Secondary and recreational routes should be gravel; primary commuter routes should allow battery-powered, be sealed and wide <p>Behaviour</p> <ul style="list-style-type: none"> • Behavioural change away from: bike = sport to bike= transport • Shaping the future of Queenstown's Transport starts with the kids. Begin changing their behaviours, build safe corridors, subsidise bikes, encourage bike group transport <p>Facilities and amenity</p> <ul style="list-style-type: none"> • Safe parking and charging station • Places to connect to other transport modes. Safe storage? • Safe storage of bikes in central Queenstown • Lighting designed and fit for pedestrian route. How many dark areas are there on SH6, Man Street and other roads • Stop cluttering footpaths with trees and street furniture. Keep it clutter free • Good lighting commuter cycleways (accessible) and bike parking • I'd like to see effective/secure bike parking provided in strategic areas. Also increased bike racks on buses • More zebra crossings, well-lit and with CCTV monitoring • Upgrade if possible. Retains the views and the enjoyment even when commuting (as per Q3.) • Commuter trails should be lit - but down lighting, not light pollution • More bike - parking at shops, town centre • Bike stands! At logical points especially close to CBD <p>Wayfinding/signage</p> <ul style="list-style-type: none"> • Correct use of tactile markers at crossing points • Signs, signs, signs - is there an allergy to signs at QLDC and the NZTA? • Signage - drawn picture of an arrow shaped sign depicting Queenstown CBD; 4.5km walk (50mins), 4km bike (15mins) <p>Accessibility</p>
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<p>Public Transport: Which option would you prefer and why, Gondola along Queenstown Hill from Frankton or existing route with priority lanes for bus/tram</p>	<ul style="list-style-type: none"> • The gradients of some streets are a huge barrier to disability access. Think lifts, overs passes, escalators! • More accessible to more people - especially as Deer Park Heights gets developed • How do cyclists particularly children get across the roundabouts safely on SH6 (five mile and QT Central) <p>Mode share/ multiple modes</p> <ul style="list-style-type: none"> • Eliminate pedestrians as they will get in the way of battery powered transport. Alternative make separation • Prioritise pedestrians pressing the button at lit intersections! • Get tracks away from roads to make biking better than driving – nicer • Shared paths are dangerous. Be bold, just pedestrianise • Where we have trails to be recreational natural trails where families/elderly can go for a bike ride or walk, should NOT HAVE motorised/battery power modes as dangerous when fast and limited mobility, limited vision etc. • Frankton track make obvious which side bike versus walkers - need bells • More bike transport on public transport <p>Connections</p> <ul style="list-style-type: none"> • Make sure there are good connections on cycle trails with minimum impediments. We have good trails but lots of gaps and busy crossings • Have a trail to connect the view underpass under the Shotover Bridge up to 5 mile. Close off Hardware Lane • Arthurs Point to Queenstown access way connection • Have bus stops that actually connect to radiating network of sealed wide footpaths <p>Other comments</p> <ul style="list-style-type: none"> • Sort out the current streets before bold masterplans • Maintenance must be PROMPT and well done • Prioritise 1a as direct route for commuters - high school kids • Not just one route, but parallel pedestrian routes. Fix Man and Hallenstein Streets <p>Multiple modes</p> <ul style="list-style-type: none"> • Multi modal concession passes - integrated so can bus from Jacks Pt to Frankton and Ferry to Queenstown • Ensure cycleways from suburbs are well connected with as few restrictions as possible • Multi modal transport options. Gondola for high capacity • Charge more for cycle carrying on buses. It's a pain for 'normal' bus users • Kingston flyer - Queenstown to Arrowtown • More bike transport on buses • Away from bus to get independent from traffic - ferry/gondola • Options for mixed use Frankton Queenstown connection via overhead transport along Frankton track. Use model for paid visitor trip like skyline gondola to aid in capital investment • I'd like to see a ferry service Queenstown - Kelvin Heights which has capacity for bikes, wheelchairs, scooters etc. <p>Frankton Road</p> <ul style="list-style-type: none"> • Get people off Frankton Road - long term - gondola, short term – ferries <p>Ticketing</p> <ul style="list-style-type: none"> • Online top-ups will be great! <p>Apps</p> <ul style="list-style-type: none"> • Is the Choice app coming back? Real time service information would be great
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<p>Frankton Masterplan: Comments on anything we've missed from doting exercise questions</p>	<p>Routes and bus stops</p> <ul style="list-style-type: none"> • Review interdependencies of routes i.e. Lake Hayes traffic delays on Jack Point times • Have bus stops at Queenstown Central and Entertainment Centre for Lake Hayes services • Direct and Express bus services <p>Technology</p> <ul style="list-style-type: none"> • Electric buses • Electric bikes • Electric buses <p>Facilities</p> <ul style="list-style-type: none"> • Invest in high quality bus station infrastructure to provide the best use experience <p>Behaviour</p> <ul style="list-style-type: none"> • Weekly get to work by bike challenging - change behaviour <p>Other comments</p> <ul style="list-style-type: none"> • Easy, quick, cheap • Employer subsidised bus/public transport travel • Bike sharing <p>Roading layout/connections</p> <ul style="list-style-type: none"> • Cul-de-sac old Frankton • Don't cut through residential zone with Humphrey Street, keep main car route on Lucas Place • Second bridge needed over the Kawarau river <p>Airport</p> <ul style="list-style-type: none"> • Long term Frankton is not the right place for the airport. So now - when so much investment is required - is the time to think about moving it and more production use of the land • Airport can connect at marina <p>Transportation</p> <ul style="list-style-type: none"> • No park and ride in Frankton • Park and Ride - what is planned? • All new neighbourhoods should include bus stops and cycle/paths as basic infrastructure <p>Waterfront</p> <ul style="list-style-type: none"> • Do not restrict access to Frankton beach waterfront i.e. below primary school • Destination not gateway - Frankton beach is a locals retreat space not a thoroughfare for mass transport! • Airport doesn't link with main waters edge of Frankton - this is for residents not a thoroughfare. <p>Land-use</p> <ul style="list-style-type: none"> • Neighbourhoods should include enough commercial/recreational and work opportunities to reduce the need to commute <p>Other</p> <ul style="list-style-type: none"> • Frankton golf course not an urban centre • You have to consider the planned ladies mile developments when discussing Frankton • Walking/cycling access only airport to jetty
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<p>Frankton Masterplan and integrated transport programme business case</p>	<ul style="list-style-type: none"> Locals were interested in this project and were pleased to see there was a focus on this area. Very strong support for the masterplan outcomes especially integrating with the lake and rivers. Lots of people were not aware of what is proposed for the area being developed near Remarkables Park and how large the development will be. They were very interested to understand how this area would function and be used by the local community. Many comments about the traffic congestion at Shotover River and the increasing issues at Hawthorne Drive in the afternoons and frustration that this would continue to get worse.
<p>General comments</p>	<ul style="list-style-type: none"> "Please make the buses go direct to Queenstown and please do it now" - people do not use the buses because of the transfers and long travel times (waiting between transfers) "Parking is a nightmare in Queenstown, what is being done?" – we referred these people to the brochure "What do you think will happen with the expansion of the airport or development of Wanaka Airport" – we stated that we are working with QAC through the development of the business cases but provided nothing more specific than is publicly available and referred people to look at the QAC masterplan options on their website "I don't go into Queenstown unless I absolutely have to." This has been a common theme when talking to locals

2.4 Public Engagement at The Arrowtown Market

The event was held on Sunday 7th of April between 10AM - 2PM and was visited by around 80-120 people. The markets weren't particularly busy (not as many market stalls as mid-summer) but there was a constant stream of people coming through and good conversation with the people that were interested. The general feeling was positive and there weren't many negative comments. The people were quite interested to hear about the work being done. The team members formed a good mix of people representing different projects and with different technical backgrounds to talk to different questions/comments.

2.4.1 Discussion

A lot of people were visitors to the area, but they were happy to engage and discuss the projects. This is potentially because some tourists are regular visitors, so they still feel some sense of 'ownership' of the area, especially people with holiday houses in the area.

All the comments received on post-it notes from the event can be seen in table 4.

Table 4. Feedback gathered from public engagement at the Arrowtown market.

<p>Active Travel</p>	<p>Connections/Links</p> <ul style="list-style-type: none"> Can we consider more areas west of Queenstown? Bob's cove, Glenorchy Luggage services to QT from Frankton (Tourists can walk if not carrying luggage) Go for simple cost effective bridges rather than large and expensive <p>Multiple modes</p> <ul style="list-style-type: none"> Frankton to be the hub for PT/coaches and high frequency shuttles to airport (free or cheap) Hitch-hike pick up spot for locals to pick up people in Frankton and take to town <p>Facilities</p> <ul style="list-style-type: none"> Formal rest areas in middle of routes - vending machines Water facilities to promote walking in Frankton Hub E-bike infrastructure paid for by private investment More water fountains <p>Surfacing</p>
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The AO boards drew people to the stand. We had a lot of interest in the walking and cycling and the public transport boards.

2.5.1 Discussion

A number of people commented on the walking and cycling networks; some commenting that they would prefer to keep the tracks unsealed to keep the same walking and cycling experience.

There was a lot of interest in the gondola. Some loving the idea and suggesting it goes all the way to the airport. Others presented some challenges such as, will it be impacted by weather and if people are travelling with a lot of gear (as they do in Queenstown) they will still need a vehicle to get from the airport to the gondola terminal and at the other end – so it won't solve the problems.

Comments on the tram/light rail included- it's easier to understand for visitors, tram or bus might be more flexible if something changes, and light rails is quiet, but it takes up space.

There were also some comments on the ferry – that it needs to be bigger at more regular intervals and be able to take bikes.

While the number of people we talked to was lower than preferred, there were some robust conversations and it was great to hear people's positive attitude towards future changes to the transport network.

All the comments received on post-it notes from the event can be seen in table 5.

Table 5. Feedback gathered from public engagement at the Queenstown market.

Public Transport	<ul style="list-style-type: none"> • Future focus is good <p>Mass Rapid Transit</p> <ul style="list-style-type: none"> • Love the Gondola • Want a Gondola to go to the airport • A tram or bus is a good option as it can be flexible if things change • Light rail is quiet but takes up space and could be difficult to put in • Tram is easier to understand for visitors • Tram option if on road can hold up the traffic as it does in Melbourne • Would the gondola be impacted by weather? • Gondola won't solve the problem. People in Queenstown carry a lot of gear and would still need a taxi at each end of their trip. • Gondola doesn't solve the barrier of having to do shopping and carrying bulky items • Gondola and light rail a waste of money • Gondolas and Light rail expensive and in flexible • Gondola expensive. Maybe just sort the buses <p>Behaviour/Education</p> <ul style="list-style-type: none"> • More awareness about PT and how to use it • More education around the use of PT • More open days and PT campaigns to encourage usage of PT <p>Routes</p> <ul style="list-style-type: none"> • Priority busways would be great as these are not affected by traffic • Importance that PT should be better than driving a car • Nice buses are key! They are flexible in regards to routes • More direct and less affected by traffic would enhance this service even more <p>Electric</p> <ul style="list-style-type: none"> • Focus on clean and electric fleet <p>Other</p> <ul style="list-style-type: none"> • Works in QT - Busses everyday when he in the office. Loves it • \$2 bus brilliant <p>Connections</p> <ul style="list-style-type: none"> • Connections through to Cromwell
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<p>Active Travel</p>	<ul style="list-style-type: none"> Ability to connect to the track from many places along Frankton Road is good <p>Surfacing/upgrading</p> <ul style="list-style-type: none"> Prefer unsealed tracks to keep the same walking/cycling experience that we've come to enjoy, Don't upgrade trail will encourage bikers to go faster <p>Other</p> <ul style="list-style-type: none"> Looking forward to walking trails in the coming week For trail users - More information about transport to Frankton and where to get supplies in the town centre Witnessed bike collision on track Foreigners ride on wrong side. Recreational and ebikers/ Roadies should be separated. Keep Roadies on road Bikes most places Loves the trail Only congestion in Jan and Feb If it is too busy then resorts to the road
<p>General/Other comments</p>	<p>Multiple Modes</p> <ul style="list-style-type: none"> Need to be able to take a bike on the Ferry Just put on a ferry One way two lane circuit through QT starting Frankton and continuing through to AP. About time this is being talked about An architecturally designed bridge from Kelvin Heights into the town centre. This provides another route in and out and frees up land on the northern side. Future focus is good Getting around has been good
<p>Detailed feedback</p>	<ul style="list-style-type: none"> Go Orange Driver: The ferry currently has capacity for 40 people. People get left behind. It goes every hour. There are so many tourists from the Hilton they fill up the ferry and can't take passengers from the Marina and they let people down. After people have been let down 2 or 3 times they stop taking the ferry. Need more regular and bigger boats. Parking Strategy: This person had filled in the online survey, but didn't have space to voice concerns over parking. Their comments were on Aspen Grove and Richards Park Lane there was people parking on both sides of the road leaving only one lane. This making it very unsafe. There should be a yellow line on ones side, particularly the curves. Parking needs to be enforced. Towards Glenorchy after the roundabout the cars parked along here impact on the amenity and are an eyesore. Particularly near the track. Shouldn't be whole day parking.

2.6 Frankton Track Active Travel engagement

The engagement was held on 11 April and was visited by around 30 people.

People were generally positive about the project, with a number of people interested in the upgrades to the tracks. Most people were positive about upgrades to the Frankton track however opinions differed over the type of upgrade (e.g. surface treatment, lighting etc). The people spoken to were a mixture of both local residents and visitors.

2.6.1 Discussion

Conversations generally focused on Frankton Track and the wider network.

Several people commented on the walking and cycling networks; some commenting that they would prefer to keep the tracks unsealed to keep the same walking and cycling experience.

There were several people that were using the trails for commuting to/ from a destination who valued the ability to be completely separated from traffic (travelling to Five Mile / Remarkables Park for shopping).

Main concerns from various users are around safety and lack of signage. Concern around e-mobility users and their speeds on the trails. If sealing was carried out – questions were raised - would this encourage users to travel faster and increase safety issues?

E-scooter users liked the Frankton track as it was – the surface didn't impact on their journey. The width of Frankton track was described as adequate except during the peak season of January/ February. Cyclists often avoid the track at these times to avoid conflict with other users.

There were some comments on the ferry – that it needs to be bigger at more regular intervals and be able to take bikes.

Kelvin Heights resident came specially to talk about the trails – didn't want to see the trails advertised as a commuter trail. Main focus on Ferry connection.

2.7 Public Transport event

The event was held on 17 April (all day) and 18 April (morning). The total number of visitors were about 130 people. Information posters were set up at Camp Street on the Wednesday and at the Frankton Hub at the Thursday. Business card flyers were given to visitors and they were directed to the website to fill in the online survey. The visitors were a mix of residents and visitors. Bus drivers were very engaged and took team members on their routes to show them pinch points, what works and what could improve.

2.7.1 Discussion

In general, there were more detailed feedback on the bus network and changes that would make it easier/simpler/quicker for the users. There was conversation around Mass Rapid Transit options. Interest also in the Active Travel network and the connections between active modes and public transport. People were supportive of the bus service and thought \$2 is a good price for the service.

Table 6. Feedback gathered from the public transport event.

Public Transport	<p>Mass Rapid Transit</p> <ul style="list-style-type: none"> • Tram or monorail • Gondola with stop points in the middle. The more stop points the more useful. • Getting people off the hill above Frankton Road and onto the bus. We need a link with the upper suburbs. • Gondola a good idea. It needs to be cheap enough to get people off the road • Facilities • Frequency of MRT is important. • How about a monorail? • Gondola misses out Goldfield Houses. • A gondola would be sick • With either gondola or tram or light rail - don't damage the existing amenity. • Gondola wouldn't help with shopping runs. • Gondola good if it is the same price and covers the same routes. • Gondola sounds good but maybe more buses is better. <p>Routes</p> <ul style="list-style-type: none"> • Different routes from Lakes Hayes Estate. • Small bus to Kelvin Peninsula. • Regional bus services appalling. • Need an Arrowtown bus along Malaghans Road to Queenstown. Also, a stop for Arrowtown bus close to Lake Hayes Estate so no change in Frankton. (x2 people) • Buses should get to the Airport well in time to check in for the FIRST flight out. • Buses only hourly at some of the largest suburbs.
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- Need a Lake Hayes Estate direct and Arrowtown direct.
- More bus stops rather than completely new infrastructure.
- Would love to have the Arrowtown Malaghans Road route back on.
- Direct bus from Lake Hayes Estate to Queenstown and back again at peak commute times. (X7 people)
- Extend bus further to Lake Hayes and Glenorchy/Fernhill
- Don't think the change off and on the #1 bus is a problem.
- Bus line 2 should be made into a loop, so it would go back to arrowtown over Malaghans Road.

Bus Timetable

- Inconvenient bus departure times for Arrowtown people.
- Buses to Arrowtown start too late and finish too early.
- Need busses earlier in the morning to get to work. Need buses later at night.
- Night buses would be good. The change at Frankton Hub takes a long time.
- Good punctuality from Queenstown to Frankton.
- The More time would be needed at the Airport (for line 1) in the timetable as many people buy Go-cards, have a lot of luggage etc. which takes time.

Frequency

- Higher frequency bus to Kelvin Heights - \$2 bus fare very good. Current service excellent.
- Changes to the bus services - on time and increased frequency.
- More bus stops on Arrowtown - Big gaps between Amisfield and Hardware Lane
- Sunshine Bay service is not adequate. Only a very short interval that they can get in and out of Queenstown. I finish work at 2pm and have to wait for the 5:30pm bus in Queenstown
- From Lake Hayes Estate - a full bus.
- More buses into Sunshine Bay - every hour.

Ticketing.

- Tap on and tap off bus tickets like in Sydney.
- Monthly card would be good for regular users.

Supporting Facilities

- Bus stop/car park close to Arrowtown Junction or Lakes Hayes/Arrowtown corner. Drive in from Gibbston and nowhere to park.
- The bus stops in town before Camp street (coming into town) could be placed better, they are often blocked by coaches outside the hotels.
- The Frankton Hub would need Shelters on the east side of Kawarau Road, passengers getting soaked in rain waiting for the buses.

Other

- Frustrating to have had our say on the Lake Hayes bus service and nothing has changed.
- Improve road safety at Frankton Hub.
- Coach parking at Steamer Wharf and strong enforcement.
- Hyperloop tunnel
- School kids sharing #1 bus with airport traffic - first impressions.
- Good for price
- Good service.
- Helpful drivers.
- Worth the price.
- There is an injustice with how the PT-system is largely being used by tourists/temporary workers who pay little to no tax.
- The system is good enough as it is, just needs some small fixes.
- The roundabouts could be designed better so the buses could get out easier. It is hard to get out of Shotover for example.

<p>Active Travel</p>	<ul style="list-style-type: none"> Printed tables and the Go-cards at the buses often run out. The printed tables could use some advertisement to make the print cheaper and the Go-cards could be recycled as many come and use them only for a short time, high turnover rate. <p>Behaviour/Education</p> <ul style="list-style-type: none"> Education for tourists on buses because people feel like the transport system is easy once they use it.
<p>General/other comments</p>	<ul style="list-style-type: none"> Footpath to airport from Frankton Bus Stop. Walking for Five Mile easier than waiting for bus a pain in the in the rain. Stop at Hardware lane is too far away. Parking for bikes in town. On the trail along Lake Hayes there is a low spot that you can't avoid getting wet feet. People are wading through it. This is easily fixed. Secure bike parking at Frankton. Cycling - Get over Shotover Bridge without going to the old bridge. Between Lake Hayes Estate across Ladies Mile an underpass for recreation.
<p>Detailed feedback from bus driver</p>	<ul style="list-style-type: none"> Bridge to town or under water tunnel - think 30+ - 100+. Like Hong Kong. Traffic out of Lakes Hayes Estate is terrible. Nothing on the edge of the lake - keep it for walking and cycling. Bring in Lime Scooters To Connect! Locals don't just live in Frankton. People live in Shotover, Lake Hayes, Arrowtown. It's important to connect the community. Dynamic lane on Frankton Road Great ideas Environmentally friendly Collapsible Scooters <ul style="list-style-type: none"> No traffic congestion. Easier to have a left turn from the 2 estates to leave and get out easier, many people don't know how to driver around round-a-bouts. Who will pay - rate payers not funding this. Tourism may plateau.

2.8 Online Survey

An online survey was conducted. The online survey covered questions for all of the projects. Appendix 2 includes the full data set from the online survey.

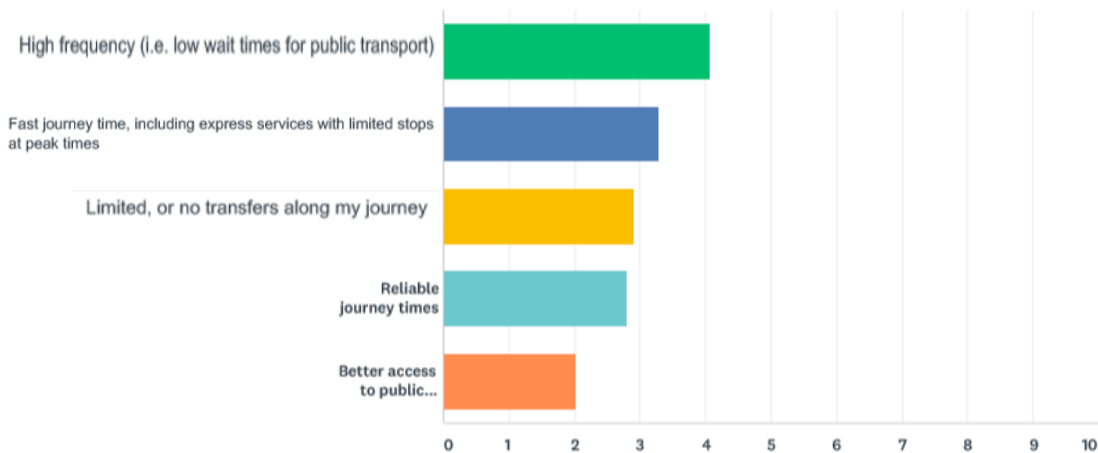
While some of the other project questions have relevance, for the purposes of this report the questions that directly relate to the business cases for Queenstown Town Centre and Franktown to Queenstown are reported on below.

Public Transport Questions that impact Frankton to Queenstown

The results from the online survey that relate to the Queenstown Town Centre and Frankton to Queenstown business cases are those about public transport as an alternative mode to shift congestion from both the Frankton to Queenstown corridor and the Town Centre. The questions and response to each question is provided below.

Q18 For a future high capacity public transport system what is important to you on your journey? Please rank in order of importance:

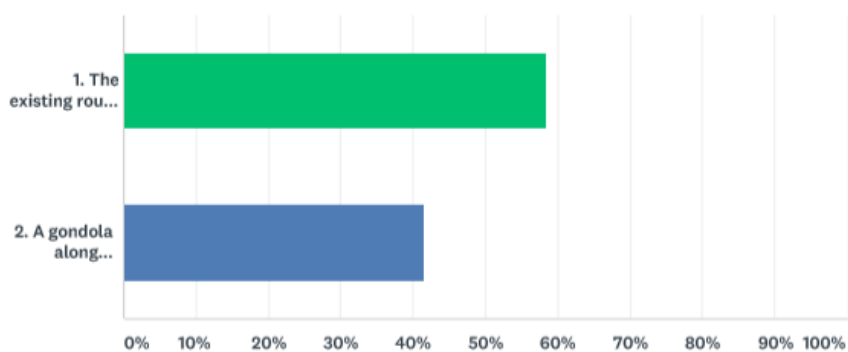
Answered: 151 Skipped: 2



Having a high frequency public transport system with low wait times was most important for users, followed by fast journey time which include an express service with limited stops. Having limited, or no transfers along the journey and reliable journey times ranked a similar score while the least important aspect was having better access to public transport.

Q19 Please tell us which option you prefer for a future high capacity public transport link between Frankton and Queenstown:

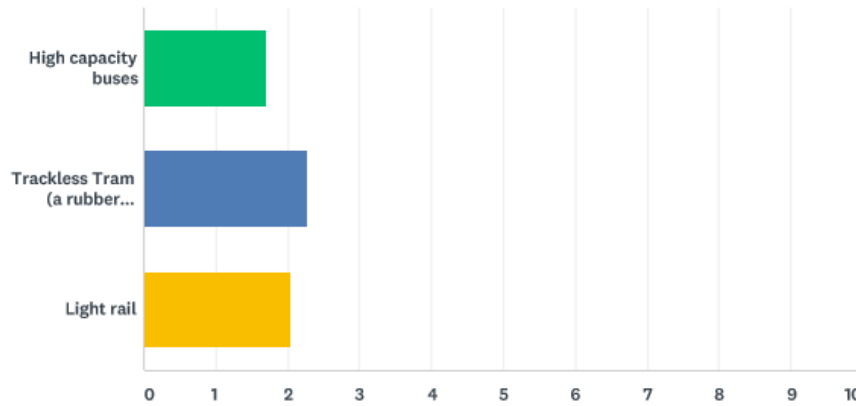
Answered: 144 Skipped: 9



Most respondents preferred using the existing route along SH6A (Frankton Road) for a high capacity public transport system – 58% of respondents, over a Gondola along Queenstown Hill. – 42% of respondents.

Q20 If the 'on-road' option is taken forward, which type of public transport would you prefer. Please rank your answers, 1 being most preferred.

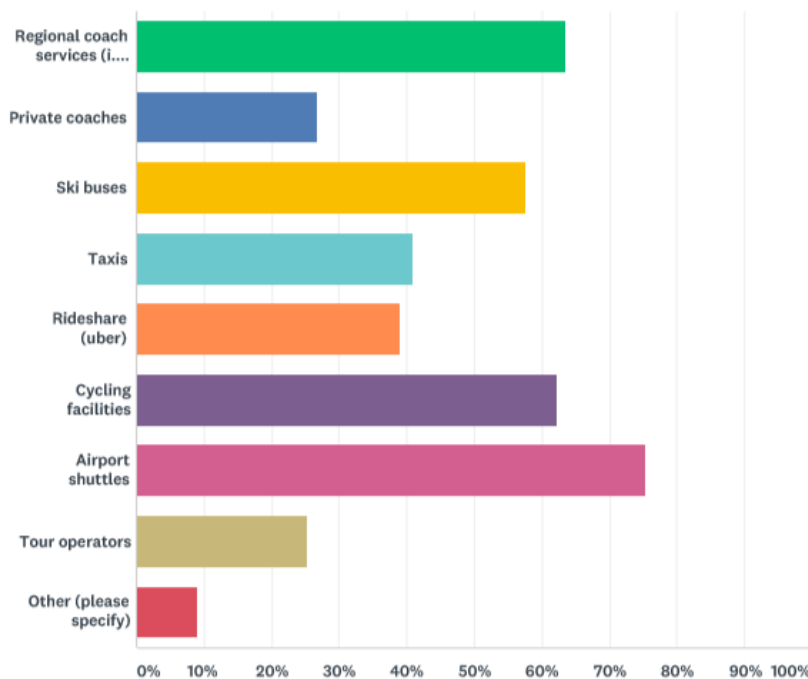
Answered: 144 Skipped: 9



There wasn't too much difference between the preference for the 3 on-road options, although trackless tram came out slightly above light rail, with high capacity buses being the least preferred option.

Q21 If we were to develop a 'transport hub' facility in the town centre, what (other than public transport) should it cater for to add the most value to the area?

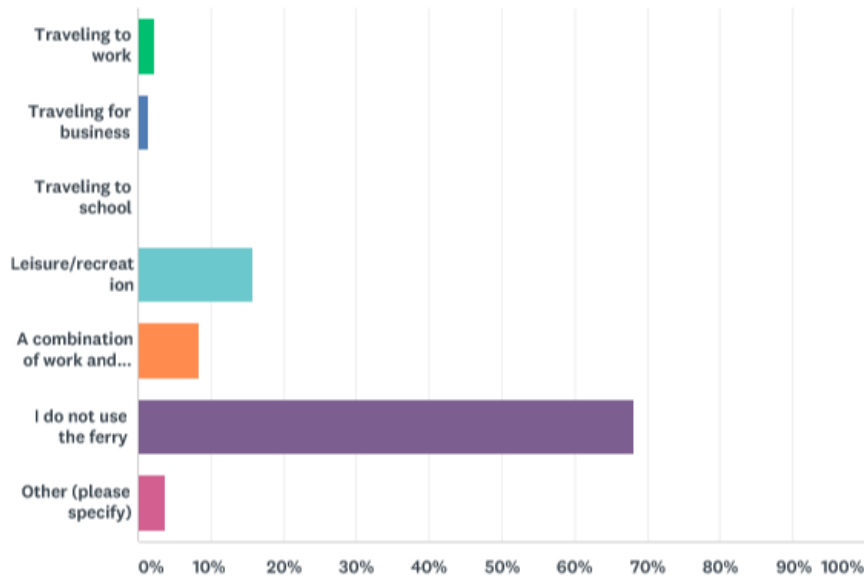
Answered: 146 Skipped: 7



The results indicate that the top 4 things that a transport hub should cater for are airport shuttles, regional coaches, cycle facilities and ski buses.

Q22 If you use the existing ferry service, please describe how you use it:

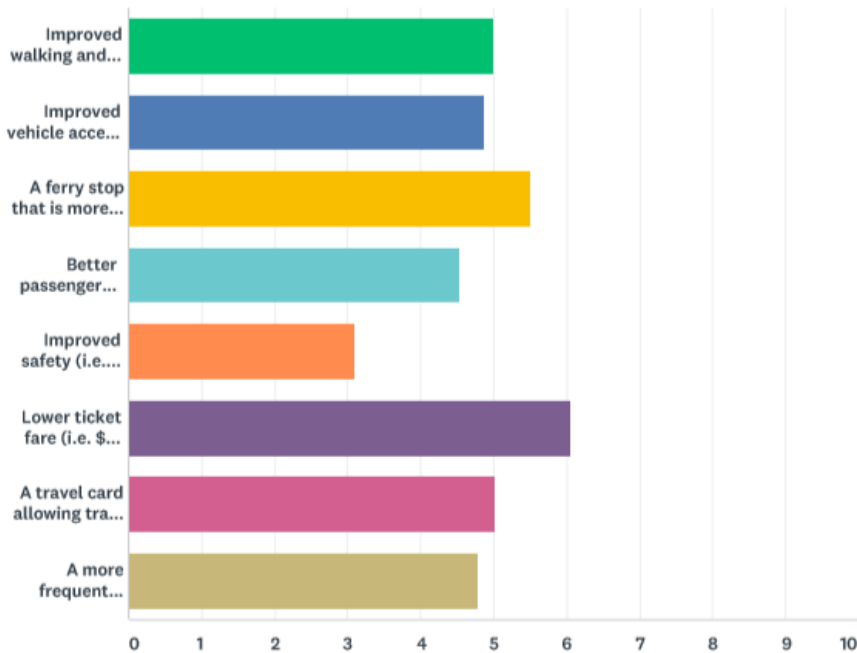
Answered: 132 Skipped: 21



Most survey respondents do not use the ferry. Those that do mostly use it for leisure/ recreation or a combination of work and leisure.

Q23 What would most likely encourage you to use the ferry service more regularly. Please choose your top three (1 being most important).

Answered: 131 Skipped: 22



Lower ticket fares and more convenient ferry stops were most important for respondents to increase their usage of the ferry service, with other features being quite equal in responses. Improved safety was clearly the least important thing to get people to use the ferry service.

The online survey contained an open-ended question for those that had further comments on public transport the results are contained in Table 7 below.

Table 7. Open-ended responses from the question – any further comments on public transport. Please note there may be spelling errors or grammatical errors as the table contains people's own comments verbatim.

<p>Ferry Service</p>	<ul style="list-style-type: none"> • If I moved out Shotover Country way I can't see myself bothering with a ferry service if it only picked up at Frankton rather than up the river at Lake Hayes/Shotover Country. From friends I speak to the pain point is getting to Frankton from there. Why would I get off a bus already going to town or muck about parking my car at Frankton jetty to then get on a boat when I've already sat through the traffic jam? It's also not an appealing option on windy or winter days. I am much more onboard for sealing the Frankton track and making that the bike lane then putting a light rail into the existing bike lane with express services at peak traffic times from Shotover Country/Lake Hayes and an airport line. It should probably go over or under the highway around the roundabout area though. Expensive? Yes, but this is the only option I think would move the needle as it combines convenience and speed. A gondola would be way too slow and more of a tourist trap in my eyes. • I cant see how an intergrated ferry service would work as why would anyone get off a bus at say Frankton marina to wait for a ferry that will be slower to get into town when they could just stay on a bus into town. Express bus every 15 minutes from main housing developments are key at the rush hour times only then just regular servive between and after these times. • Yes - I don't use the ferry service currently as I don't live out at Frankton / Lake Hayes / Jacks Point, however, given the amount of development (consented and proposed) out there, it is obvious that a ferry service will help alleviate the already ridiculous traffic issues out that way. A ferry service would need to operate at peak hours (not necessarily very regularly during off-peak hours) and would need adequate parking. I do believe we need a gondola for another connection between the airport and Queenstown CBD. Instead of trying to force residents onto bikes (I do not cycling and can't with a baby!) or walk (not possible all year round), why not try to encourage the tourists into public transport!! By providing attractive, regular and convenient alternatives, they will be less likely to need to hire cars and add to our congestion issues. • Bigger ferry needed with more frequent trips • New Car Ferry with the capacity to take at least 4 buses and 40 cars (a cable Ferry as use in Canada and Sweden) across the narrow from QT Gardens to Helvin Heights and a joining road to Jacks Point and to the south i.e Invercargill, Te Anau and Milford This would reduce the traffic on the Frankton road by up to 15% and reduce the travel time also to these areas Cable ferry because it would be less expensive to build and operate and it would no restrict access to the Frankton Arm for larger vessels Also this would allow a alternate route to these areas in the event that the main Frankton to the south was blocked by a big accident or other major event Robert Bakhuis 4429993 • Please improve the Ferry service. It really does suck at the moment, it does very little to cater for the locals. Prefer the old service. • I think that both of the options you have offered from Frankton to the CBD are less suitable/affordable than an efficient water transport network. Look at the route, the lake is already there, no need for road widening, track laying or gondola construction. The network can extend downriver to Remarkables, Shotover country, LHE. There could be a massive park and ride at morven ferry. All the jetty infrastructure would cost a fraction of the 2 proposed options. Use the lake and the rivers! • I use the ferry to commute 4 times a week. I have to go to Arrowtown once a week after work so I don't use it on that day. It is a fantastic service. I would love to be able to take my bike on the ferry sometimes so that I could ride home. • Use the water ways more, like Sydney, Brisbane or even Auckland does. It could be implemented far more quickly than the other options you mention, just buy more ferries, the river is already there. A ferry service to Lake hayes estate, Shotover country to frankton and town. Kids could go to school on it. Make it cheap, park and ride at the bottom of both suburbs. Use what we already have here, water ways.
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<p>Frequency</p>	<ul style="list-style-type: none"> • I have more than once been left at the water taxi jetty because the boat was full, full of Hilton tourists. This is not acceptable as I then was late for work. Hilton passengers should have to book the ferry the night before and if the boat was full a second one should be organised. The water taxi is to get locals off the road! • I have tried using the ferry for work but twice I couldn't get on it as it was full due to tourists. So I now drive to work as it has proven unreliable. Would love to be able to support this but it cannot exist just for people who are only here to visit. • I consider improving the existing Ferry services is the best solution at the is stage. Gandola is very expensive and might waste money, please please don't do Gandola. Light rail has the same outcome as buses but might cause new problems to SH6 road so please don't consider it now. Please just increasing the current bus service to high capacity and improving the existing ferry. Those two ways are cheaper and will also release the pressure from SH6 road. Nothing is perfect, upgrading those two existing ways will minimize the costs and risks, then we wait and see. If it's still not good enough, we can always do something more then. • A ferry sercice to shotover country and lake hayes estate to ease road traffic congestion • A ferry service to service Shotover country and Lake Hayes to ease road traffic congestion asap. • Smaller buses in Kelvin Heights and some other areas - no need for huge buses just more frequent smaller buses. Time the buses better to reach key areas at work start times - Kelvin Heights bus leaves start point at 8.10 meaning it arrives at Remarkables Park at 0835 - five minutes too late for me to start work on time! How silly. If it left 5 minutes earlier more people in KH would use it! <p>Yes, there are lots of children in Arrowtown who have to go to Frankton for after school activities but the bus leaves at 3.02pm. There is not enough time for them to finish school and get to the bus stop causing more people driving to Frankton. Also to get the bus back from Queenstown after work you have to go</p> <ul style="list-style-type: none"> • via Frankton through peak traffic. This takes about an hour and is not an effective use of time. Why is there not a direct service via Arthur's Point? This goes for the morning too. • You asked Q12. Please tell us which option you prefer for a future high capacity public transport link between Frankton and Queenstown: I don't think either of these - gondola or road is the answer. • The gondola from Frankton to Queenstown should go direct through the hillside suburbs , not follow he path of the power lines. And have regular stops. My personal favoured opinion about mass transport would be an elevated monorail following Frankton road. Starting at the airport and then all the way to town and up Fernhill. • We don't live near any public transport areas here so I don't use it, but the idea of a gondola gets the thumbs up from me • steering away from a bus network and onto gondolas would be a fantastic idea for Queenstown, they're low noise and being they would be up high on the hillside they would become a tourist attraction to ride on them, locals should be discounted yearly cards to ride and tourists pay a premium to use them which they would. How great would be it getting from Fernhill to Frankton then up to the Remarkables all by Gondola, it would be fantastic. • I have given answers with out knowing what is likely to be the most efficient. I like the idea of a gondola but can it move enough people. I would question whether ferries can move enough people. What about fuel efficiency? • This needs to be done now, not in 10 years time. Free buses, express buses and separated cycle lanes. Make parking in Queenstown more expensive. • \$2 fee is great. Bus frequency to Arthur's point needs to increase. Need to consider travel hub within/closer to 5mile/QT central shops, not at existing location which just serves as transfer depot • I think annual passes for all transport bus/ferry/gondola this would incentivise use the more you use the better value (to the user) + employers could gift them to employees etc so there is need for new cars on the road
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Gondola	<ul style="list-style-type: none"> • Rail may be expensive to build, but is an excellent long term solution as it takes traffic off the road and is efficient. The distances we need to travel to commute in the region are long, and the weather is icy cold a lot of the year, which means cycling is not a viable option for many, especially if transporting small children to preschool, etc. A bus priority lane along ladies mile would be good, as would a T2 lane going through the roundabouts around LHE and shotover country. Is it viable to build a second bridge over the shotover river? Maybe rail should be built all the way from LHE to Queenstown. • Trains should have spaces for bikes! • Monorail following the lake edge or on towers around lake edge should be looked into. • A monorail instead of gondola initially Frankton to town and second stage lengthen to Arrowtown via Shotover Country and Lake Hayes. Third stage Jacks Point via Airport to Frankton. This would avoid more cars on the road as tourists can get a direct link to town from Airport. Locals won't need car parking as can get monorail from there door.
Pricing	<ul style="list-style-type: none"> • We urgently need bus prioritisation for access to shotover bridge from shotover country, a direct bus route from Lake Hayes Estate to town and more frequent buses at peak times. • Direct buses from lake Hayes direction. Better commuter route for bikes that are well lit • I only need direct bus from to Lake Hayes estate to Queenstown every 30min. • Everyone talks about getting from town to Frankton, however that's not where most people live/Airbnb. There needs to be public transport from Lake Hayes/Shotover directly to town and directly to Frankton via Airport and it needs to be more frequent than hourly. You'll need the same from Jacks Point and Hanleys. There should also be a stop on Ladies Mile for the Arrowtown route so if you miss the Lake Hayes you can always use the Arrowtown bus. Also if you had more frequent public transport to tourist hot spots e.g GY, Milford, Wanaka, Arrowtown - you would eliminate the need for a lot of tourists to rent vehicles. The event centre would make a great and very utilised bus stop. Also if you're planning on having a tram from Frankton where do you expect everyone to park? You can't even find a park if you wanted to catch the bus from Frankton hub. You either need large scale FREE parking or you need better public transport from the outer areas. Or both.
Rail/Trains	<ul style="list-style-type: none"> • Bus routes need to be much much better integrated. For example, after returning from Kelvin Heights I had to wait almost an hour for the Arthur's Point bus at Frankton Hub (because my transfer ticket wasn't accepted on a Fernhill bus from Frankton to Queenstown, then Queenstown to Arthur's Point) as the transfer is a maximum of two buses so I couldn't wait in town I had to sit in the Frankton Bus hub. This would be partly rectified by better timetabling and doubling the frequency of routes 2, 3, and 4 to at least twice per hour. One bus per hour (other than the few per half hour at peak times) is very infrequent and inconvenient, especially around work times. Also linking Arthur's Point to Arrowtown instead of going into town then back out to Arrowtown which is time consuming especially at peak times when traffic is heavy.
Routes	<ul style="list-style-type: none"> • The Arrowtown bus needs to go in a loop via Malagans Road and Frankton. • The current setup is much, much better than previously, however, the buses are often a bit early and drivers will drive right past even when you're running for the stop, or they are late often because they take the wrong route. • Buses = why don't they run from big conurbations like LHE/SC to Queenstown and Arrowtown directly?! EASY to fix with a loop bus route running [both ways] from Arrowtown past Lake Hayes along SH6 to Queenstown then out Gorge Road to Arrowtown • Please put a direct service in from Jacks Point/Hanley's Farm to town and back.... I would take the bus at least 4/5 days if I didn't have to transfer at Frankton. Now I take it 0 days

- Bus lane required. Otherwise the bus is in the traffic like all the cars. Need to be an incentive to be on the bus. Direct, frequent route from LHE to Queenstown and back again. No change at Frankton. Better buses, the diesel behemoths at the moment should be replaced with more environmentally friendly options that suit the smaller roads, especially around the suburbs. Would like the entire route plan to be re-looked at and done in a more sensible way. Frankton is not required to be the hub. Direct route along Malaghans Road from Arrowtown to QT.
- I do not take the bus because I have to transfer. Some of the connections are dreadfully timed - e.g. Kelvin Heights to Arrowtown. Also the buses in Kelvin Heights are very infrequent - once an hour. The ferry should not have a stop during the day (currently there are 2 hour gaps twice a day).
- Yes, please do a direct bus from Ladies Mile to town, bus stop outside LHE, SC, QR with heaps bike storage or car drop-off area. Additional stop at Five Mile. Do this every half an hour and you can reduce Fernhill-Remarks to every half an hour. Arrowtown bus can go on Malaghans Road. Delete Kelvin Heights-Frankton Flats and Frankton-Jacks Point, these buses are a waste of money with noone in them.
- The buses desperately need to be more frequent especially at peak hours. To get home from work there is only a bus every hour from town to Arthur's Point 4:45pm & 5:45pm which isn't convenient for finishing work at 5pm which is a standard finishing time. When living in Kelvin Heights I needed to catch the 7:10am bus in order to get to work for a 8:30am start. This compromised family time with my children so I quickly started driving again.
- I live in Arrowtown and work in Queenstown. I would like to take the bus but it would take far too long, via Frankton. There needs to be a direct route along Malaghans Road.
- changing buses is a real dampener on public transport. Especially when the journey by car is only 15 minutes. Shotover Country really need a direct bus service to Queenstown. This would be a game changer. There's so many more people living in Shotover Country than expected because there are so many rentals with 5-6 people (inc 5-6 cars). Whilst the gondola ideas are cool, I imagine they're actually pretty expensive to implement, and the majority of people could have to change to a different type of transport at Frankton. Same goes with rail options. At least with buses they can go direct to subdivisions where the majority of people live.
- Please connect Arrowtown Via Arthur's Point, a regular & direct service from LHE/Shotover into QT and back is essential. Keep up the good work!!
- Have smaller more appropriate buses with more comprehensive routes around Wynyard, Sunshine Bay, over Edinburgh, Goldfields, Shotover Country, and yes, use the lake and ferry. Also a light rail along the Frankton track on the water from the airport to around the Gardens where a Terminal would be.
- Fast access via bus from Arrowtown to Queenstown, via Coronet Peak route would be a huge advantage to Arrowtowners
- Direct, frequent busses from shotover country to town are essential
- The current frankton hub is not great, as it isn't near anything. Getting to that Hub is a shambles, with no walking or other access along state highway 6a to Queenstown Central. The focus shouldn't just be on central Queenstown, but getting people around Frankton as well.
- whatever options you develop, please ensure prams and bicycles can be placed into/onto the public transport vehicles - free of charge.
- Access for people with all abilities. Current bus network and ferry network are mostly inaccessible for people with disabilities.
- More bike racks on existing buses. Arthur's Point bus needs to link to Arrowtown
- Wider footpaths on both sides of roads to make walking to town and school easier
- A out of center (Ladies miles/ Frankton / 5 mile area) grand free parking with transportation hub attached - for all visitors to leave the cars there and travel by public transport into Queenstown center. To make Queenstown center pedestrian
- Have a park and ride to central QUEENSTOWN as well as the airport

Supporting Facilities	<ul style="list-style-type: none"> • Access to one of the bus stops in Arthurs Point is just dangerous, there's no footpath to it in a 70km area. • Park and ride. Limit traffic into cbd. • Larger areas for carparking and bike storage areas with security cameras and lights. Covered for waiting in the winter conditions, coffee shop would be a bonus! • Please can we have the existing Cycle/walk tracks better maintained. Whenever any construction work is carries out adjacent, or over the tracks, they are seldom reinstated to the prior condition. • Some facilities should be available for disabled people. • stop taking away the carparks until you have a better public transport system • NEED A NEW BRIDGE OVER THE SHOOVER RIVER TO DOUBLE LANE EACH WAY INCLUDING PRIORITY BUS LANE AND SAFE CYCLEWAY/WALK WAY • Allowing dogs would mean I would happily take public transport rather than my car everywhere it is available <p>• Yes. In general, Orbus operators need to demonstrate a greater focus towards their passengers and safety. Some of the drivers are very good/mindful of this, while others drive far too quickly/without regard for good safety or the experience of their customers. I have seen a passenger almost run over by a bus driver after attempting to retrieve his bike from the front of the vehicle (without the driver even seeing him). Additionally, the current set of pedestrian crossing lights from one side of Kawarau Road to the other is very dangerous because the two sets of lights are not "in sync". Bus drivers ought to also wait for connecting buses to arrive before they leave the Frankton Bus Interchange, get rid of the highly inefficient paper tickets (it's 2019) and put the air conditioner on when the outside temperature is warm, not cool/cold! A real-time app is needed as the schedules are either not accurate, or not followed. Most of all, the commute takes far too long. I live in Bridesdale Farm, and the journey to work often takes approx. 1.25 hours for 16km. Traffic is choked on Stalker Road and a better roading network design is very likely needed to divert traffic away from Frankton Road to an alternative route.</p> <ul style="list-style-type: none"> • With the projected growth in the Wakatipu basin Government funding will be needed to provide a world class quality public transport system. • Yes, get a paint brush and create a Bus only lane in every conceivable piece of road applicable until more permanent solutions are implemented. If only one bus lane is possible technology is available to warn buses approaching one another. One of them only needs to merge with other traffic to allow them to pass safely. The bus has wright of way should be implemented. I am astounded why this is taking so long. You can't realistically expect peopl to get out of there cars when it is no quicker by bus. The only thing that will change peoples perception about using public transport is if people see the buses running to time while they are held up in traffic. • Get it done. It's the only option! • Build it and they shall come. • The reality of widening the Frankton rd is preposterous. What would that do to residents and hotel properties? • Not at this time • Use of public transport is dependent on flexible working arrangements. We could get more cars off the road if people were able to work more flexibly. We need to see the bigger picture here. • Current bus service is better than no bus service, however I have been let down by it too many times to persist using it.
Other	<ul style="list-style-type: none"> • No • just get going on all of the above. • This was difficult to change the rankings. On an iPhone X it prepopulated the rankings • This questioner was either really leading or difficult complete. • Majority of people in lake Hayes estate or Shotover country live in a flat of 4 or more and out of those flatmates everyone has there own car and is leaving the house at similar times. Therefore this creates more congestion than imagined and if public

	<p>transport was more reliable and efficient I suspect you could cater to a wider market instead of people who just don't have cars.</p> <ul style="list-style-type: none"> • Public transport works best if it is connected with the surrounded suburbs. To build a tram line from Frankton to QT only is not solving the endless traffic jams over Shotover Bridge. Unless for example residents from LHE and SC can take regular water buses to the hub in Frankton or straight to QT it might work. • Public transport needs to be reliable and convenient regarding times otherwise locals will not be able to rely on it for work. • Need safety restraints. Wont put kids in 80km in grit without. always use car if too far to bike with kids. • Multi faceted approach makes sense, spread the load. • Think about the people who still haveto drive to the public transport. At present they are effectively excluded from the services • Make them interconnect more efficiently, then they become the 'first choice option' rather than using a private vehicle. Simple things like the orbus timetable. Look at where your main population points are (e.g where I live at Shotover country), just one bus an hour in the evening is wrong..many time I have sat with other people waiting for "the bus to lake hayes/shotover' while other bus routes drive past (like arrowtown) and these routes could 'add on Lake hayes/shotover' and increase both passenger numbers and frequency of service particularly at night WHEN WE NEED TO GET HOME.
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Streets Survey – Queenstown Town Centre

As part of the online survey people were asked to rate their experiences of the following streets on a scale from 1 to 5. 1 being a low-quality experience and 5 being a high-quality experience. There were two perspectives they were asked to rate their experience on, firstly on the experience of walking through the street and secondly their experience of the street as a place to eat lunch or chat with friends.

The streets included:

- Queenstown Mall
- Church Street
- Marine Parade
- Beach Street
- Shotover Street
- Rees Street.

For the experience of walking through the streets Marine Parade was the highest scoring street on 3.5, while Shotover Street had the lowest quality experience and an overall score of 1.8. The other streets were closely ranked between these two numbers.

For the experience of the street as a place to eat lunch or chat with friends Beach Street was ranked as having the highest user experience on 2.75 and again Shotover Street had the lowest score on 1.6. The other streets were rated closely between these two numbers.

No street ranked above a 3.5 and therefore there is the potential for the streets in downtown Queenstown to be enhanced to improve the experience of people walking through the spaces or using them to eat, drink or chat with friends.

Next steps

The next steps for the business cases are to work towards a preferred package of options to present to stakeholders at Workshop 5 (Short-list to Preferred Option). This will be complimented by continuing conversations with partners, key stakeholders and groups. Then the emerging package will be tested with the community, seeking their input before finalising the business cases.

August 2020

This section of the report describes the process Waka Kotahi NZ Transport Agency, Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) used to engage with the community on the emerging options for the Frankton to Queenstown Town Centre business case investigations, and the feedback and findings on the options. The engagement period ran from 3 August to 31 August 2020.

The purpose of this round of engagement was to inform the public about the project to date and test the emerging package options. It was about confirming what the community had previously told us, how we have developed the solutions and understanding people's thoughts on what we're proposing. It was necessary to check-in with the community at this stage, because it had been some time since our last set of engagement activities.

Feedback gathered as part of the February 2019 and April 2019 engagements have been used by the project team to form up options. The information gained through workshop 5 feedback and during this round of community engagement, will be used alongside the technical evidence to further refine the programme.

Overview

More people need to be able to access Queenstown without increasing the number of cars on Frankton Road. In summary, we're proposing:

- A new transport hub on Stanley Street, along with more bus priority to improve journey times and reliability.
- Improvements to existing roads.
- Changes to on-street parking would be required to allow space for improved pedestrian opportunities and prioritise service/freight vehicles and mobility parking.
- A new alternative link road (arterials) designed in a way that supports the removal of general traffic from Stanley Street/town centre as opposed to creating additional capacity for traffic.
- Intersection, streetscape, walking and cycling improvements across the whole town centre.

For more about the project – view information on the QLDC website:

<https://letstalk.qldc.govt.nz/frankton-to-queenstown-business-case>

Engagement Approach

This round of public engagement focused on seeking feedback on the emerging programme options for Queenstown Town Centre, SH6A (Frankton to Queenstown) and Frankton. The transport proposals and initiatives were mapped and set out online and in printed brochures.

The engagement period was launched with a media release on Monday 3 August and promoted through social media channels, direct emails to stakeholders and the community, and an update in the Scuttlebutt. The brochure was also circulated via the Mountain Scene newspaper (delivered to 8,000 households) on Thursday 13 August.

The process took place largely online, this was due to the change in COVID-19 Alert Levels that prevented face-to-face engagement taking place. Extra measures, such as increased digital advertising, extra brochure distribution and additional social media posts, were undertaken to promote the 'have your say' opportunity.

People were directed online via the QLDC Let's Talk engagement site, to the Social PinPoint platform to leave comments on the interactive map or to complete the feedback form. People could also email the Let's Talk inbox with their feedback. The engagement period closed on Monday 31 August.

Who we engaged with

We engaged with the following groups:

- Internal Waka Kotahi technical staff
- QLDC – staff and elected members
- Town Centre stakeholders
- Frankton stakeholders
- Landowners who could be potentially affected by our proposals
- Wakatipu residents and visitors

Engagement activities

Overview

During the August 2020 engagement, activities were limited due to COVID-19 Alert Level restrictions. The engagement focused online and was complimented with a widely circulated summary brochure. Advertising and promotion of the opportunity for people to have their say directed people to the online platform. Social Pinpoint (the online platform) allowed individuals to identify areas of interest within the project area and provide comment or feedback; it also hosted the feedback form.

Engagement brochure

An 11-page brochure detailing the project to date and setting out the emerging programme of work was circulated widely. The brochure included maps and images to explain the programme and prompted questions throughout to encourage people to get involved and give their feedback.

It was sent out with the Mountain Scene newspaper to approx. 8,000 households; made available at council buildings and offices; and distributed to interested groups. The document was also online: https://www.qldc.govt.nz/media/gc5nphuw/qldc_way-to-go_engagement-booklet_aug20-web.pdf

Website

The project webpage on QLDC's Let's Talk hosted the brochure and linked to the Social PinPoint platform: <https://letstalk.qldc.govt.nz/frankton-to-queenstown-business-case>

Online Interactive Map (Social Pinpoint)

Social Pinpoint provided an online platform that allowed community views to be captured based on geography. Participants can also view other people's comments, like/dislike these comments and contribute their own thoughts – starting discussion and debate. The Social Pinpoint platform also hosted the online feedback form. One of the main features of the tool is the ability for participants to comment directly on to a map that shows the project area and what is being proposed – comment categories were:

- Like
- Dislike
- Make a comment
- Ideas and suggestions.

Social Media

Social media was used to promote the engagement period and how to get involved. The main social media platform used was Facebook through the Waka Kotahi Facebook site. Four posts were made on Facebook and one on Twitter during the engagement period. Several were boosted to provide further reach. Partners were encouraged to share posts to increase reach.

Waka Kotahi NZ Transport Agency - South Island
4 August at 13:49 · 🌐

Have your say on the emerging programme of works proposed to vastly improve journeys through Frankton and into and around Queenstown Town Centre: <https://letstalk.qldc.govt.nz/>



33 7 comments 9 shares

Like Comment Share

Waka Kotahi NZ Transport Agency - South Island
12 August at 15:58 · 🌐

QUEENSTOWN and FRANKTON residents and visitors:- Did you know that we are planning ahead for significant improvements to the local transport network including enhanced infrastructure. Do you want to know what this infrastructure could look like and why it's so important? Have your say: <https://letstalk.qldc.govt.nz/>



66 9 comments 7 shares

Like Comment Share

Waka Kotahi NZ Transport Agency - South Island
17 August at 17:46 · 🌐

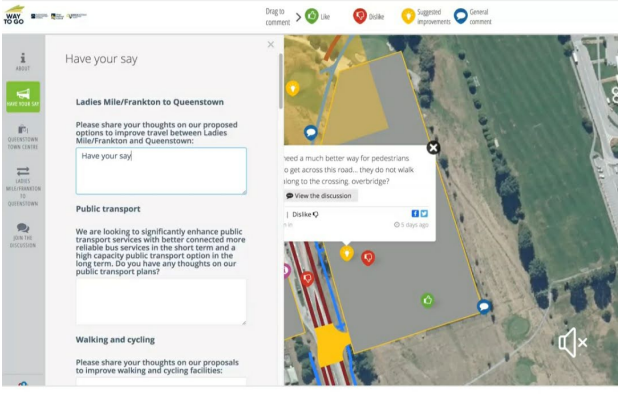
QUEENSTOWN and FRANKTON residents and visitors: Make sure you're having a say in the future transport plans for your region. Grab yourself a cuppa and complete this survey today: https://nzta.mysocialpinpoint.com/way-to-go-2020#/sidebar/tab/have_your_say You can also find out more here: https://www.qldc.govt.nz/media/gc5nphuw/qldc_way-to-go_engagement-booklet_aug20-web.pdf



24 1 comment 8 shares

Waka Kotahi NZ Transport Agency - South Island
18h · 🌐

See what others are saying about future transport for Wakatipu... then have your say!
https://nzta.mysocialpinpoint.com/way-to-go-2020#/sidebar/tab/have_your_say You can also find out more here:
https://www.qldc.govt.nz/media/gc5nphuw/qldc_way-to-go_engagement-booklet_aug20-web.pdf
Submissions close Monday 31 August.



10 1 Comment • 4 Shares • 1.1K Views

Waka Kotahi Otago & Southland @WakaKotahiOS · Aug 18

Have your say on future transport plans for your region. Grab a cuppa and complete this survey today: nzta.mysocialpinpoint.com/way-to-go-2020...



1

Figure 2:
Facebook and twitter posts

Media release and advertising

A media release was issued at the start of the engagement period. Advertisements promoting the project, engagement period and inviting the community to get involved were published in the Otago Daily Times. Scuttlebutt, direct emails and information on local apps also promoted the engagement.

Community information sessions

Due to the current Covid-19 Alert Levels, the project team did not host any community information sessions. Instead, we distributed extra summary brochures and increased the promotional activities to drive people to the website and Social PinPoint map.

Feedback sought

This section outlines how the project sought feedback from the community on the emerging programme of work and the responses received. The engagement focused on encouraging people to provide feedback on their views and issues relating to the proposals. The engagement period ran from 3 August to 31 August 2020.

Feedback was received in the following ways:

Method	#
Interactive map comments	596
Online feedback forms	74
Emails	34
Total	704

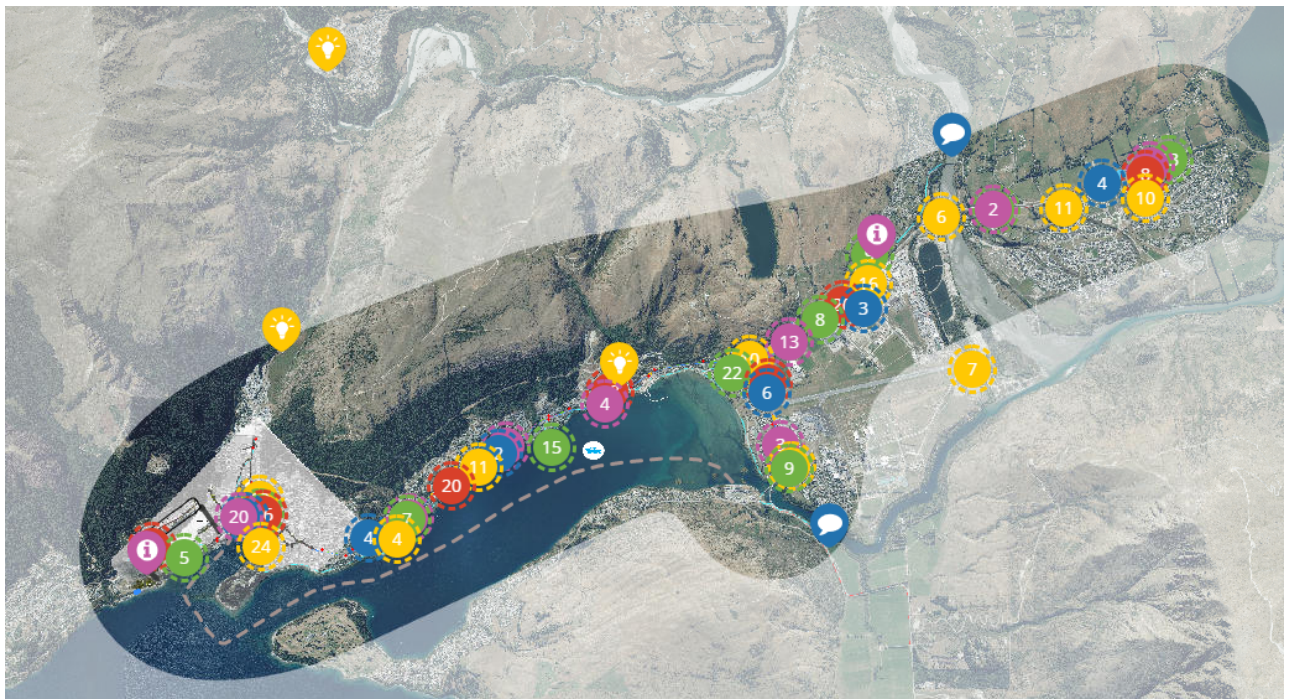
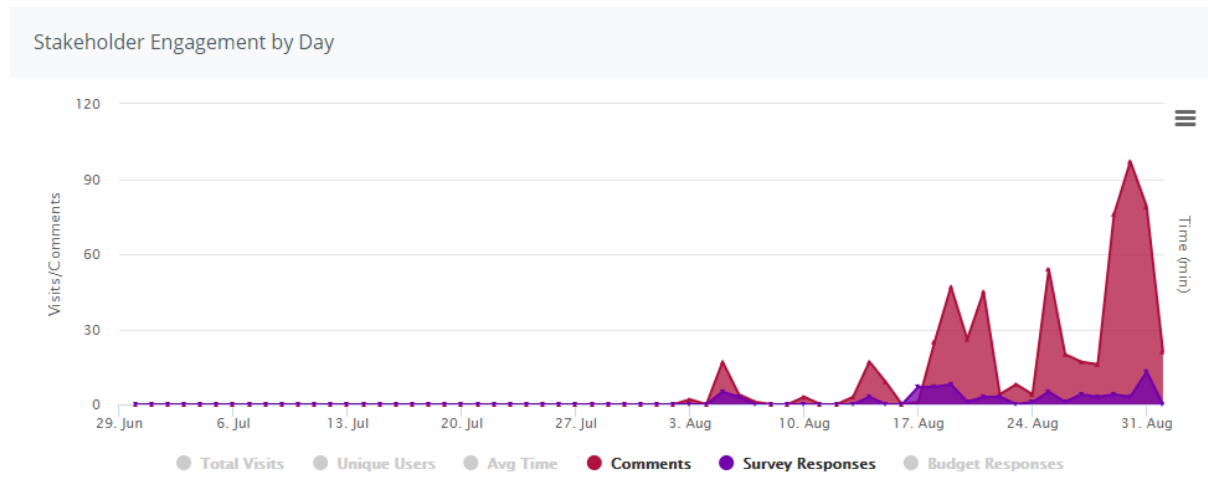


Figure 3: Social PinPoint map – detailed proposals were shown on the map – they could be viewed by zooming in.

The following graph shows the comment activity on Social PinPoint during the engagement period.



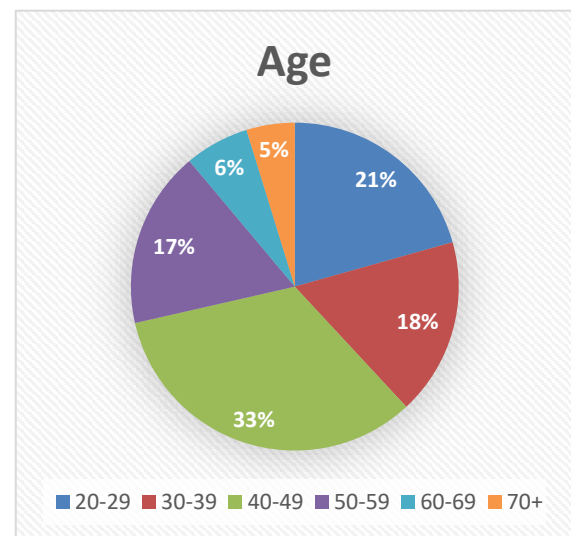
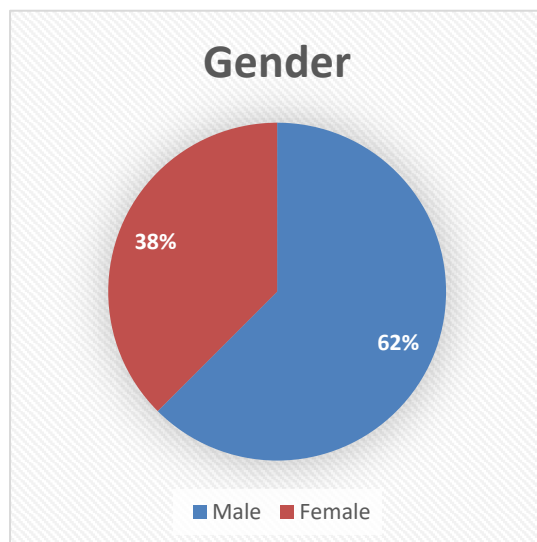
Social PinPoint activity

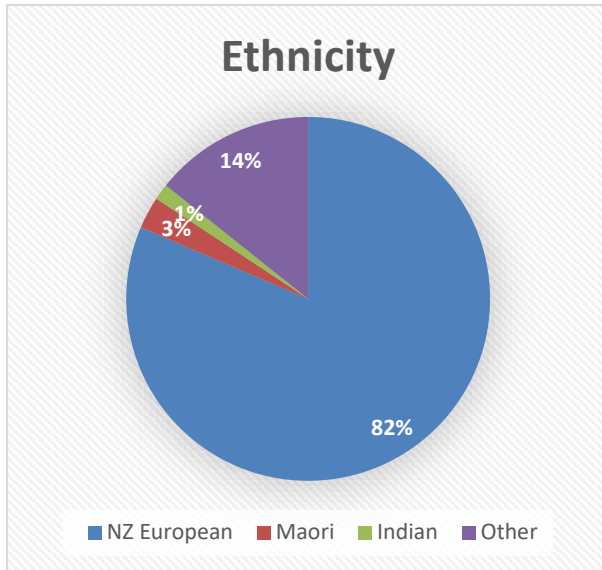
Presentation of the feedback

The following is separated into two sections due to the type of feedback received, this includes feedback from the online survey collated via Social PinPoint and emails, and a separate overview of the Social Pinpoint comments received.

Feedback Form Responses

From the selection of people that answered the feedback form, 62% were male and 38% female. Just over half of the respondents were aged between 30 and 49. 82% of the respondents were NZ European with 14% other, 3% Maori and 1% Indian. From the 74 respondents, 26 people said that they are a local business owner.





In total 74 people from around Queenstown responded to the survey regarding the Frankton to Queenstown and the Queenstown Town Centre proposed changes. Several organisations provided feedback via the feedback form: Queenstown Trails Trust; Kelvin Peninsula Community Association; Public Health South; and Wakatipu Rugby Club.

Please share your thoughts on our proposed options to improve travel between Ladies Mile/Frankton and Queenstown.

Negative	26
Positive	10
Bit of both/Neutral	6
General comment	13

Public Transport	15
Traffic signals	17
Intersections	9
Congestion	11

The colours used in the tables indicate positive (green); negative (red); neutral (yellow); and general (blue).

From the 74 respondents, 55 people answered this question. 26 responses had an overall negative view, 10 had a positive view and 6 had some positive and some negative, while 10 respondents made general comments. The main themes from this question was public transport, traffic signals, intersection design and congestion. The majority of comments talked about the Frankton to Queenstown route as opposed to the Queenstown town centre.

- Public Transport (15)

When mentioned this was a positive theme and people were glad that public transport and to a slightly lesser extent active modes were being promoted. These people liked the priority lanes and the idea of getting people out of cars.

"If you put buses, cyclists and pedestrians ahead of private cars in every design you will create the balance you want. Cyclists are treated secondary in the current roundabout designs. No need or new bridge, it acts as a good throttle. Bus priority measures are key"

"These improvements look great, Queenstown cannot and should not continue to be such a car dependent city. The expense of the infrastructure for cars is far greater than public transport, and it takes away what people value in the city."

- Traffic Signals (17)

When mentioned this was a negative theme and people did not like the idea of so many traffic lights down Frankton Road (SH6A). These respondents believed that this would increase congestion and a portion of respondents (5) have mentioned that roundabouts should replace these traffic signals.

"Happy with the bus priority push. Not happy with proposed traffic lights. When accidents happen on the Frankton road and traffic flow is disrupted, the effects are felt kilometres around. Even one slow travelling car can disrupt this critical arterial route. Traffic lights on a state highway is a terrible idea. Pedestrian overpass please!!!!"

"All the proposed traffic lights will cause gridlock. Unfortunately, some people (e.g. local activity operators, tradesman) HAVE to travel Frankton Rd in private vehicles and it seems like these plans are intended to make life miserable for anyone that does."

"I'm distressed at the thought of traffic lights. I think roundabouts work well. Pedestrian management could be improved by underpasses as was done for bikes on the Gibbston trail."

- Intersections (9)

When this theme was mentioned it wasn't in a positive or negative manner but a bit of both. People liked the ideas of certain aspects of the proposal but wanted to change other aspects of it.

"Great to see some discussion in regards to what this might look like, but putting traffic lights in is crazy! There is plenty of research showing that a roundabout is far more efficient than traffic lights. Having multiple sets down Frankton road would be a big mistake that I'm sure would be regretted. As a simple example, consider the recent change at the QT Central/Five mile roundabout where there are now lights and there is so much more waiting and less flow of traffic since the change"

"Fantastic to have more walking, cycling and public transport options. Lockdown proved the significant benefits of fewer cars: cleaner, quieter, safer, friendlier. As a ratepayer and local resident, I support a significant increase in investment in cycle and walking paths & public transport. I'd prefer upgrading (eg, widening/sealing) the existing lakeside trail instead of adding a cycle lane on Frankton road. I don't support replacing roundabouts with traffic light intersections. Generally, roundabouts are more efficient and safer. Instead, would prefer to see slower speed roundabouts. I support actions to reduce the negative effects of cars, eg, imposing a local fuel surcharge, increasing parking costs, removing car parks, setting vehicle size limits and implementing congestion charges and pollution taxes. A toll gate on Frankton road is a good idea!"

- Congestion (11)

When this was mentioned it had a negative theme. The traffic signals and congestion quite often went together as respondents believe that the traffic lights will cause congestion.

"I have massive concern about the amount of traffic lights basically creating no flow and lengthening the ability to drive somewhere in a shortish amount of time."

"Too many traffic lights, which will slow peak traffic flow. especially at Frankton end which already has enough traffic problems just with cars driven by locals (proven by post Covid19 lockdown before there were any tourists back here and there were decent traffic jams)"

How will these changes affect your daily travel?

From the 74 respondents, 31 people answered this question. 13 respondents said it would affect them in a negative way, 12 in a positive way and 10 said it wouldn't affect their daily travel. Some of the key themes were congestion, access/ connectivity, and public transport. The majority of comments talked about the Frankton to Queenstown route as opposed to the Queenstown town centre.

Negative	13
Positive	12
Won't change / other	6

Congestion	7
Access / Connectivity	6
Public transport	5
Traffic signals	2
Safety	2

- Congestion (7)

When this was mentioned it had a negative theme. The concerns with congestion come from the extra waiting times that are believed will occur through traffic lights or public transport.

"I think there will be more delays with traffic as there will not be a lot of room to move around busses when they pull off into their stops and with cyclists as well."

"More cars diverting through residential roads to avoid Frankton Road. Journey home along Frankton Road will be extended on days I need to take the car."

- Access/ Connectivity (6)

When this was the theme of the comment it was positive as the respondents believe that work done will be done to improve on what they have now.

"Reduce delays at peak times"

"Traffic lights on Frankton Rd likely to improve vehicle/pedestrian/cycle access to and from our street."

- Public transport (5)

When this was the theme of the comment it was generally positive as the respondents believe this work will improve public transport if done correctly.

"For people to utilise public transport it needs to be two of the following three things: Faster, cheaper, more convenient. As it stands, only due to constant increase in parking charges, it only fits one."

"If they clear traffic quicker in areas, then fantastic. I will consider taking public transport (or active transport) more and more of it is more efficient."

How will these changes affect your business?

From the 74 respondents, 23 people answered this question. 10 respondents said it would affect them in a negative way, 5 in a positive way. Some of the key themes were access/ connectivity, and economy. The majority talked about business in the Queenstown town centre.

Negative	10
Positive	5

Access / Connectivity	6
Economy	6

- Access/ Connectivity (6)

This had a negative theme for this question. People were concerned about meeting with their clients and decreased ability for people to park and visit their business.

"I have to have my own MV as I am self-employed and can't take my work on a bus, bike or by foot"

"It will take longer for me to get to meetings with clients in Queenstown and Frankton as people will still be driving to park and rides or into town but will get delayed further with the extra traffic lights. Many people working Queenstown/Frankton are in construction or a trade and rely on their vehicles due to the out of control development here. Count the number of sign written vehicles on the roads and I'm sure you will see that 70%+ are not commuters/office workers."

- Economy (6)

This had a positive theme for this question. People believed this proposal will add pedestrian traffic to Queenstown.

"Positive effects will result for most businesses, as people will be able to move freely, relax and spend more time in the town centre. Locals will return to a more vibrant town centre and visitors will experience a welcoming atmosphere which is not car-centric."

"Improve business as more people will want to spend more time near it."

How will these changes affect where you choose to live?

From the 74 respondents, 30 people answered this question. 10 respondents said it would affect them in a negative way, 7 in a positive way. Some of the key themes were public transport, congestion and, access/ connectivity.

negative	10
positive	7

Public transport	5
Congestion	3

- Public transport (5)

When mentioned this was a positive theme and the respondents would be more inclined to move close to a transport hub and would keep Queenstown as a desirable.

“Better public transport, walking and cycling facilities would increase my desire to stay in Queenstown.”

“I would try to rent near transport and cycling infrastructure.”

- Congestion (3)

When mentioned this was a negative theme. This is negative because the respondents believe the congestion issues won't change.

“While reluctant to leave Queenstown, the roading network needs major improvement, and if it doesn't start improving, congestion would be a factor in deciding to relocate once our children have finished school.”

We are looking to significantly enhance public transport services with better connected more reliable bus services in the short term and a high capacity public transport option in the long term. Do you have any thoughts on our public transport plans?

Negative	12
Positive	12
Neutral / Comments	34

From the 74 respondents, 58 people answered this question. 12 respondents had negative thoughts about the proposed plans and 12 had positive thoughts. 32 people just had general comments/ suggestions. The key theme was public transport with the general census being that people liked the idea of public transport if set up correctly but the respondents weren't very confident on that if.

- Negative (12)

“Kiwis are going to keep using cars and not buses. Buses only work for shifting large volumes of people along a specific route. Queenstown has too many satellite suburbs as well as people wanting to do out of town trips for buses to work. They're don't work in any other city in NZ and only help to clog up the road”

“The bus lanes need to be dedicated the length of the journey otherwise they simply serve to permit a bit of leap frogging of traffic, and do not create (much of) a time advantage - noting that Frankton Road in places is narrow, it could be case whereby at those pinch points the road is three laned with the dedicated bus lane managed appropriately (either time wise, or use wise) so it becomes both an inbound and outbound lane - see AKLD harbour bridge.”

- Positive (12)

"That sounds good. Moving visitors and residents around on a reliable public transport system will reduce traffic and congestion"

"I support your plans. I have lived in Queenstown since 2008 (Auckland & UK prior to this). Before arriving here, I had always used public transport to get to work, so believe it's doable & in-part requires a change of mindset. That said, I have always struggled with buses here, changing at Frankton Hub, wait times, fathoming timetables etc, I think there's room for huge improvements."

- Comments (32)

"PT priority is a given - but we cannot expect a behavioural change from our residents until the bus/ferry/gondola is established and providing a regular, reliable service which is preferable to the private car. Its chicken and egg. People will change behaviour if they are offered a better option. The bus needs to be a great experience - fast, frequent, reliable, and also appealing - air conditioned, wi-fi enabled, electric, comfortable, real-time tracking etc."

"I think better, cheaper more reliable public transport is good and needed in Queenstown however for it to work it needs to be a quicker faster option to driving yourself as locals love their cars. There would need to be better transport for the high school as well as the traffic during school holidays is significantly better than when school is running."

"Make it as easy as possible to use and access Public transport, ask for consumers to test out ideas for you. Look at it from the perspective of a visually or mobility impaired consumer or older person who is increasingly losing their confidence. ensure the routes are the routes people want/ need to travel, not the route that is convenient to provide or looks neat on paper."

Please share your thoughts on our proposals to improve walking and cycling facilities.

From the 74 respondents, 51 people answered this question. 16 respondents had negative thoughts about the proposed plans and 20 had positive thoughts. 15 people just had general comments/ suggestions.

Negative	16
Positive	20
Comments	15

- Negative (16)

"The region needs dedicated, unbroken, safe, direct cycle lanes to encourage commuters. Not the 'long way round', not detours at bridges etc. If the Shotover Bridge had clip-on lanes for cyclists, far more people would be inclined to cycle to work."

"I think you have to recognise that the use of these options is limited given our climate. In winter, in the dark and cold, it is unreasonable to expect many people to bike to work."

"Sealed bike baths are faster to ride on but sketchy in winter, consider how any sealed trails can be made all-season. It's really important on bike and on foot to have direct routes rather than taking long detours around car infrastructure. These plans look like they will make bikes and pedestrians take long detours in favour of car modes which isn't great in an otherwise very bikeable town."

- Positive (20)

"This is great and should be a QLDC priority. Cycle lanes should be wide enough to accommodate commuters (going fast) and tourists (going slow) at the same time."

"Good - but such methods of travel can't be relied upon in a town with our climate and natural geography."

"Cycle ways off the road such as Frankton track are awesome."

- Comments (15)

"Cycling should be treated as a third network and ideally use fast-rolling tarmac trails. Future demand for ebike access has the potential to be considerable."

"Agree. Need an underpass for everyone and kids to safely cycle between shotover and the to other side of highway. Can we put a "clip on" on the bridge too for quicker bike route?"

Please share your thoughts on our plans for the Queenstown Town Centre

From the 74 respondents, 44 people answered this question. 15 respondents had negative thoughts about the proposed plans and 15 had positive thoughts. 14 people just had general comments/ suggestions.

Negative	15
Positive	15
Comments	14

QTC	19
Parking	9
Transport hub	3

- QTC (19)

When mentioned this was a positive theme and the respondents are ready to see the upgrades happen. They like the pedestrianised nature of the town centre.

"Reduced traffic through the town centre, with a dedicated bypass and managed bus/freight/etc routes is overall a good idea and should create a very pleasant experience downtown."

"I support giving town back to people. Too much space is taken up by cars. Many negative effects of cars are invisible: absence of people choosing to go elsewhere, air pollution, a sense of danger, stress of engine noise, lack of natural sounds, lack of trees."

"I really like the idea of the town centre becoming more for pedestrians."

I dislike the idea that residents are encouraged to take the bus while tourists keep driving around and parking in the CBD. Tourists should be encouraged to use the bus and only businesses in the CBD allowed through. This is common in most tourist towns in Europe."

- Parking (9)

When mentioned this was a negative theme and the respondents didn't like that the amount of parking was being decreased and believed this would have a negative effect on the town centre.

"If you are planning on taking away parks then there has to be a cheap parking building close to town built as there will always be people driving whether they are tourists or locals. Also, majority of locals who go into town are older wealthy people who aren't going to catch public transport as they have their own vehicles that are more convenient."

"I'm not so happy with private access being cut off. We need more parking, not less. This will have an impact on businesses such as the pharmacy in the mall. Sick people need access."

- Transport Hub (3)

When mentioned this was a negative theme and the respondents didn't like the transport hub location.

"Hub on Stanley St?? Well this is prime land and would better fit a high earning dollar maker. eg a convention center! Not a \$1 ride bus hub that the community will pay for decades. The traffic is a cluster in here already and making it even more clustered doesn't make any sense what so ever. Chch doesn't have their hub in the middle of the town - it is south of the centre and appears very successful. Why have a bypass road, that doesn't actually go near the hub?"

How will these changes affect your daily travel?

From the 74 respondents, 21 people answered this question. 7 respondents believed this would impact their daily travel in a negative way, 8 in a positive way and 3 it won't change for.

Negative	7
Positive	8
Won't change	3

Access/ connectivity	3
Active Modes	2
QTC	5
Parking	2

- Access/ connectivity (3)

This was a positive theme as the respondents believed they would have an improved commute if the connections are good.

"We live well outside the bus network. We would need to park somewhere before catching a bus, walking, or cycling."

- Active modes (2)

This was a positive theme as the respondents will use the new features"

"If there's good cycle infrastructure then I'll bike to work 8 months of the year instead of driving at present"

- QTC (5)

Respondents had mixed feelings about visiting Queenstown with the proposed changes. Some would visit more and some would avoid the town centre.

"Locals will return to the town centre for the incredible experience it can offer, provided we make the PT/Active transport/Pedestrian priority interventions noted above."

"I will avoid the centre of Queenstown like the plague."

- Parking (2)

This was a negative theme as respondents believe they will spend more time looking for parks which will in turn create more congestion.

"Harder to find a park on days I need to drive to town. Increased vehicles on the road looking for parking spots."

How will these changes affect your business?

From the 74 respondents, 18 people answered this question. 5 respondents believed the changes would have a negative impact on their business and 2 believed they would have a positive impact.

Negative	5
Positive	2

- Negative (5)

"The removal of all parking outside our business premises will force us to re-locate or close."

"Going to work in a childcare on Henry street will affect this business and loss of families due to taking away all car parking. Premises has a small number of car parks, but this does not accommodate a 38 child place centre and this will kill this business"

- Positive (2)

"Business will boom with more people, staying longer, spending more time (and money) in an enjoyable environment with no conflict"

How will these changes affect where you choose to live?

From the 74 respondents, 19 people answered this question with the majority saying that the proposed plans won't affect where they choose to live. 4 people believe it will make Queenstown more desirable and 2 believe it will make Queenstown less desirable.

Negative	2
Positive	4
Won't change	13

- Negative (2)

"Might have to leave Queenstown"

- Positive (4)

"The desirability of property in the town centre/QT Hill will likely go up."

Please share your thoughts on the proposed alternative route around the Queenstown Town Centre.

From the 74 respondents, 42 people answered this question. 10 people had negative thoughts on the proposed alternative route, 19 had positive thoughts and a further 13 made general comments. The respondents that had negative views were worried about cost and the road passing through the memorial building. The people with positive views just wanted to see the plan be put into action.

Negative	10
Positive	19
Comments	13

Cost	5
Property	4

- Cost (5)

"Getting vehicles out of the town centre is paramount - but I am unsure of the need to invest millions into a bypass, as we are effectively the end of the road. Edge-of own parking facilities make sense, and a local bypass to the One-mile roundabout makes sense - but the majority of congestion on SH6/6A is caused by vehicles driving round and round looking for parking, not forcing their way through to Fernhill and Glenorchy."

- Property (4)

"I am concerned that this will speed up traffic that ends up cutting the town in half. I am concerned that demolishing the Memorial Centre with the Rugby club and RSA is turning our back on our heritage in the name of convenience. If you make it easier to drive through Queenstown to get to the other side, more people will do and have been encouraged to do so. A pretty spectacular public transport system can be provided with the funding required for this project."

- Positive (19)

"Getting through traffic away from the town centre will be good for mobility and good vibes in town. The in-town speed limit should also be lowered for pedestrians and on-street parkers."

"It looks like a great idea. I'd be interested in how the junctions are going to be managed though since traffic lights will simply bog down travel times."

- Comments (10)

"It appears expensive. It's good to move traffic away out of the town centre. Cars should be only allowed into the town as 'guests' in a pedestrian area. Suggest removing median strips and having narrower roads instead with slow speeds."

Please share your thoughts on our proposal to prioritise on street parking for freight/ loading/ taxi purposes and to increase the provision of on-street mobility parking

From the 74 respondents, 50 people answered this question. 22 people disagreed with prioritising on street parking for freight/ loading/ taxi purposes and 10 people agreed with others making general comments. The respondents that disagreed were concerned about losing parking spaces for private vehicles and not catering to locals needs. The respondents that agreed liked the idea of pedestrianising the town centre.

Disagree	22
Agree	10

- Disagree (22)

"I strongly disagree. Businesses who require regular freight deliveries should account for this in their structural layouts e.g. loading zones in service lanes. It's unreasonable to expect locals to not be able to park for short periods in town. I agree that long term e.g. day-long, parking in QT should be restricted to certain areas but short term on street parking should be allowed provided it fits within the streetscape"

"It will lead to more vehicles and congestion on the road as people circle town trying to find a parking space. Parking is often near impossible as it is. I don't know if there is a demand for more on-street mobility parking or taxi bays; would be interesting to see stats on this."

"In addition, adequate short term parking for locals needs to be provided, to allow locals to access facilities where regular quick visits are required, such as Banks, Post Office boxes and the like."

"There are no drop-off spots in town. I worry that less parking will increase the number of cars in Lake Esplanade, Park Street and other adjacent streets."

- Agree (10)

"Perfect. Please ensure there are options for short term (1-3 hours) readily available somewhere near central. It doesn't have to be on street, in town, just near town like the Mann St carpark."

"Excellent, streets are public space and single occupant cars should not be subsidized so heavily. Loading zones and mobility parking should be the vast majority of car users in built up areas."

- Comments (9)

"If we successfully pedestrianize the town centre, then the only vehicles on street should be service/freight and mobility. Parking should not be permitted anywhere in shared space areas. Edge of town parking facilities, which are well connected to the town centre with pathways, combined with a central PT hub and bike parking hubs should be investigated."

"It is exceedingly important to prioritise the needs of the most vulnerable and who experience the most barriers to getting out. Please also consider the needs of those with young children. Perhaps residents could be given a number of parking passes per year. Residents need to be able to park at public amenities and everyday services such as GP, Plunket, schools, pre-schools easily and need to take priority for parking, walking, cycling and public transport, if it doesn't work for the locals it will never work for the tourists."

Please share your thoughts on our proposals to make it safer and more enjoyable to walk around the Queenstown town centre.

From the 74 respondents, 34 people answered this question. 5 respondents had negative thoughts, 20 had positive and others had general comments. The negative thoughts mainly revolve around the decreased parking while the positive comments like the idea of more pedestrian areas and greenery around the town centre.

Negative	5
Positive	20

- Negative (5)

"There still needs to be access for cars to do short term stops...or people will not bother coming as it will be in too hard basket. Central Queenstown is being sacrificed to other areas and locals and local businesses are being forced out. Effectively giving the town to the tourists and encouraging locals to go elsewhere."

- Positive (20)

"Fully endorse and support this idea of 'new Urbanism'. Queenstown is falling behind because of the priority we give to cars versus pedestrians and cyclists. Look to Whistler, Vail, Venice, Copenhagen, Ljubljana, Florence, Dubrovnik for examples of creating pedestrian cities for the future."

"Great idea! But I think this should be done through reduced speed limits e.g. 30 km/h, rather than an increase in rigid controls e.g traffic lights and pedestrian crossing."

"Excellent, fully support. Good to see more trees. Green and open spaces entice more people than narrow dark alleyways with high buildings."

- Comments (7)

"Support the intent but see comments above on lack of cohesive design vision. The area in front of Eichardt's for example is a nonsense; nobody knows who has priority (car vs pedestrian)."

Do you have any other ideas for how we could improve the way we cycle, walk and commute?

For example enhanced signage, real time information, car sharing etc.

From the 74 respondents, 27 people answered this question. The main themes were active modes and public transport with 6 and 7, respectively. New bridges were also mentioned and live data about parking spaces.

Active modes	6
Public transport	7

- Active modes (6)

"Pedestrian and cycle infrastructure needs to be laid out to encourage the behaviour you want to see. Signs and signals don't cut it due to non-compliance."

"Consider mode separation between cyclists and walkers to further increase the safety of active transport users. Emerging modes of active transport (e.g. e-bikes and e-scooters) generally travel at faster speeds posing a risk to pedestrians."

- Public transport (7)

"Real-time info works well and gives a confidence of certainty to the users. There is a need to have good quality reliable public transport that has high availability. Why not elevated light rail along Frankton Road to the centre of Queenstown? RE Biking, experience in Europe has shown that you get good take-up of Biking when there is complete separation of Bike paths from roads with cars and there are high quality surfaces, especially through the centre of towns and their peripheries. Why not a gondola option to make tourists want to take it for the experience as well as getting their cars off the road. Developers must pay a levy for not designing their developments to take the right number of cars. In Europe Developers are often forced to contribute to the building of major underground parking garages in the centres of towns and make major contributions towards traffic infrastructure."

- Other comments

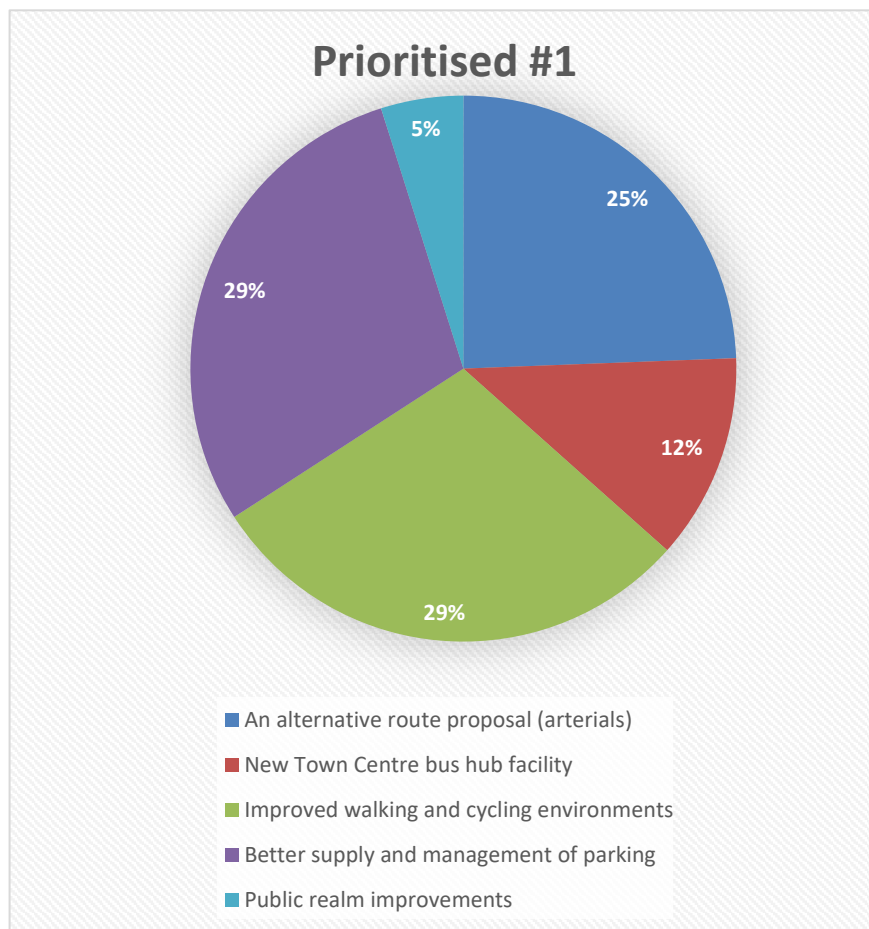
"Some decent signage showing where the spare parks are as they have in Christchurch would be a big help. People generally don't even know there are parking buildings."

"Over bridge from Quail Rise across state highway. New active transport bridge across river from Shotover Country to High school"

Given that we won't be able to do all things at the same time in the Town Centre, how would you prioritise the opportunities? Please rank them in order of usefulness to you (with the most useful being at the top)

Out of the 74 respondents, 41 answered this question.

The chart below that improved walking and cycling environments and a better supply and management of parking is what Queenstown residents prioritise the most with an alternative route proposal a close third.



Do you have any other general comments?

From the 74 respondents, 28 people had some other general comments. The following are a sample of comments from this section.

"I'm excited about what the future of Queenstown has in store. I just think it's important that we get it right from the start even if that means spending more money to do it right now rather than continuing to upgrade areas once they don't work the first time. Options for walkway overpasses/ underpasses would be better for less traffic disruption. Driving along Frankton road currently and if there is one accident or slight pile up then the entire road gets backed up so the concern is that if there is multiple pile ups(traffic lights) then how congested is it always going to be?"

"Reduce speed zone in shotover and LHE to 40km/hr esp around the school and around the hayes/park area where lots of kids congregate in the summer. Also add a railing to the footpath down the lake hayes hill by the doctors! So many kids bike and scooter fast down

there and its only a matter of time before one loses control and goes into oncoming traffic, a railing/safety barrier can reduce this!"

"The Wakatipu Rugby Club prefers that an alternative option, not requiring demolition of Memorial Centre and the Club's facilities, be further investigated, one possibility being crossing the car park at the corner of Stanley & Shotover Sts or the use of Boundary Street to link Gorge and Robins Roads. If it is decided that demolition of its clubrooms is the only viable option the Club would expect a similar or better replacement clubrooms building in return for relinquishing our existing facilities (including the Memorial Centre changing rooms), should these need to be demolished to make way for the proposed arterial route. We would also expect to be consulted at all stages where the demolition of our existing facilities is being considered."

Submitted email feedback

Several organisations and individuals submitted feedback via email. The organisations are listed below, and a table in Appendix B summarises their comments:

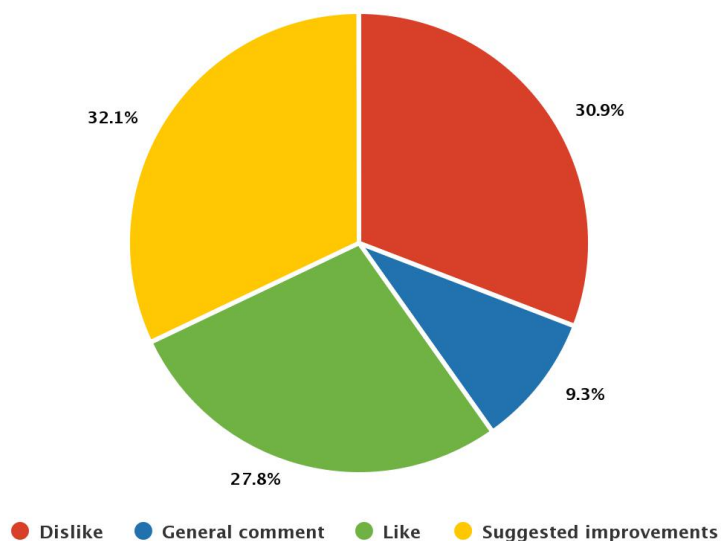
- Queenstown Chamber of Commerce
- Lakes Marina Projects Limited
- JE&A (547 and 551 Frankton Road)
- Bidfoods
- Safari Reviews Limited (31 Man Street)
- Queenstown Pegasus Land Company Limited (Mobil)
- JE&A (982 Frankton Road)
- Remarkables Park
- St Joseph's Parish Council
- St Joseph's School
- Queenstown Airport
- CCS Disability Action
- Otago Valuations Limited
- Pro-Invest Development (50-58 Camp Street)
- Real Journeys

Some issues raised in this feedback will be addressed by the project team as part of future stages of the project as detailed work progresses. The project team will continue conversations with organisations and individuals, based on comments received and incorporate feedback where necessary.

Social Pinpoint Responses

One of the main features of the Social PinPoint tool is the ability for participants to comment directly on to a map that showed the features of the emerging programme. In total 596 comments were made using the interactive map. Comments categories were:

- Like
- Dislike
- General comment
- Suggested improvements



The comments and discussion can still be viewed on the map: <https://nzta.mysocialpinpoint.com/way-to-go-2020>

The tables below show key features that make up the emerging programme and comments relating to those features.

Frankton

Location	Overview
Underpass Ladies Miles	Positive (12) People want to see this (has been talked about for 10 years)
Howards Drive	Positive (5) Negative (3) Protect the trees on the Walker Property; concern about the development in general (number of houses)
Shotover Bridge	Ideas (6) Remove 'slow down' sign; cycle lane under the bridge; add cycle lane; build a new bridge; add toll gate
Park and Ride	Negative (13) Leave as a reserve/park/recreation; some suggestions for alternative uses
Hawthorne Drive	Confusion re. lights in general or just for bus traffic?
Mid-block Pedestrian Crossing	Not needed / put an underpass in
Grant Road	Don't add lights roundabout works as it is
Hansen Road	Change the layout
Joe O'Connell Drive	Suggested layout changes

Location	Overview
BP Roundabout	Negative (5) Positive (2)
Frankton Hub	Negative (8) confusion over Park and Ride Positive (7) would like to see good facilities and TOD
Lucas Place	Don't want lights, leave it as it is
Humphrey Street	Positive (2)
Humphrey Street to Lucas Place	Negative (5) Positive (4) Suggestion only pedestrian / cycle. No need for another road

Frankton to Queenstown

Location	Overview
SH6 Oaks	Negative comments focused on no lights – under/overpass as an alternative
Hensman	No lights
Larch Hill	No lights
Goldfield Heights	No lights
Battery Hill	No lights; wrong place; underpass instead
New Marina Intersection	Move west and incorporate Perkins Rd
Marina Drive/Sugar Lane intersection	No lights; roundabout and underpass instead
McBride Street intersection	No lights, underpass instead Concern about causing congestion at the BP intersection
Ferry	Negative (2) Positive (7)

Queenstown Town Centre

Location	Overview
One Mile	Concern about roundabout design
Hallenstein Street and Gorge Road	Negative (2) – re. Land-use Recommendation - roundabout
Alternative route Stage 1	Concern about providing [safe] access for school children
Alternative route Stage 2	Negative (3) Concern about what will happen to the Memorial Centre and Rugby Field
Alternative route Stage 3	No comments
Melbourne / Dublin / Frankton	Negative (3) Ideas (7) Concern about children accessing the school safely People find this intersection confusing – mention the hotel development and access concerns, making improvements for cyclists
Suburb / Frankton	Negative (4) concern re. new hotel – safety / improvements needed)
PT hub	Positive (7)
Project Manawa	Equal +/- about this project/location
Lake Esplanade	Lack of parking
General	Parking provisions – people want to see parking provided for Trees/place-making = positive Pedestrian experience = positive Concern about growth / development in the Town Centre

Project team thoughts:

The project team have provided some considerations to the main themes raised from the Social PinPoint comments:

Issue	Project team considerations
Parking	To achieve some recommendations within the Town Centre, a rationalisation of on-street car parks has been necessary. For those spaces that remain, the QLDC Parking Management Strategy will outline how they will be configured. Due to increasing demand for footpath & kerb space from private vehicles, freight/loading, mobility parking, public transport, tourist coaches, outdoor dining areas, public seating and safety improvements, it isn't possible to cater for all of these requirements. We are proposing that parking is prioritised for those with mobility needs and freight/loading purposes. The overall number of on-street parking available will be increased for these requirements.
Servicing vehicles	Only a minor reduction of parking is being proposed (for freight) throughout the Town Centre.
Traffic signals (intersections and crossings)	Access and safety for all are key and providing for more cars is not the future for Queenstown. Making other forms of transport, such as the bus, walking and cycling more convenient and safer will encourage people out of their cars. Various alternatives have been considered (and modelled). The operation of lights can be managed to keep traffic flowing.
Traffic signals (at roundabouts)	Keeping the infrastructure that exists, but using lights to manage traffic flows, especially at certain times like in the pm peak.
Humphrey Street to Lucas Place	This link will remove some of the traffic on surrounding local residential streets (Robertson Street/Douglas Street); making them more pedestrian and cycling friendly.
Hansen Road and Joe O'Connell Drive	Signalising the existing four-way intersection with Hansen Road is less efficient as you are trying to pass four lots of traffic through the same space, whereas the two intersections work more efficiently and will be co-ordinated together.
Shotover Bridge	The Shotover Bridge has been investigated for a cycle lane and unfortunately does not have the capacity to support further weight to provide a cycle lane.
Park and Ride	Sites on the eastern (Ladies Mile + Arrow Junction) and the southern corridor (Boyd Road + Jacks Point) are being considered.

Conclusion

Waka Kotahi would like to thank the Wakatipu community for taking time to provide input. A diverse range of comments and views on the options presented showed the project team community perspective and values. Continuing to work with stakeholders, landowners and the community going forwards will be important as the project progresses.

There are a lot of people concerned about potential congestion that could be created with the proposed number of traffic lights at intersections and crossings along SH6A and in Frankton. Parking in the town centre, for various users, is another area of concern.

Positive comments were generally linked to public transport improvements, the active travel network and town centre upgrades. Limited comments were received on the alternative routes.

Follow-up from the project team to individuals and organisations who have highlighted specific points will occur over the coming weeks, prior to the Business Cases being finalised.

Next Steps

This feedback, summarised here and in its entirety, will assist the project team to refine the recommended package of improvements to provide Queenstown with a transport network that is safe, accessible and well-connected.

The team will continue talking with project partners and keep stakeholders and the community updated on any decisions and funding announcements as they are made.

Appendix 1 – W2G Engagement Summary (April 2019)

Smarter journeys, together.

COMMUNITY ENGAGEMENT SUMMARY



www.qldc.govt.nz/wakatipu-way-to-go

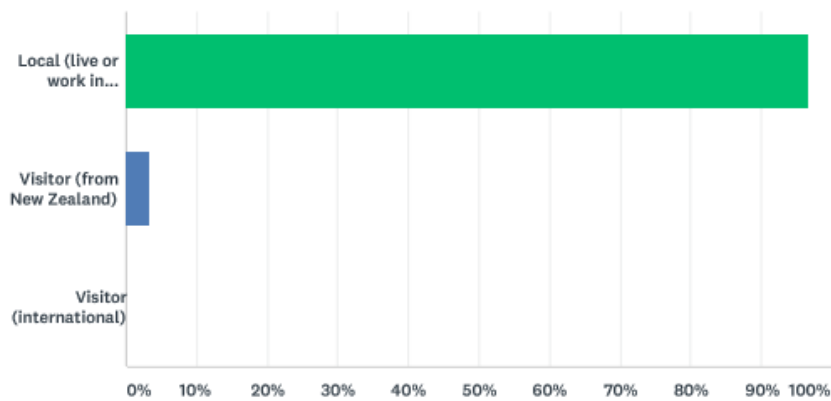
Appendix 2 – Full Online Survey Results (April 2019)

Q1 Your feedback at this stage is completely anonymous. But if you'd like to receive monthly updates from the Wakatipu Way to Go Group, please enter your email address below. Note this will not be used for any other purpose.

Answered: 58 Skipped: 95

Q2 Are you a:

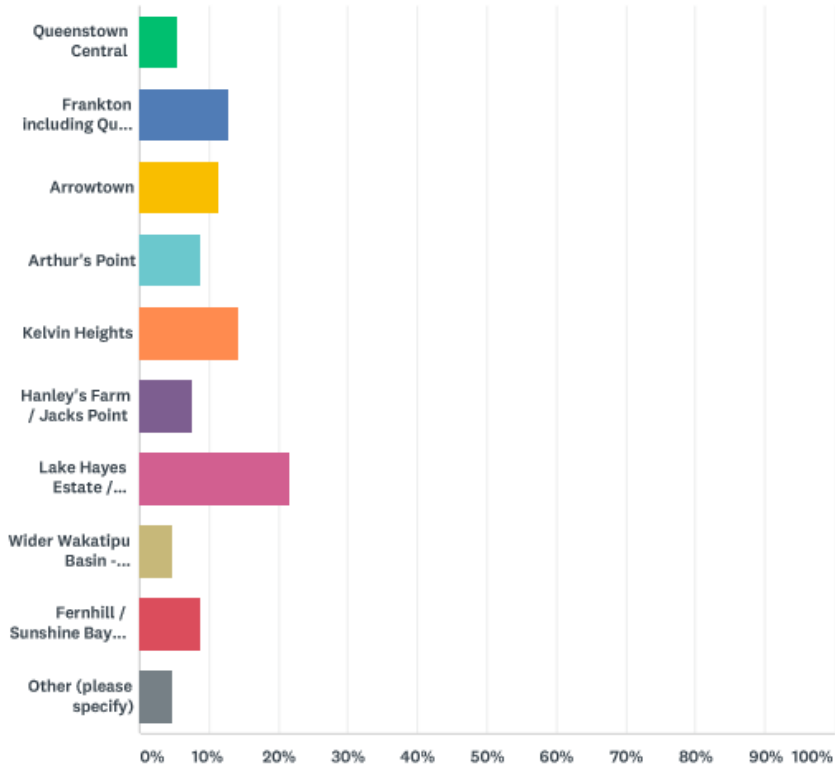
Answered: 153 Skipped: 0



ANSWER CHOICES	RESPONSES	
Local (live or work in Wakatipu, including seasonal workers, commuters, and property owners)	96.73%	148
Visitor (from New Zealand)	3.27%	5
Visitor (international)	0.00%	0
TOTAL		153

Q3 Where do you live?

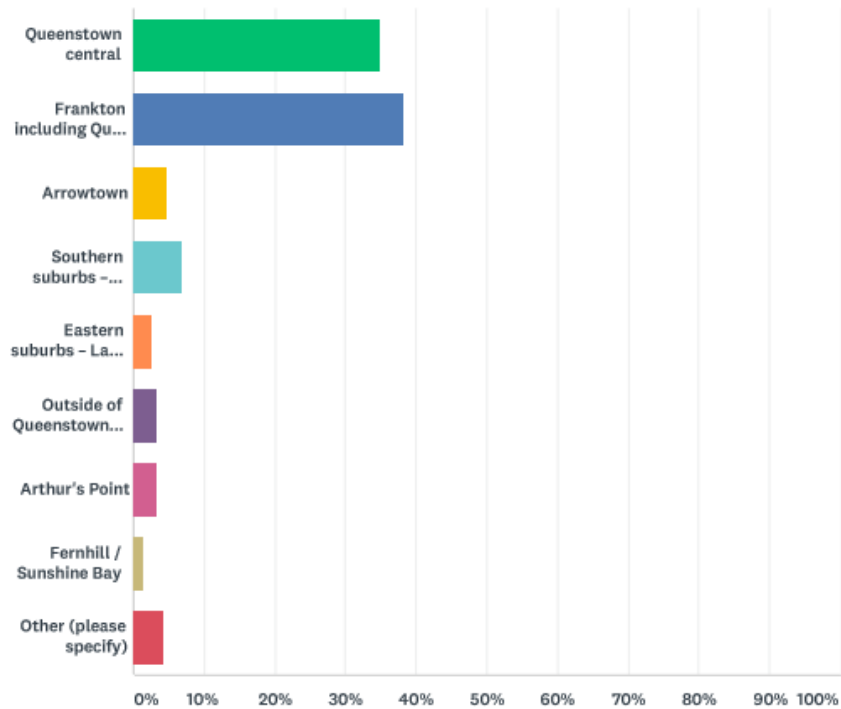
Answered: 148 Skipped: 5



ANSWER CHOICES	RESPONSES	
Queenstown Central	5.41%	8
Frankton including Quail Rise	12.84%	19
Arrowtown	11.49%	17
Arthur's Point	8.78%	13
Kelvin Heights	14.19%	21
Hanley's Farm / Jacks Point	7.43%	11
Lake Hayes Estate / Shotover Country	21.62%	32
Wider Wakatipu Basin - Dalefield/Lake Hayes	4.73%	7
Fernhill / Sunshine Bay and beyond (Bob's Cove etc)	8.78%	13
Other (please specify)	4.73%	7
TOTAL		148

Q4 Where do you travel to / from most often?

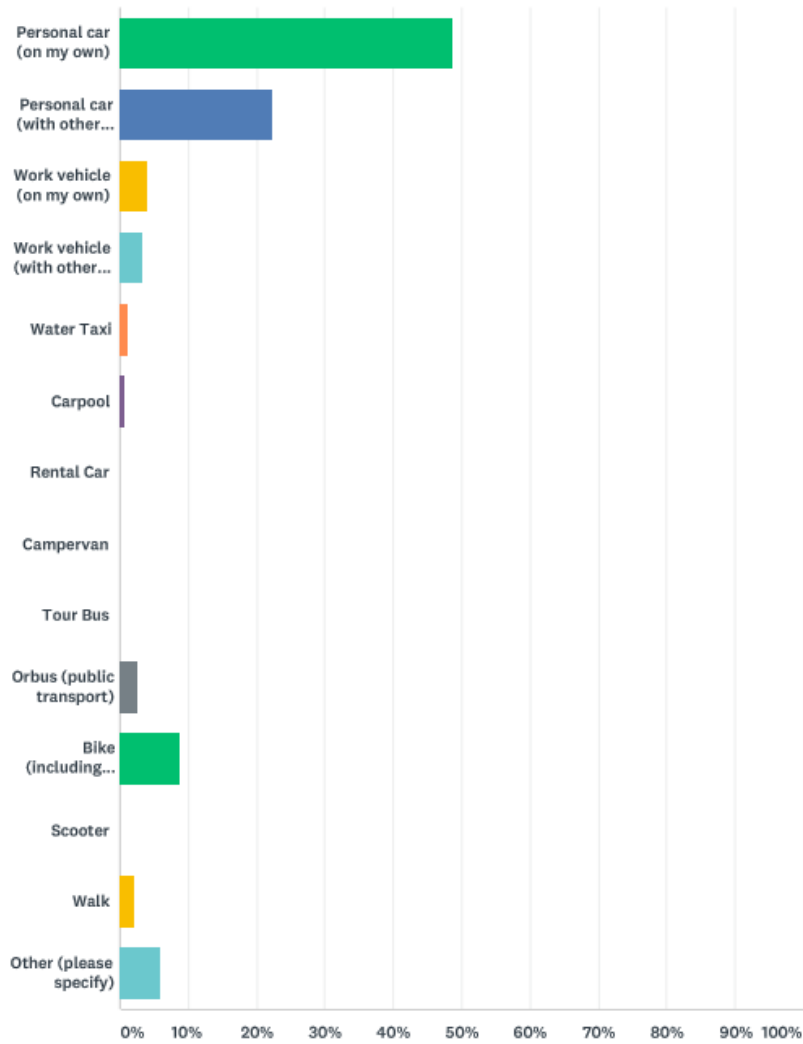
Answered: 146 Skipped: 7



ANSWER CHOICES	RESPONSES	
Queenstown central	34.93%	51
Frankton including Quail Rise	38.36%	56
Arrowtown	4.79%	7
Southern suburbs – Kelvin Heights, Hanley's Farm, Jacks Point	6.85%	10
Eastern suburbs – Lake Hayes Estate and Shotover Country	2.74%	4
Outside of Queenstown (Cromwell, Wanaka, Kingston)	3.42%	5
Arthur's Point	3.42%	5
Fernhill / Sunshine Bay	1.37%	2
Other (please specify)	4.11%	6
TOTAL		146

Q5 How do you usually travel around Wakatipu day-to-day?

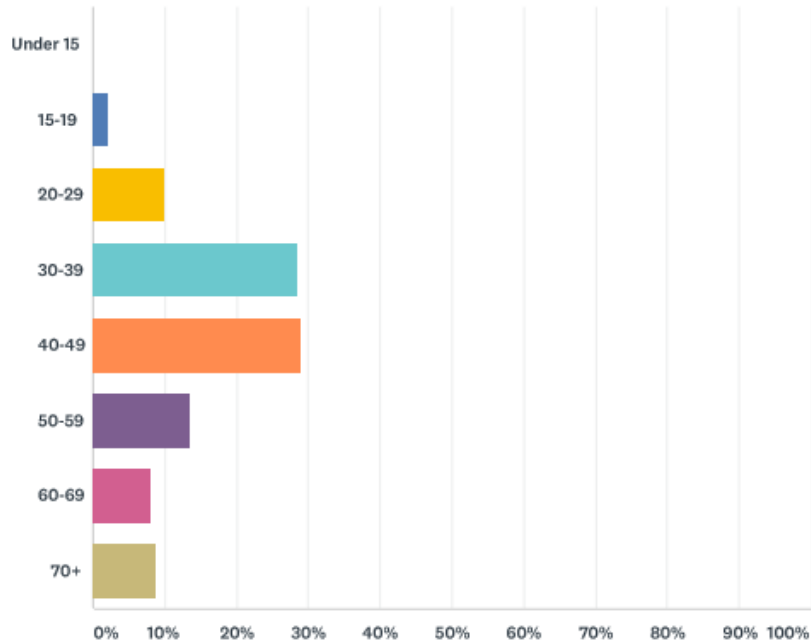
Answered: 148 Skipped: 5



ANSWER CHOICES	RESPONSES	
Personal car (on my own)	48.65%	72
Personal car (with other people)	22.30%	33
Work vehicle (on my own)	4.05%	6
Work vehicle (with other people)	3.38%	5
Water Taxi	1.35%	2
Carpool	0.68%	1

Q6 What is your age range:

Answered: 148 Skipped: 5

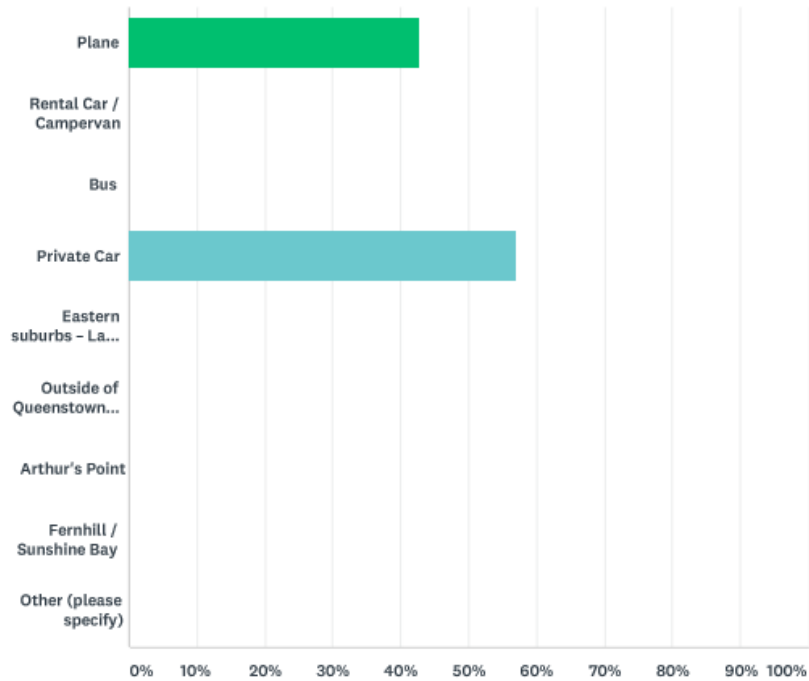


ANSWER CHOICES	RESPONSES	
Under 15	0.00%	0
15-19	2.03%	3
20-29	10.14%	15
30-39	28.38%	42
40-49	29.05%	43
50-59	13.51%	20
60-69	8.11%	12
70+	8.78%	13
TOTAL		148

Rental Car	0.00%	0
Campervan	0.00%	0
Tour Bus	0.00%	0
Orbus (public transport)	2.70%	4
Bike (including e-bike)	8.78%	13
Scooter	0.00%	0
Walk	2.03%	3
Other (please specify)	6.08%	9
TOTAL		148

Q7 How did you travel to Queenstown?

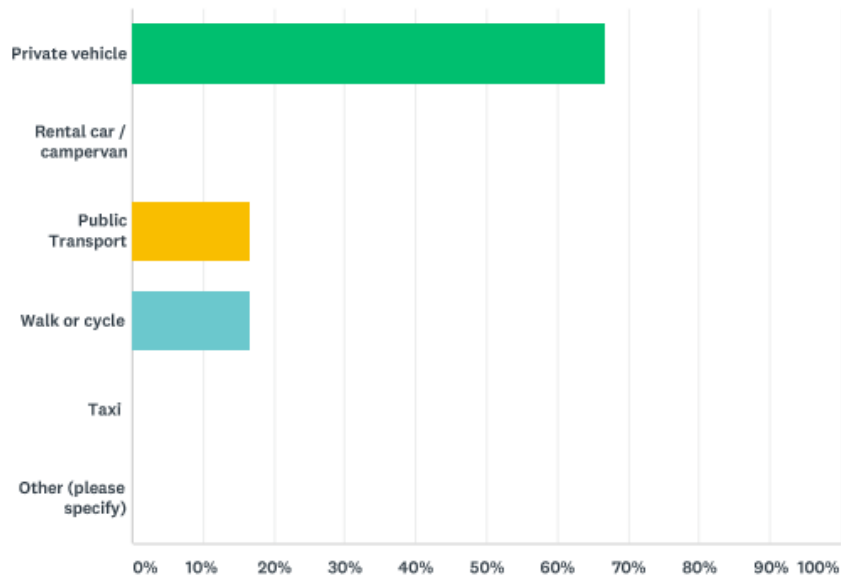
Answered: 7 Skipped: 146



ANSWER CHOICES	RESPONSES	
Plane	42.86%	3
Rental Car / Campervan	0.00%	0
Bus	0.00%	0
Private Car	57.14%	4
Eastern suburbs – Lake Hayes Estate and Shotover Country	0.00%	0
Outside of Queenstown (Cromwell, Wanaka, Kingston)	0.00%	0
Arthur's Point	0.00%	0
Fernhill / Sunshine Bay	0.00%	0
Other (please specify)	0.00%	0
TOTAL		7

Q8 How do you plan to get around while you are here?

Answered: 6 Skipped: 147

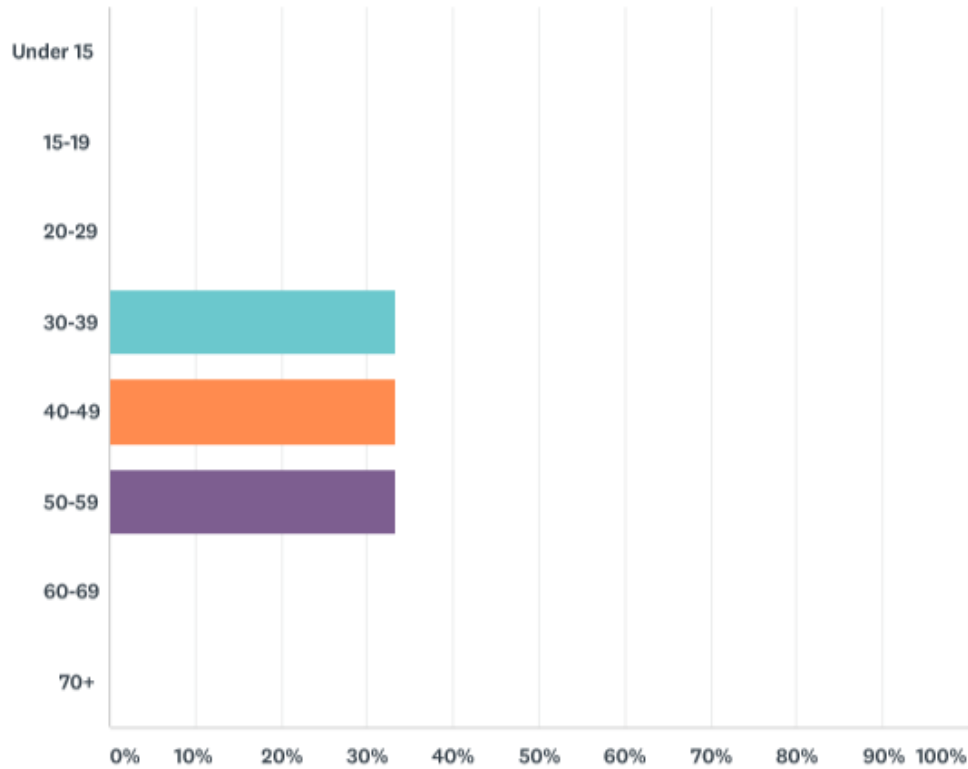


ANSWER CHOICES	RESPONSES	
Private vehicle	66.67%	4
Rental car / campervan	0.00%	0
Public Transport	16.67%	1
Walk or cycle	16.67%	1
Taxi	0.00%	0
Other (please specify)	0.00%	0
TOTAL		6

Wakatipu Way to Go

Q9 What is your age range:

Answered: 6 Skipped: 147

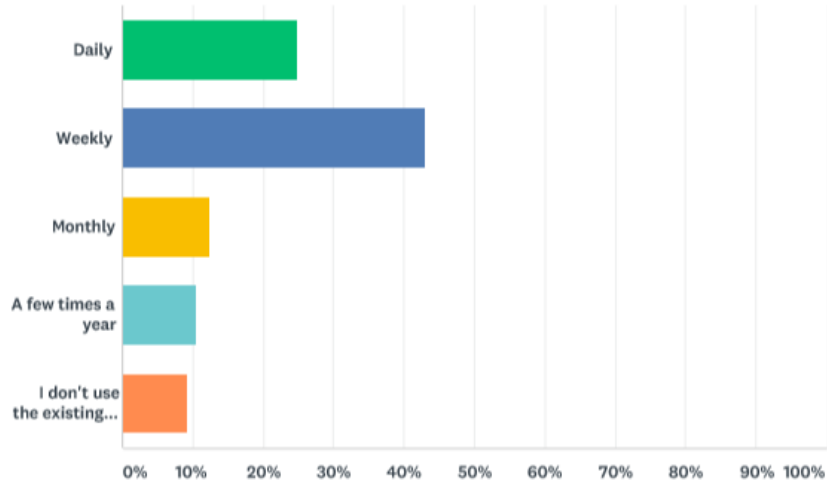


ANSWER CHOICES	RESPONSES	
Under 15	0.00%	0
15-19	0.00%	0
20-29	0.00%	0
30-39	33.33%	2
40-49	33.33%	2
50-59	33.33%	2
60-69	0.00%	0
70+	0.00%	0
TOTAL		6

Wakatipu Way to Go

Q10 How often do you use the existing trails?

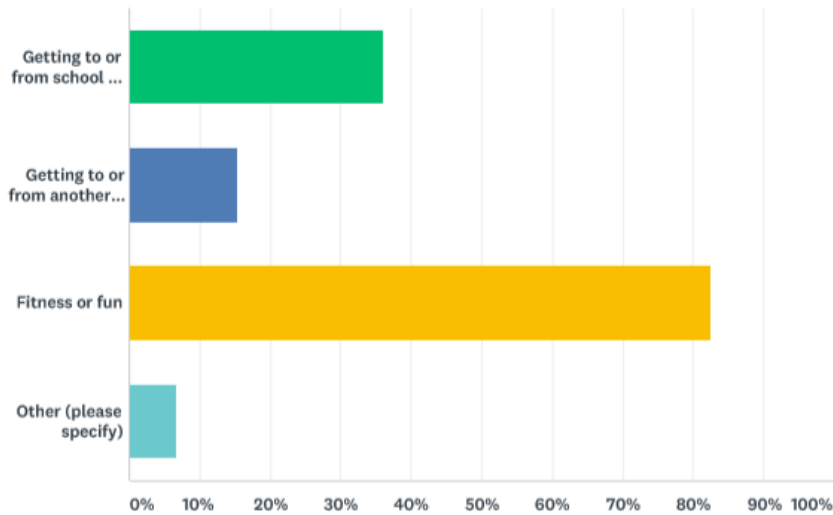
Answered: 153 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	24.84%	38
Weekly	43.14%	66
Monthly	12.42%	19
A few times a year	10.46%	16
I don't use the existing trails	9.15%	14
TOTAL		153

Q11 What are your main reasons for using the trails?

Answered: 103 Skipped: 50



ANSWER CHOICES	RESPONSES
Getting to or from school or work	35.92% 37
Getting to or from another destination	15.53% 16
Fitness or fun	82.52% 85
Other (please specify)	6.80% 7
Total Respondents: 103	

Q12 Check out the proposed Active Travel Network Plan and let us know if there are any particular trails that should be sealed with asphalt? And which should have a gravel surface? Please include the route numbers in your response.

Answered: 79 Skipped: 74

- Happy for all trails to be gravel, in fact, would prefer that to sealed.
- I think that trails 3, 4 and 4a (at minimum) should be sealed with asphalt. In fact, all trails aside from routes 8 and 9 should be sealed with asphalt. The Lakes Hayes trail (Trail 9) should have a gravel surface so that's it's in keeping with this outstanding and iconic landscape.
- Leave them natural.
- I like the gravel paths
- All trails used for substantial commuting purposes should be sealed with asphalt. All other fun/fitness trails can remain gravel.
- No sealing with asphalt but gravel ok especially for wetter areas on routes 2 and 3.
- 3-Asphalt 4-Asphalt
- 3, and 4 could be sealed (for daily commuting, but concerns for me are black ice in winter, I would prefer quality gravel surface for commuting around Wakatipu basin, but these paths should be well

engineered smooth bicycle/pedestrian paths sensible gradients allowing 2-way traffic, and a nice fine gravel surface which could be used year round regardless of weather

- Asphalt, with a damp surface can create an icy, dangerous surface in the winter. Especially sites that do not get any sunlight during day - i.e. Frankton to Queenstown trail
- 4 to get up the hill, flat sections are OK to be gravel and ones adjacent to the lake should be left as gravel for scenic reasons.
- All green trails sealed, 1a and 3 in particular
- You haven't included the Hawthorne Drive route in your map, this gets all the kids to high school. Soon there will be no school buses so would be a good idea to provide safe cycle networks from the main places the kids come from surely. At the moment is it unsafe in a few instances
- I'm concerned that putting down asphalt will be dangerous in winter with ice. I run and bike a lot and find the gravel much safer in winter.
- Frankton roundabout to central Queenstown (3), (4) and (5)
- 3, 5, 6, - Gravel as safer in frost and can be in shade during winter. the rest should be asphalt where possible
- 4a asphalt 3 asphalt
- I prefer the natural gravel surface. A track not a road.
- We bike trail 9 for fitness and fun. It would not be as pleasant if it was sealed. We prefer it with a gravel surface.
- 4 - asphalt Everything else gravel
- Gravel is fine as long as it is well maintained and graded- not too deep or it gets slow on the bike and not too thin as it gets dusty!. Probably safer in winter too with ice and snow?
- 1a.. gravel...
- 5 and 3
- 4a & 4 to town should be asphalt if you want to get residents out of their cars. Rest widened with a gravel surface.
- 2 or 2a, 3, 4 and 4a should all be asphalt. 2a would be preference over 2. 1 and/or 1a should be worked on ASAP.
- I think all commuter routes should be separate from main roads and sealed, for quick journeys.
- I don't think asphalt is necessary. More important to me is path width as well as steepness issues. I both ride and walk my dogs, so I see both sides of this issue daily.
- Gravel is fine
- Seal all except 7
- Seal them all
- All should be sealed with asphalt. It will encourage more people to use them. Gravel trails are too slow and then it will take people too long to travel and they will just go back to driving instead.
- 1 & 2a should be asphalt. 2 should remain gravel.
- Gravel is safer in frosty conditions so the trails should keep a gravel portion if you are going to seal part
- I am happy with all remaining as gravel.
- Lakeside Bay view Road area route 2
- Route number 5 from Arthur's Point should be sealed. It is a commonly used section for commuters and has significant hill sections making gravel dangerous. Route number 2/2a falls into the same category. The other routes are used more by the occasional cyclist and tourist only so gravel is fine for these.
- 1) Possible sealing. Route must be priority, existing highway shoulder/road reserve is unrideable in many places and very few cars will give legal passing distance, so riding in the lane feels almost suicidal. 1a) unsealed 2-9) unsealed 10) possibly sealed General preference for unsealed is for better response to ice in winter conditions, lower speeds for users, and lower on-going maintenance costs.
- Malagans Road, 10
- Please leave Lake Hayes 9 unsealed. It is mostly used for recreation and it would be great to keep it in a close to natural state.
- 1 to 9 should be sealed
- Generally trails in a rural setting should be gravel. Trails in an urban setting should be asphalt. Trails like Frankton track from Frankton into Queenstown, for example, which are urban should be asphalt. Currently it's embarrassing in gravel for such a primary central trail. [btw, am I supposed to be able to read numbers or letters or something on the orange blobs in your map? Way too difficult to read white on light orange]
- #5 - Arthurs Point to Queenstown
- 4a and 3 sealed
- Would love to see the following routes sealed with asphalt as I think they would provide real opportunity to commute: 1a,2a, 3, 4, 4a, 5, 10. I would like to see 4,7, 8, 8a and 9 remain as gravel track in order maintain some of the character that has been created through work by the Wakatipu Trails Trust. I am not familiar enough with route 6 to comment.
- Gravel is fine. With the ongoing maintenance of it however, will it be more cost effective in the long run to have asphalt?

- Seal 2,2a,3
- 3 leave as is but include rubbish bins, toilets
- Arthur's Point trails have missing links where you have to use the main road. Feel like I'm putting myself in danger to be able to get to some of the tracks and trails. If biking to town I get in my car first, drive 500m to get to the trail as too dangerous, on main road old ap side. Especially if kids with me. Also major missing link from shot over her turnoff to morning star terrace.
- 2 & 3
- Route4: Can you make the alternative route/trail from the old bridge, up Jim's Way, via the paddock or along SH6 for people travelling from LHE/Shotover Country/Quail Rise? Nobody wants to go down river level only to go up crazy hill by the poo pond. Sealed or not is not important. Just have a proper trail would be great. Route 4: Safe crossing on SH6 (opposite Glenda Drive/Placemakers). The road is very busy, if I bike with my young kids, we have to wait until people actually stop and let us cross. Route 4: Safe crossing at NPD roundabout. Route 4: Safe crossing at Five Mile roundabout.
- No asphalt. Too many issues with ice in winter. Speed of bikes on sealed cycle paths with runners, walkers, dogs etc is too dangerous. This is from the opinion of a road cyclist who would love more cycle lanes. But not at the shortcut expense of our beautiful trails.
- 3&4
- Around the schools should be asphalt to make it easier on kids getting to and from school
- No trails should be sealed as that takes away the fun of a bike/run trail. If people want to get home quicker that's what foot paths are used for.
- The Frankton Road to central Queenstown should be sealed and laned for bike and scooter use. The path along Ladies mile and into Lake Hayes Estate should also have asphalt.
- Route 2 the existing track should be widened sealed and lighting added. If a new track was constructed along Peninsula Road I am sure most tourists and alot of locals would still use the existing track.
- Frankton to Qtn CDB could be sealed. The rest are fine as they are. Leave them alone. These are special keep them as natural as possible.
- I think all trails should be gravel, nicer to ride / run on, better in icy conditions, money could be better spent else where.
- It's not on here but the steep hill from Shotover River to Glenda Drive. This would make climbing up the hill easier (the hill is tough to climb for proficient cyclists). 5 is quite a slog too, especially when traffic is zooming past. Otherwise I genuinely enjoy peddling on gravel.
- Please do either to route 4 + the connection to Glenda drive, as long as you start maintaining it. In it's current state the track is dangerous at places.
- I think the routes from LHE and Jacks Point should be Sealed all the way into Queenstown (3,4, 4a, 1, 1a). I would also like to see a routr along Malagans Road all the way into QT (10, 5) this wouldnt necesarily need to be sealed, but it would be great to be able to bike or run that way into Arrowtown, or do a big loop in the weekend
- Prefer gravel surface except main commuter trail 3 and 4 which would mean a road bike or e bike could be used as a fast alternate transport option.
- Gravel trails natural and cost effective. Keep it simple
- I don't think any need to be sealed. I am a runner and a cyclist. The Queenstown trails as they stand are very ride-able for all levels young and old. Sealing them I believe would make them dangerous. They would become icy in winter and would allow faster speeds for cyclists putting other trail users at risk.The gravel provides grip while still allowing all users to enjoy them.
- Please don't seal any. Imagine the ice in winter and the speed that people would ride. There is enough asphalt around. Keep the trails gravel. I use the trail both for running and biking and would be gutted to lose this great "soft" surface to train on.
- 5
- only the key commuter routes should be sealed with asphalt i.e 3, 4, 1/1a and maybe 5. the rest should be unsealed. Route 10 should have an off road unsealed network but complete the remaining sections of Malaghans Rd sealed shoulder widening to offer a safer on road sealed commuter option.
- I don't see the need to asphalt any of the current trails. It will increase speed and user conflict in most cases. It will take away the off road, nature connection. Seal is less safe in winter due to its lack of grip when lvey. If there is a good packed gravel (dunnite etc) surface, reasonably modern bikes are more than capable of handling such conditions safely. But the most important reason I oppose sealing the trail network is the disproportionate allocation of funds. The cost of sealing Frankton track, for example, could build many kilometres more of good, firm packed, wide, grade 1 and 2 trails. I personally believe a more complete and comprehensive trail network could be achieved with those same funds. Once a comprehensive visionary network is in place, sealing could perhaps be re-looked at, but first priority should be to "join the dots" and expand the trail network as urgently as funds allow.
- I like the idea of an extended boardwalk around lake hayes. I don't believe the Frankton track needs to be sealed.
- No trails should be sealed as this will make them unusable in the winter.

- Gravel should be fine as long as they are wide enough ie route 2 and 3 as there's already a lot of people walking and biking them.
- 9 - gravel 10 - gravel
- Route 5 - sealed
- 4 and 3 should be asphalt to encourage more people to ride into work/school as this is clearly a pinch point for traffic at the minute yet easily a bikable journey for most
- All routes because they connect to people's homes and encourage commuting by bike, rather than the predominant recreational use currently
- I would love 4 4a and 3 & 5 sealed
- 4a needs a link from shotover country. Only hilly sections should be asphalt, flat can be gravel.
- arthurs point to town

Q13 What improvements would make it easier and more appealing to walk or cycle along Frankton Road or other key commuter routes, including accessing the Queenstown Town Centre i.e. protected cycle lanes, shared paths, bike storage at bus stops, etc.

Answered: 90 Skipped: 63

Connections/Links

- better path access/integration on arrival into Queenstown, with more cycle, lock up points within the town
- Protected cycle lanes and/or walking lanes would make it more appealing to walk or cycle along Frankton Road as safety is a key concern (along some parts of Frankton Road). An additional bridge to cross the Shotover River would also significantly enhance the appeal of choosing to walk or cycle along Frankton Road as currently vehicular traffic dominates the network and shared use is not feasible given the current demand/non-separation of transport modes.
- A direct crossing of new shotover bridge.
- Upgrading the Frankton to Queenstown walking/cycling track (instead of using Frankton Road) as well as upgrading/widening Frankton Road to accommodate efficient public transport would be the best way to deliver effective transport solutions.
- Protected cycle lanes are great to save having to stop for walkers blocking the path. Bike storage at key points for workers is important- Remarkables Park Centre, Frankton Hub and QT Centre.
- Protected cycle lanes, direct cycle lanes, not silly zig zags like at 5 mile.
- Definitely need cycle lanes with easy access to bus stops along all bus routes on Frankton Road. Having cycled part of Twin Rivers recently I couldn't cycle safely to a bus stop and had to resort to one in a Shotover country
- Jacks Point needs an easier trail to get to Frankton. Along the lake is too difficult for kids
- The Kelvin Heights track is stunning, we should keep it as is - if it becomes a highway for bikes that'll ruin it. I use that track everyday for dog walks. If people want to boost into work on a bike use 2a.
- Biking from Lake Hayes/Shotover is a joke. I love it on an electric bike but school kids should be able to safely cross the Shotover river without having to go down to the old bridge as this is too far to bike for most people, particularly for people who work in town. Need a safe direct route. The cycleway is very disconnected at present from BP to Shotover Country
- The primary key commuter route for a vast number of people is from the huge conurbation of LHE/SC through Frankton to central Queenstown. A lot of people peel off on route, but this route along SH6 and Frankton Road currently has a bit of an afterthought on cycleways with a death trap between an attack/mugging-alley in Glenda Drive to the KMart development in Queenstown-Central [cough cough : Frankton-Central!] Then another dice with death at the BP roundabout with no safe way to commute on a bike in these areas. Dedicated off the road cycleways need to be created if you have any chance of getting people onto their bikes. The Frankton track is terrible to cycle along....unless you

have suspension. The bumpy uneven gravel surface is just not suitable for road bikes or those without suspension for example. I see a lot of people with road bikes cycling along Frankton Road itself even when there's the dedicated Frankton Track...but I suspect they're not using it as an uneven gravel surface is just not suitable in this urban area so close to the CBDs of Frankton and Queenstown. Park St into Queenstown from the end of the Frankton Track is wonderful in comparison....but then there's no dedicated way to get from there and across the bridge along Marine Parade into the CBD. A clear path would help around there and the footpath from the band stand down to the bridge is so uneven it's difficult to walk down let alone ride down on a bike comfortably without suspension.

- Pedestrian / cycle access between 'new' Arthurs Point and Queenstown.
- Cycle lane on both sides of the road for Frankton Arm. The lake side cycle lane is not a complete cycle lane, it has significant gaps.
- Easier access to the track from Frankton Rd. Easier to cross Frankton Rd. Lower speed limit to 60km. Smaller buses
- I think a cycle lane along the main road could be an option for commuters into town that want a quicker ride, however that could create more congestion on the main road which Frankton Road can't handle much more traffic anyway.
- A more direct route from Ladies Mile to Queenstown. Between Shotover bridge and BP roundabout is a little daunting on a bike so a cycle lane here would be useful. The width or surface of cycle trails does not put me off cycling. Main things that determine if I bike or not is the weather (I won't bike in less than 6 degrees!) More places to lock bikes up in town would be useful.
- Bike trail from Arrowtown to Arthurs Point to allow safe commute from Arrowtown to Queenstown without having to bike along the road.
- More direct, less hills

Facilities

- Provisions for bike storage, especially in town centre -Protected cycle lanes
- Lights on cycle path. Bike parking. bike routes alongside sh6 to encourage commuting routes I. E. Current cycle ways alongside lake are perfect for weekend recreation rides and should be left that way. But to encourage modal shift, dedicated cycle lanes that are well lit should be constructed alongside the main roads.
- Bike parks at regular intervals, a better trail from Quail Rise to high school
- bike storage and better paths
- Secure bike storage in town. Protected cycle lanes on the road. Clear and easy to navigate transitions from cycle/walking pathways onto road sections, clearly marked continuations of cycling network on roads.
- Protected cycle lanes at least 3 metres wide. End of trip facilities (personal lockers, secure storage facility at Frankton / QT Town Centre
- Protected cycle lanes are a must!, bike storage at bus stops.
- Make bike lanes for bikes, not for all people. If we can clear the bike tracks of people, it would work heaps better (and dogs!!). That doesn't mean exclude people and dogs, but dedicated bike zones would be a huge improvement. I think you should focus on getting to people to Frankton to live/work/play without a car (say biking), but there needs to be better transport links from Glenda Drive/PAK'nSAVE area to town so that people can take their infrequent trips to town on public transport. At present, trying to get from PAK'nSAVE to anywhere is very hard.
- bike storage at bus stops wifi at bus stops
- protected / separate from road cycle paths that are continuous and not interrupted by side roads, private drives, etc.
- Narrow areas widened, and clear signage for walkers to keep left. In higher dual use areas closer to Queenstown, where tourists are enjoying strolling, separate bike lane for commuters would greatly improve safety and enjoyment.
- Toilets needed between Queenstown and Frankton
- Protected cycle lanes
- Separated safe cycle lanes that are paved and if it snows ploughed. In town streets that are designated cycle ways with bikes painted on the ground and signs that say "preferred cycle route" so that drivers are aware there will be a lot of bikes
- Sealed cycle lanes separated from the main traffic, more lighting on these trails, more areas to lock your bike up in town centre and transport hubs.
- Shoulders on roads (eg 1) that do not have shoulders would be a key starting point. On-road cycle lanes are fine.
- bike storage
- Protected cycle lanes or shared walking/ cycling routes. Less traffic!
- Cycle lanes, bike storage
- designated cycle and walking areas on existing tracks
- More cycle stands around shopping centres
- protected cycle lanes on the road from Shotover to CBD

- I think these routes need to be well protected from other road traffic especially if we are expecting our children to use them to commute to and from school or other activities.
- Wider track along the trails as some are narrow for bikes both ways and pedestrians. Blind corners should have a mirror as some roads do as some are very dangerous e.g. the corner just after Willow Place going towards the golf course direction. The Loop Rd track to the trail should be sealed as it is steep and often slippery
- Protected cycle lanes, clearly marked cycle lanes, swept cycle lanes, good smooth unbroken surfaces on cycle lanes.
- Marked shared paths Bicycles requiring bells Bike storage at bus stops Recycling bins at all bus stops
- I use frankton track for leisure to/from town and agree with the park street upgrades. Arthur's Point commuter roads mentioned in comment above
- More bike storage at town central and bus stop on SH6 near Placemaker and the opposite.
- Protected bike lanes
- Please to build more convenient facilities on or beside the beautiful lakeside trails which will attract more tourists and locals to use it (from Airport, Kevin Heights, Frankton, Shotover country... to CBD), can also reduce traffic pressure on SH6, safer and green.
- Shared paths, a dedicated cycle lane and place to store bikes at joint use transportation hubs Copenhagen has at there metro line stops areas where people can ride to, park the bike up and jump on a bus/train for the next leg of there journey
- I always use frankton track rather than frankton road. Lights on the track would be good.
- Protected bike lanes, sealed lakeside track with lighting, much better (attractive) free bike storage
- Dedicated cycle lanes, water fountains for drinking.
- Drinking fountains. Fitness trail such as simple outdoor pull up bars etc. not in a fully public area. Similar to what used to be on the Queenstown gardens track. Bike storage would encourage commuters who don't have anywhere to store.
- Better lighting
- Secure bike parking. Racks at waterfront always full. Not many where I go and bike is worth \$4000!
- park street link to town. frankton track is quite dark and quite isolated. Frankton road path is too narrow with bikes and cars into and out of acceses
- Safe bike storage would be a game changer. Shower blocks (as per Rotorua's example). Topography my challenge bike specific paths, but for many it would help. I'm happy on Frankton track with the beautiful views and sense of soft off road. I have little interest in riding with cars.
- Upgrades need to be done along marine parade path to make it bike friendly and the link path on the wharf right around to the gardens
- More parking areas along the trail as destination points.
- There's too many driveways - cars don't always stop for pedestrians...Too much traffic, car doors opening. Cycle lanes would need to be protected with barriers - cars go fast! And some are looking at the lake views and not the road...
- Bike storage in towns (not just at bus stops). All cyclist traffic separated from road traffic on designated trails.
- Bike storage and shared bike/people path with lighting
- Better bike racks and protects bike racks(from the elements) in town centre. Possibly a fully enclosed sort of bicycle hub like I have seen in Manchester, UK and other cities where u can pay a small annual subscription to use the inside bicycle locker which therefore has increased security and keeps the bikes from getting wet/rusted. A cycle Lane in BOTH directions on frabkton road would be great but if not then asphalt on the frabkton track would be great for commuter cyclists. And possibly enforce either a speed limit or have a widened trail where there is room for faster bikes on asphalt as well as walkers
- Somewhere to park in Frankton. It's easier to park in CBD than Frankton
- shared paths/protected cycle lanes good lighting so can be used in winter - bike storage in town/transport hubs

Safety

- It can feel a bit scary with tourist drivers on the roads and busy locals zooming out of driveways. Perhaps some more protection from the traffic?
- If using the road is required, then cycle lane protection would be good. Personally I avoid the road if possible.
- protected cycle lanes and bike storage
- I would scrap section 4a, make a bike bridge along the side the current shotover delta bridge. The detour around to 4a bike bridge is tedious and unnecessary, I would bike more if I felt safe I could get over the delta bridge. The space for bikers before and after this bridge is sufficient so it seems like an easy fix compared to creating 4a. Also some solar lights along all trails would make it safer for later trips, especially in winter when you struggle for daylight hours.
- Protected cycle lanes
- Protected cycle lanes would be an improvement. I would still prefer to take a trail option if there is one available.

- There needs to be a safer alternative to biking over the main shotover river bridge. Going over the old bridge is much longer and a harder route with more hills.

Surfacing

- Key routes need to be better maintained and have a much better surface. The track to Arthurs Point is a case in point where the current surface is only manageable by wide tyres on a mountain bike and is simply not suitable for a commuter bike
- Better maintenance.
- Leveling track around culverts. Some of these are surrounded by concrete and then the gravel has eroded away, causing a large lip that is uneven and dangerous to cross on bike.
- Seal all the trails.
- 3 only, Sealed trails are very expensive to build and repair, money could be better spent elsewhere. People should be encouraged to ride bikes that are suitable for well maintained gravel tracks
- Getting most people to use the track below the road once it is sealed
- Safe bike lanes or trails- certainly would not bike along the road in its current state, too busy and bike lane too narrow. Trails good for this at the moment but it would make it faster if asphalt. Desperately need bike cages/bike racks in town. I would love to bike to work but there is simply no where to rack my bike safely in town near my office, so I don't bike because of this.
- asphalt, assigned lanes, council-owned bikes which you hire, ride and return at either end
- Asphalt surfaces, take out the hills - some with gravel are rather gnarly now - make riding an easy pleasure rather than a challenge. Bike storage at bus stops

Other

- Please look at the Copenhagen bicycle strategy (http://www.eltis.org/sites/default/files/case-studies/documents/copenhagens_cycling_strategy.pdf), I think there are a few improvements which could give us a rapid improvement in facilities: 1. Travel time (well made visible paths encouraging commuting, with IT boards showing distance/time to destination), 2. Comfort - well engineered not a goat track, make it pleasurable, smart, show the area off, reward the rider with a great experience. 3. Sense of security (At night when I bike alone through the back of shotover, down across the old bridge at night up the other side through the back of glenda drive I get scared...It is scary, very scary...Several times I have passed people lurking around in the shadows, and pedalled as fast as I could to get to somewhere with more lighting, particularly in winter ...Felling safe is a basic human right, but at the moment, cycling trails are considered more of a daylight tourist experience, while committed commuter cyclists are "an afterthought" a minority of second class commuters. The city of Copenhagen is an example where cycling is an integral part of the community..while Queenstown is still pitched as a resort, QLDC is not addressing the critical importance of giving everyone smart, safe options for transport, not the ugly reality of daily traffic jams and negativity.
- When the rubbish collection bins are put on the footpath it is difficult to pass with a walking frame or a child's pram.
- n/a
- Casual Bike rental (pay by credit card) which is offered in other busy cities.
- Shuttle from golf course to opposite side
- The existing track is OK
- Fine as they are. The basic nature of them is part of their appeal.
- Remove obstacles blocking the tracks, every week I see bins scattered on the bike lane after being thrown down from the garbage truck. Give the lane priority and make it flat instead of bumpy going on and of the curb.

Q14 What facilities would make you walk or cycle more often, or start? i.e. toilets, bike racks, water fountains, bike maintenance stands, seating etc

Answered: 37 Skipped: 116

Trails/Tracks

- Bridge from LHE to other side of river and bridge by remarks park area/high school with a flat trail connecting them.

- Very far walk from Arthurs Point to Queenstown. In winter and pregnant - impossible! Will also be hard when baby is born with all the stuff I have to carry around. Would be nice to have safer walking routes to town from Arthurs Point as I would do this in summer.
- Sealed bike tracks with separated pedestrian tracks
- Frankton Walkway paved and lit all the way around the Frankton arm
- For commuting - safe, quick routes.
- I used to use the kelvin height track daily as a trail runner. Now it has been ruined due to dumbing it down the cyclists travel too fast and I am in fear of being run down by them. It used to be a lovely technical little trail and has been ruined. There is nowhere around where cyclist have not been given priority.
- I live off Middleton road. It's difficult to cross the road if heading in the QT direction, and I'm not confident enough with the traffic to ride on the road in the Frankton direction given the narrowness of the cycle lane.
- I used to use them more when living in Kelvin Heights. Now living in Arthur's Point although closer to town it is not well connected and I wouldn't want to ride on the road as I have small children that ride on a bike seat
- Good quality tracks

Other

- Nothing. I have bought a bike and will ride it recreationally but I don't think there's anything extra needed to promote cycling. People either want to or they don't.
- Free e bikes, not expecting that of course.
- Cleaner environment. (Dog poop and litter)
- Seating
- Can't walk or bike through shotover bridge. No chance.
- Nothing. Distance is much too far.
- Nothing
- Accessibility
- water fountains, bike maintenance stands
- The climate here just isn't conducive to cycling or walking all year round. It's too dark, cold and icy for a good third of the year. It's not auckland!
- Seating, toilets
- None
- seating and loos
- Toilets
- water fountains!!
- Nothing, they are great! Maybe rubbish bins so I don't have to carry dog poo the whole way!
- Toilets
- Easier, more direct route from LHE to Queenstown central for work. More secure bike racks in Queenstown and water fountains en-route. The routes around the basin need to be safe, clearly marked cycle trails where you are not dicing with death with other less concerned motorists.
- I would walk or cycle only as a recreational activity. So no improvement will make me leave the car home..
- Bike racks, water fountains
- bike tracks are vital, going on the overcrowded roads is very unsafe.
- None of those
- Maps and toilets
- Water and toilets are always a good thing. Rubbish bins too
- Nothing
- water fountains! Great idea

Q15 What stops you from walking or cycling to and from school, work, the shops, or for recreation?

Answered: 44 Skipped: 109

Distance/Topography

- The big hill at the end to get home.
- Distance, heavy shopping or bulky items, weather
- To far to work.
- Too far.
- Distance. Shotover bridge.
- a steep incline between residence and shops
- As above
- Distance, Shotover Country to Remarks park and then central Queenstown daily
- Distance
- There are few paths or cycle paths in Arrowtown. Work is too far away.
- Distance and belongings I have to take to work
- Distance between home and work. 2 places on a bus to hold bikes isn't a lot.
- Too far to cycle to work from home (LHE to QT). No direct and safe route from home to shops. Have done the cycle in the path with three small children and a little dicey at times, especially down Glenda Drive.
- Cold weather, steep hills, chaotic and dangerous traffic, unseal tracks (gravel, dust)
- Steep hill return walk/ cycle to Fernhill Heavy backpack/ carry on bag
- mainly distance, it's a fair ride from Fernhill to Frankton, and would take too long to be viable
- Too far to bike from Arrowtown to Queenstown for work.
- Hills. And my work is driving
- Too far

Trails/Tracks

- Lack of cycle paths, especially for kids to use
- Unevenness to track, narrowness, too many cyclists, protruding stones
- Trail from Jack's Point to Frankton follows the lake edge = long and slow. Could be a quick bike commute if there was a safe bike path from Jack's/Hanleys direct to Frankton on the Remarkables side of Mt Kelvin. Highway is not currently an option due to traffic and drivers speeds and 'safe passing', used it once the other day and was nearly run off the road twice in 10mins.
- I have 2 young children to take to daycare so public transport and biking are difficult. Trails around Arthurs Point are also terrible for commuting. There is no way I would let my children bike to school when they are older if no changes are made - no trail through Arthurs Point and narrow road shoulders - too dangerous.

Weather

- The cold Queenstown winters from about mid April to Sept/Oct
- Ice
- The cold, the dark, the inability to put my weeks worth of groceries on a bike.
- Winter, being pregnant, distance. I don't cycle and it is dangerous on the roads currently. I walk recreationally at the weekend but away from the roads on quiet trails where it is not dangerous.

Other

- Having to double back on myself by going over the old bridge.
- The need for a work vehicle to go to different jobs during the day
- Completely useless for caring goods
- Work very late nights until 4 am. Not a good time to walk or cycle.
- Too busy

Q16 Check out the proposed Active Travel Network Plan and let us know if there are any particular trails that should be sealed with asphalt? And which should have a gravel surface?

Answered: 27 Skipped: 126

- Can't open it- would be good if LHE to remarks park/ highschool were lit.
- I don't mind the compacted gravel but the drainage could do with fixing so it doesn't get soggy. Actually, I quite prefer being "in the country" on gravel to manicured asphalt. And you are going to get

the skinny tyre lycra nuts taking over if you seal it, doing SERIOUS speed. The hill section behind Glenda Dr would be nice in bitumen just to make it easier to climb, not on your map!

- The trail from Arthurs Point should be properly formed so road cyclists can use that and not be half on the road. This is a very windy twisty road. It should be split though so walkers can also use it safely without being mowed down by cyclists.
- All sealed
- Not applicable to me
- Gravel would be fine for all of them.
- The ones that effect school children
- Stop wasting money on them and improve the roads
- Frankton Track and Kelvin Heights Track. Its nice having gravel tracks its part of weekend riding.
- Seal as many as you can afford to.
- Route 2 asphalt or gravel if well compacted
- all of them should be paved or asphalted
- 1 - Definitely asphalt. Is this a separate bike path or part of the road? If part of the road it needs to be significantly wider than it is now - preference is for a separate path or separating barrier due to the speeds and driving practices. 1a - could be either. 1 important thing for all trails to be used as commuting links is to make them shedding/drainning with no pooling water, and also all weather, ie not muddy. If gates are required, please use sensible bike friendly designs and placement, not like the ones down by Shotover delta.
- None
- There is a big gap through Arthurs Point, it is disappointing to not even be included in the long term plan. Trail along Gorge Road needs upgrading to make it more commuter friendly.
- arrowtown to queenstown route
- None. Don't do it.
- Lake Hayes should remain a gravel surface, definitely not asphalted, as would ruin the character of the rural trail. The more commuter routes could be asphalted, but not exactly necessary.
- I do not mind sealed or gravel, however, given the ice in the winter gravel is probably safer.
- Where's the McDonnell Road one from Arrow Junction to Arrowtown?
- All should be sealed
- Asphalt would be great for steep hills, otherwise gravel adds to the track amenity "feel"
- I like the proposed active trail network, Gravel can often be better in winter due to ice.
- To make cycling easier and more attractive seal route 8, 9 and 10 with asphalt.
- 10
- To Arthur's Point and Frankton track should be sealed

Q17 What improvements would make it easier and more appealing to walk or cycle along Frankton Road or other key commuter routes? i.e. protected cycle lanes, shared paths, bike storage at bus stops, etc.

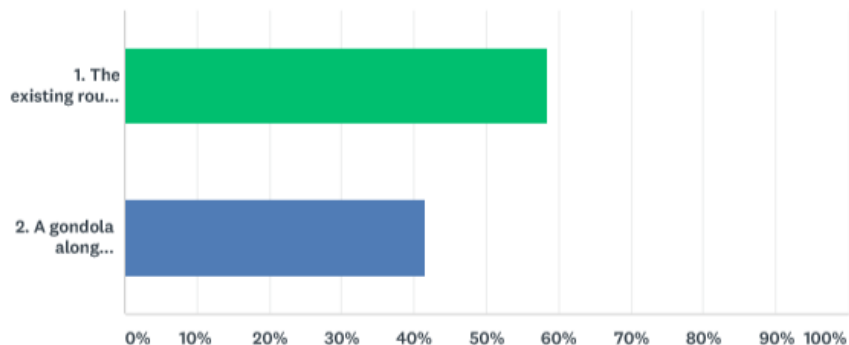
Answered: 30 Skipped: 123

Cycling/Walking Lanes

- Cycle lanes
- protected walk / cycle lanes (SHARED SPACE) as walkers can be hit by cyclists coming at speed.
- Cycle lanes
- Protected cycle lanes and separated protected walking tracks
- Protected cycle lanes
- Cycle lanes
- protected cycle lanes
- Protected cycle lanes/or designated walking and cycling
- cycle lane
- More space - the current roads are not being built wide enough to allow for bikes. Shared paths generally don't work so well for fast bike commuting, leisure riding is different. Protected cycle lanes require huge amounts of space if they need to be bidirectional.
- As above; protected cycle lanes, shared paths. Bike storage.
- protected lanes

Q19 Please tell us which option you prefer for a future high capacity public transport link between Frankton and Queenstown:

Answered: 144 Skipped: 9

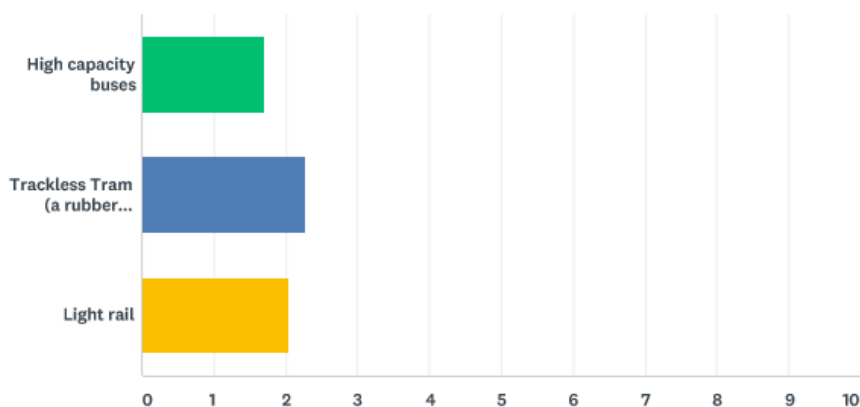


ANSWER CHOICES	RESPONSES
1. The existing route following State Highway 6A (Frankton Road), which provides better public transport access. This option would require significant road widening.	58.33% 84
2. A gondola along Queenstown Hill from Frankton to Queenstown. This option minimises the impact on the road.	41.67% 60
TOTAL	144

Wakatipu Way to Go

Q20 If the 'on-road' option is taken forward, which type of public transport would you prefer. Please rank your answers, 1 being most preferred.

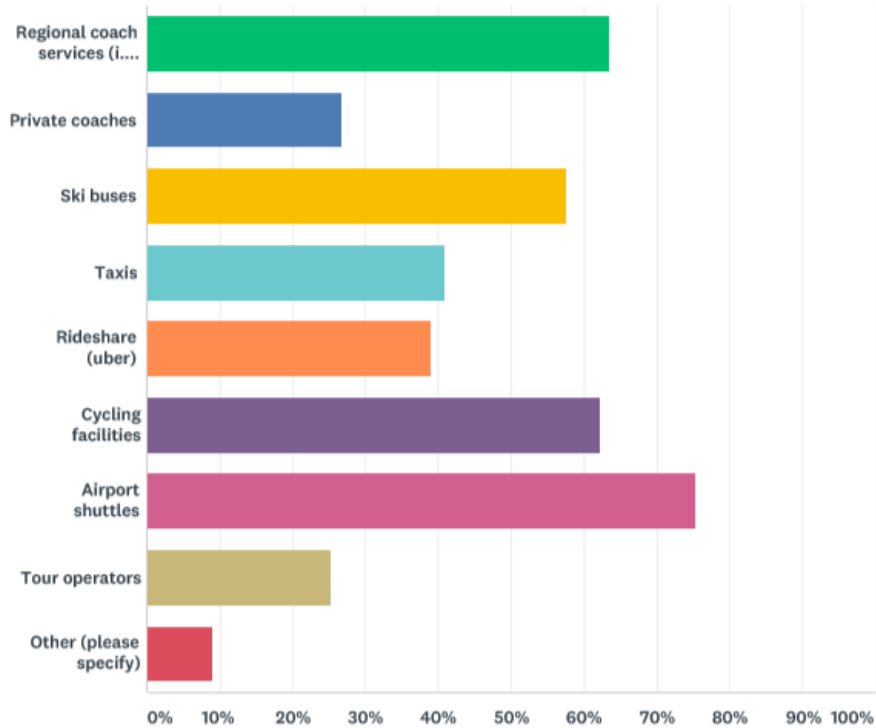
Answered: 144 Skipped: 9



	1	2	3	TOTAL	SCORE
High capacity buses	25.71% 36	20.71% 29	53.57% 75	140	1.72
Trackless Tram (a rubber wheeled tram that follows a magnetic strip in the road)	43.38% 59	40.44% 55	16.18% 22	136	2.27
Light rail	33.81% 47	37.41% 52	28.78% 40	139	2.05

Q21 If we were to develop a 'transport hub' facility in the town centre, what (other than public transport) should it cater for to add the most value to the area?

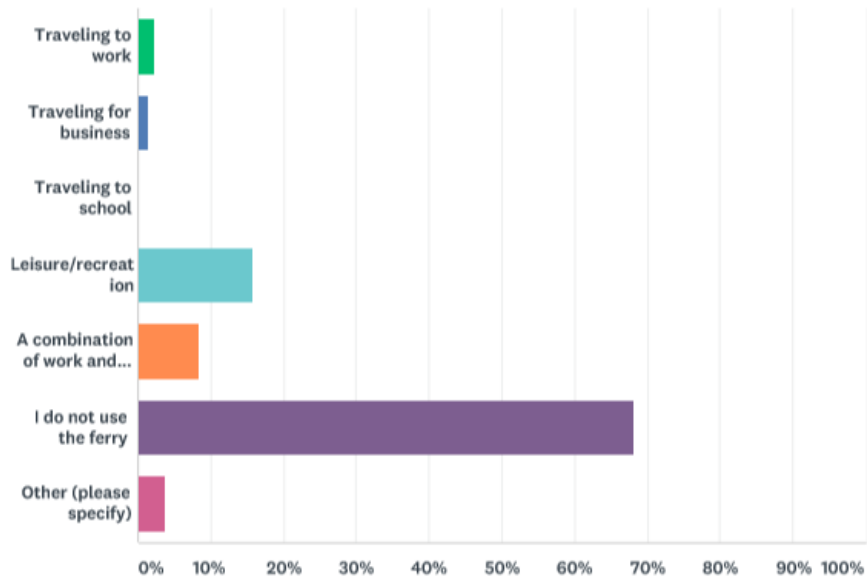
Answered: 146 Skipped: 7



ANSWER CHOICES	RESPONSES
Regional coach services (i.e. intercity)	63.70% 93
Private coaches	26.71% 39
Ski buses	57.53% 84
Taxis	41.10% 60
Rideshare (uber)	39.04% 57
Cycling facilities	62.33% 91
Airport shuttles	75.34% 110
Tour operators	25.34% 37
Other (please specify)	8.90% 13
Total Respondents: 146	

Q22 If you use the existing ferry service, please describe how you use it:

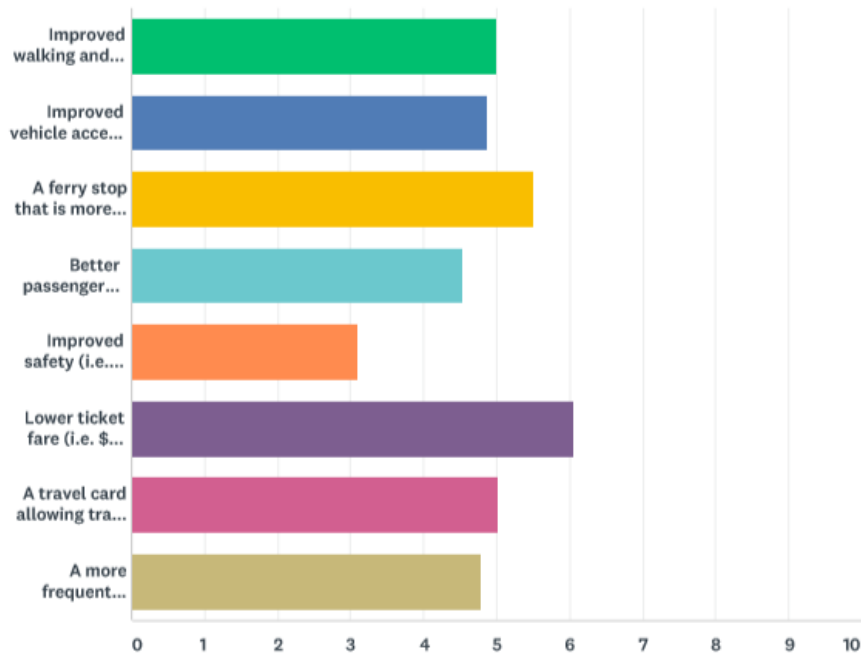
Answered: 132 Skipped: 21



ANSWER CHOICES	RESPONSES	
Traveling to work	2.27%	3
Traveling for business	1.52%	2
Traveling to school	0.00%	0
Leisure/recreation	15.91%	21
A combination of work and leisure	8.33%	11
I do not use the ferry	68.18%	90
Other (please specify)	3.79%	5
TOTAL		132

Q23 What would most likely encourage you to use the ferry service more regularly. Please choose your top three (1 being most important).

Answered: 131 Skipped: 22



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Improved walking and cycling access to jetties	18.68% 17	15.38% 14	10.99% 10	12.09% 11	15.38% 14	8.79% 8	9.89% 9	8.79% 8	91	5.00
Improved vehicle access / carparking at jetties	11.34% 11	18.56% 18	14.43% 14	14.43% 14	11.34% 11	12.37% 12	7.22% 7	10.31% 10	97	4.87
A ferry stop that is more convenient to me	36.00% 36	6.00% 6	14.00% 14	11.00% 11	4.00% 4	14.00% 14	8.00% 8	7.00% 7	100	5.50
Better passenger facilities at the ferry stops (i.e. covered waiting areas, toilets, cycling parking/storage, cafe/coffee bar)	5.10% 5	13.27% 13	14.29% 14	17.35% 17	21.43% 21	11.22% 11	12.24% 12	5.10% 5	98	4.55
Improved safety (i.e. better lighting, CCTV, public spaces)	1.11% 1	2.22% 2	6.67% 6	5.56% 5	26.67% 24	14.44% 13	23.33% 21	20.00% 18	90	3.09
Lower ticket fare (i.e. \$2 flat fare like Orbus)	27.59% 32	27.59% 32	17.24% 20	6.90% 8	1.72% 2	12.07% 14	5.17% 6	1.72% 2	116	6.07
A travel card allowing travel on any form of public transport	14.02% 15	24.30% 26	15.89% 17	9.35% 10	5.61% 6	3.74% 4	17.76% 19	9.35% 10	107	5.03
A more frequent service	11.21% 12	14.95% 16	26.17% 28	13.08% 14	4.67% 5	4.67% 5	3.74% 4	21.50% 23	107	4.79

Q24 Do you have any further comments on public transport?

Answered: 83 Skipped: 70

Ferry Service

- If I moved out Shotover Country way I can't see myself bothering with a ferry service if it only picked up at Frankton rather than up the river at Lake Hayes/Shotover Country. From friends I speak to the pain point is getting to Frankton from there. Why would I get off a bus already going to town or muck about parking my car at Frankton jetty to then get on a boat when I've already sat through the traffic jam? It's also not an appealing option on windy or winter days. I am much more onboard for sealing the Frankton track and making that the bike lane then putting a light rail into the existing bike lane with express services at peak traffic times from Shotover Country/Lake Hayes and an airport line. It should probably go over or under the highway around the roundabout area though. Expensive? Yes, but this is the only option I think would move the needle as it combines convenience and speed. A gondola would be way too slow and more of a tourist trap in my eyes.
- I can't see how an integrated ferry service would work as why would anyone get off a bus at say Frankton marina to wait for a ferry that will be slower to get into town when they could just stay on a bus into town. Express bus every 15 minutes from main housing developments are key at the rush hour times only then just regular service between and after these times.
- Yes - I don't use the ferry service currently as I don't live out at Frankton / Lake Hayes / Jacks Point, however, given the amount of development (consented and proposed) out there, it is obvious that a ferry service will help alleviate the already ridiculous traffic issues out that way. A ferry service would need to operate at peak hours (not necessarily very regularly during off-peak hours) and would need adequate parking. I do believe we need a gondola for another connection between the airport and Queenstown CBD. Instead of trying to force residents onto bikes (I do not cycling and can't with a baby!) or walk (not possible all year round), why not try to encourage the tourists into public transport!! By providing attractive, regular and convenient alternatives, they will be less likely to need to hire cars and add to our congestion issues.
- Bigger ferry needed with more frequent trips
- New Car Ferry with the capacity to take at least 4 buses and 40 cars (a cable Ferry as use in Canada and Sweden) across the narrow from QT Gardens to Helvin Heights and a joining road to Jacks Point and to the south i.e Invercargill, Te Anau and Milford This would reduce the traffic on the Frankton road by up to 15% and reduce the travel time also to these areas Cable ferry because it would be less expensive to build and operate and it would no restrict access to the Frankton Arm for larger vessels Also this would allow a alternate route to these areas in the event that the main Frankton to the south was blocked by a big accident or other major event Robert Bakhuis 4429993
- Please improve the Ferry service. It really does suck at the moment, it does very little to cater for the locals. Prefer the old service.
- I think that both of the options you have offered from Frankton to the CBD are less suitable/affordable than an efficient water transport network. Look at the route, the lake is already there, no need for road widening, track laying or gondola construction. The network can extend downriver to Remarkables,shotover country, LHE. There could be a massive park and ride at morven ferry. All the jetty infrastructure would cost a fraction of the 2 proposed options. Use the lake and the rivers!
- I use the ferry to commute 4 times a week. I have to go to Arrowtown once a week after work so I don't use it on that day. It is a fantastic service. I would love to be able to take my bike on the ferry sometimes so that I could ride home.
- Use the water ways more, like Sydney, Brisbane or even Auckland does. It could be implemented far more quickly than the other options you mention, just buy more ferries, the river is already there. A ferry service to Lake Hayes estate, Shotover country to Frankton and town. Kids could go to school on it. Make it cheap, park and ride at the bottom of both suburbs. Use what we already have here, water ways.
- I have more than once been left at the water taxi jetty because the boat was full, full of Hilton tourists. This is not acceptable as I then was late for work. Hilton passengers should have to book the ferry the night before and if the boat was full a second one should be organised. The water taxi is to get locals off the road!
- I have tried using the ferry for work but twice I couldn't get on it as it was full due to tourists. So I now drive to work as it has proven unreliable. Would love to be able to support this but it cannot exist just for people who are only here to visit.
- I consider improving the existing Ferry services is the best solution at the is stage. Gandola is very expensive and might waste money, please please don't do Gandola. Light rail has the same outcome as buses but might cause new problems to SH6 road so please don't consider it now. Please just increasing the current bus service to high capacity and improving the existing ferry. Those two ways are cheaper and will also release the pressure from SH6 road. Nothing is perfect, upgrading those two

existing ways will minimize the costs and risks, then we wait and see. If it's still not good enough, we can always do something more then.

- A ferry service to shotover country and lake hayes estate to ease road traffic congestion
- A ferry service to service Shotover country and Lake Hayes to ease road traffic congestion asap.

Frequency

- Smaller buses in Kelvin Heights and some other areas - no need for huge buses just more frequent smaller buses. Time the buses better to reach key areas at work start times - Kelvin Heights bus leaves start point at 8.10 meaning it arrives at Remarkables Park at 0835 - five minutes too late for me to start work on time! How silly. If it left 5 minutes earlier more people in KH would use it!
- Yes, there are lots of children in Arrowtown who have to go to Frankton for after school activities but the bus leaves at 3.02pm. There is not enough time for them to finish school and get to the bus stop causing more people driving to Frankton. Also to get the bus back from Queenstown after work you have to go via Frankton through peak traffic. This takes about an hour and is not an effective use of time. Why is there not a direct service via Arthur's Point? This goes for the morning too.

Gondola

- You asked Q12. Please tell us which option you prefer for a future high capacity public transport link between Frankton and Queenstown: I don't think either of these - gondola or road is the answer.
- The gondola from Frankton to Queenstown should go direct through the hillside suburbs, not follow the path of the power lines. And have regular stops. My personal favoured opinion about mass transport would be an elevated monorail following Frankton road. Starting at the airport and then all the way to town and up Fernhill.
- We don't live near any public transport areas here so I don't use it, but the idea of a gondola gets the thumbs up from me
- steering away from a bus network and onto gondolas would be a fantastic idea for Queenstown, they're low noise and being they would be up high on the hillside they would become a tourist attraction to ride on them, locals should be discounted yearly cards to ride and tourists pay a premium to use them which they would. How great would be it getting from Fernhill to Frankton then up to the Remarkables all by Gondola, it would be fantastic.
- I have given answers without knowing what is likely to be the most efficient. I like the idea of a gondola but can it move enough people. I would question whether ferries can move enough people. What about fuel efficiency?

Pricing

- This needs to be done now, not in 10 years time. Free buses, express buses and separated cycle lanes. Make parking in Queenstown more expensive.
- \$2 fee is great. Bus frequency to Arthur's point needs to increase. Need to consider travel hub within/closer to 5 mile/QT central shops, not at existing location which just serves as transfer depot
- I think annual passes for all transport bus/ferry/gondola this would incentivise use the more you use the better value (to the user) + employers could gift them to employees etc so there is need for new cars on the road

Rail/Trains

- Rail may be expensive to build, but is an excellent long term solution as it takes traffic off the road and is efficient. The distances we need to travel to commute in the region are long, and the weather is icy cold a lot of the year, which means cycling is not a viable option for many, especially if transporting small children to preschool, etc. A bus priority lane along Ladies Mile would be good, as would a T2 lane going through the roundabouts around LHE and shotover country. Is it viable to build a second bridge over the shotover river? Maybe rail should be built all the way from LHE to Queenstown.
- Trains should have spaces for bikes!
- Monorail following the lake edge or on towers around lake edge should be looked into.
- A monorail instead of gondola initially Frankton to town and second stage lengthen to Arrowtown via Shotover Country and Lake Hayes. Third stage Jacks Point via Airport to Frankton. This would avoid more cars on the road as tourists can get a direct link to town from Airport. Locals won't need car parking as can get monorail from their door.

Routes

- We urgently need bus prioritisation for access to shotover bridge from shotover country, a direct bus route from Lake Hayes Estate to town and more frequent buses at peak times.
- Direct buses from lake Hayes direction. Better commuter route for bikes that are well lit
- I only need direct bus from to Lake Hayes estate to Queenstown every 30min.
- Everyone talks about getting from town to Frankton, however that's not where most people live/Airbnb. There needs to be public transport from lake Hayes/shotover directly to town and directly to Frankton via airport and it needs to be more frequent than hourly. You'll need the same from Jacks Point and Hanleys. There should also be a stop on Ladies Mile for the Arrowtown route so if you miss the lake Hayes you can always use the Arrowtown bus. Also if you had more frequent public transport to tourist hot spots e.g GY, Milford, Wanaka, Arrowtown - you would eliminate the need for a lot of tourists to rent vehicles. The event centre would make a great and very utilised bus stop. Also if you're planning on having a

tram from Frankton where do you expect everyone to park? You can't even find a park if you wanted to catch the bus from Frankton hub. You either need large scale FREE parking or you need better public transport from the outer areas. Or both.

- Bus routes need to be much much better integrated. For example, after returning from Kelvin heights I had to wait almost an hour for the Arthur's Point bus at Frankton Hub (because my transfer ticket wasn't accepted on a fernhill bus from Frankton to Queenstown, then Queenstown to Arthur's point) as the transfer is a maximum of two buses so I couldn't wait in town I had to sit in the Frankton Bus hub. This would be partly rectified by better timetabling and doubling the frequency of routes 2, 3, and 4 to at least twice per hour. One bus per hour (other than the few per half hour at peak times) is very infrequent and inconvenient, especially around work times. Also linking Arthur's point to Arrowtown instead of going into town then back out to Arrowtown which is time consuming especially at peak times when traffic is heavy.
- The Arrowtown bus needs to go in a loop via Malagans Road and Frankton.
- The current setup is much, much better than previously, however, the buses are often a bit early and drivers will drive right past even when you're running for the stop, or the are late often because they take the wrong route.
- Buses = why don't they run from big conurbations like LHE/SC to Queenstown and Arrowtown directly?! EASY to fix with a loop bus route running [both ways] from Arrowtown past Lake Hayes along SH6 to Queenstown then out Gorge Road to Arrowtown
- Please put a direct service in from Jacks Point/Hanley's Farm to town and back.... I would take the bus at least 4/5 days if I didn't have to transfer at frankton. Now I take it 0 days
- Bus lane required. Otherwise the bus is in the traffic like all the cars. Need to be an incentive to be on the bus. Direct, frequent route from LHE to Queenstown and back again. No change at Frankton. Better buses, the diesel behemoths at the moment should be replaced with more environmentally friendly options that suit the smaller roads, especially around the suburbs. Would like the entire route plan to be re-looked at and done in a more sensible way. Frankton is not required to be the hub. Direct route along Malaghans Road from Arrowtown to QT.
- I do not take the bus because I have to transfer. Some of the connections are dreadfully timed - e.g. Kelvin Heights to Arrowtown. Also the buses in Kelvin Heights are very infrequent - once an hour. The ferry should not have a stop during the day (currently there are 2 hour gaps twice a day).
- Yes, please do a direct bus from Ladies Mile to town, bus stop outside LHE, SC, QR with heaps bike storage or car drop-off area. Additional stop at Five Mile. Do this every half an hour and you can reduce Fernhill-Remarks to every half an hour. Arrowtown bus can go on Malaghans Road. Delete Kelvin Heights-Frankton Flats and Frankton-Jacks Point, these buses are a waste of money with noone in them.
- The buses desperately need to be more frequent especially at peak hours. To get home from work there is only a bus every hour from town to Arthur's Point 4:45pm & 5:45pm which isn't convenient for finishing work at 5pm which is a standard finishing time. When living in Kelvin Heights I needed to catch the 7:10am bus in order to get to work for a 8:30am start. This compromised family time with my children so I quickly started driving again.
- I live in Arrowtown and work in Queenstown. I would like to take the bus but it would take far too long, via Frankton. There needs to be a direct route along Malaghans Road.
- changing buses is a real dampener on public transport. Especially when the journey by car is only 15 minutes. Shotover Country really need a direct bus service to Queenstown. This would be a game changer. There's so many more people living In Shotover Country than expected because there are so many rentals with 5-6 people (inc 5-6 cars). Whilst the gondola ideas are cool, I imagine they're actually pretty expensive to implement, and the majority of people could have to change to a different type of transport at Frankton. Same goes with rail options. At least with buses they can go direct to subdivisions where the majority of people live.
- Please connect Arrowtown Via Arthur's Point, a regular & direct service from LHE/Shotover into QT and back is essential. Keep up the good work!!
- Have smaller more appropriate buses with more comprehensive routes around Wynyard, Sunshine Bay, over Edinburgh, Goldfields, Shotover Country, and yes, use the lake and ferry. Also a light rail along the Frankton track on the water from the airport to around the Gardens where a Terminal would be.
- Fast access via bus from Arrowtown to Queenstown, via Coronet Peak route would be a huge advantage to Arrowtowners
- Direct, frequent busses from shotover country to town are essential

Supporting Facilities

- The current frankton hub is not great, as it isn't near anything. Getting to that Hub is a shambles, with no walking or other access along state highway 6a to Queenstown Central. The focus shouldn't just be on central queesntown, but getting people around frankton as well.
- whatever options you develop, please ensure prams and bicycles can be place into/onto the public transport vehicles - free of charge.
- Access for people with all abilities. Current bus network and ferry network are mostly inaccessible for people with disabilities.

- More bike racks on existing buses. Arthur's Point bus needs to link to Arrowtown
- Wider footpaths on both sides of roads to make walking to town and school easier
- A out of center (Ladies miles/ Frankton / 5 mile area) grand free parking with transportation hub attached - for all visitors to leave the cars there and travel by public transport into Queenstown center. To make Queenstown center pedestrian
- Have a park and ride to central QUEENSTOWN as well as the airport
- Access to one of the bus stops in Arthurs Point is just dangerous, there's no footpath to it in a 70km area.
- Park and ride. Limit traffic into cbd.
- Larger areas for carparking and bike storage areas with security cameras and lights. Covered for waiting in the winter conditions, coffee shop would be a bonus!
- Please can we have the existing Cycle/walk tracks better maintained. Whenever any construction work is carried out adjacent, or over the tracks, they are seldom reinstated to the prior condition.
- Some facilities should be available for disabled people.
- stop taking away the carparks until you have a better public transport system
- NEED A NEW BRIDGE OVER THE SHOOVER RIVER TO DOUBLE LANE EACH WAY INCLUDING PRIORITY BUS LANE AND SAFE CYCLEWAY/WALK WAY
- Allowing dogs would mean I would happily take public transport rather than my car everywhere it is available

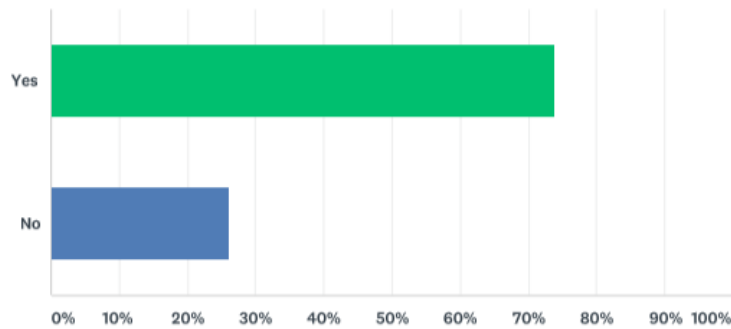
Other

- Yes. In general, Orbus operators need to demonstrate a greater focus towards their passengers and safety. Some of the drivers are very good/mindful of this, while others drive far too quickly/without regard for good safety or the experience of their customers. I have seen a passenger almost run over by a bus driver after attempting to retrieve his bike from the front of the vehicle (without the driver even seeing him). Additionally, the current set of pedestrian crossing lights from one side of Kawarau Road to the other is very dangerous because the two sets of lights are not "in sync". Bus drivers ought to also wait for connecting buses to arrive before they leave the Frankton Bus Interchange, get rid of the highly inefficient paper tickets (it's 2019) and put the air conditioner on when the outside temperature is warm, not cool/cold! A real-time app is needed as the schedules are either not accurate, or not followed. Most of all, the commute takes far too long. I live in Bridesdale Farm, and the journey to work often takes approx. 1.25 hours for 16km. Traffic is choked on Stalker Road and a better roading network design is very likely needed to divert traffic away from Frankton Road to an alternative route.
- With the projected growth in the Wakatipu basin Government funding will be needed to provide a world class quality public transport system.
- Yes, get a paint brush and create a Bus only lane in every conceivable piece of road applicable until more permanent solutions are implemented. If only one bus lane is possible technology is available to warn buses approaching one another. One of them only needs to merge with other traffic to allow them to pass safely. The bus has right of way should be implemented. I am astounded why this is taking so long. You can't realistically expect people to get out of their cars when it is no quicker by bus. The only thing that will change people's perception about using public transport is if people see the buses running to time while they are held up in traffic.
- Get it done. It's the only option!
- Build it and they shall come.
- The reality of widening the Frankton rd is preposterous. What would that do to residents and hotel properties?
- Not at this time
- Use of public transport is dependent on flexible working arrangements. We could get more cars off the road if people were able to work more flexibly. We need to see the bigger picture here.
- Current bus service is better than no bus service, however I have been let down by it too many times to persist using it.
- No
- just get going on all of the above.
- This was difficult to change the rankings. On an iPhone X it prepopulated the rankings
- This questioner was either really leading or difficult complete.
- Majority of people in Lake Hayes estate or Shotover country live in a flat of 4 or more and out of those flatmates everyone has their own car and is leaving the house at similar times. Therefore this creates more congestion than imagined and if public transport was more reliable and efficient I suspect you could cater to a wider market instead of people who just don't have cars.
- Public transport works best if it is connected with the surrounding suburbs. To build a tram line from Frankton to QT only is not solving the endless traffic jams over Shotover Bridge. Unless for example residents from LHE and SC can take regular water buses to the hub in Frankton or straight to QT it might work.
- Public transport needs to be reliable and convenient regarding times otherwise locals will not be able to rely on it for work.
- Need safety restraints. Won't put kids in 80km in grit without. Always use car if too far to bike with kids.

- Multi faceted approach makes sense, spread the load.
- Think about the people who still haveto drive to the public transport. At present they are effectively excluded from the services
- Make them interconnect more efficiently, then they become the 'first choice option' rather than using a private vehicle. Simple things like the orbus timetable. Look at where your main population points are (e.g where I live at Shotover country), just one bus an hour in the evening is wrong..many time I have sat with other people waiting for "the bus to lake hayes/shotover' while other bus routes drive past (like arrowtown) and these routes could 'add on Lake hayes/shotover' and increase both passenger numbers and frequency of service particularly at night WHEN WE NEED TO GET HOME.

Q25 Would you like to see changes to land use density/zoning around ferry jetties on the lake edge (where appropriate). Examples of where this is already occurring include Hilton Hotel or the proposed development at Homestead Bay.

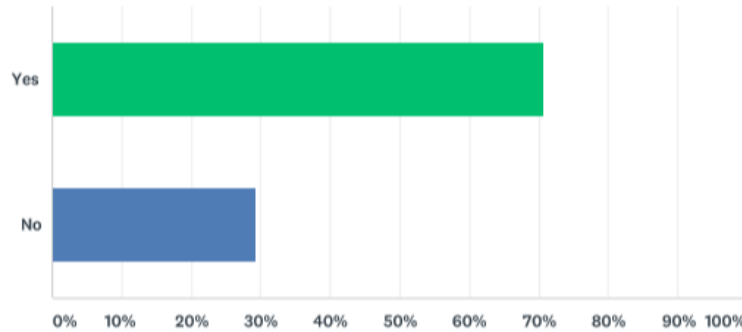
Answered: 145 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	73.79%	107
No	26.21%	38
TOTAL		145

Q26 If a Gondola was established along Queenstown Hill, would you support the development of terminals at regular intervals to maximise local use?

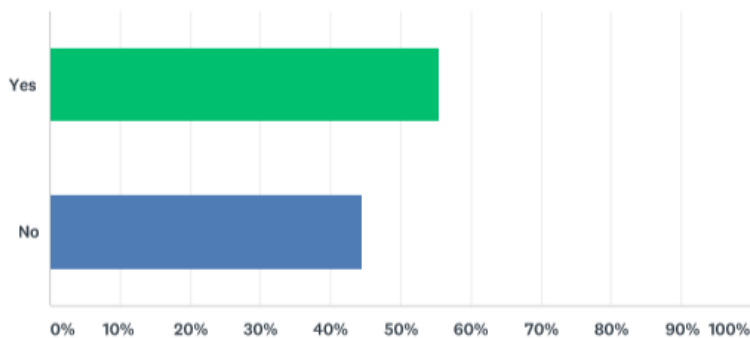
Answered: 150 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	70.67%	106
No	29.33%	44
TOTAL		150

Q27 Would you support traffic signals on Shotover Street to increase pedestrian safety and help manage traffic flows?

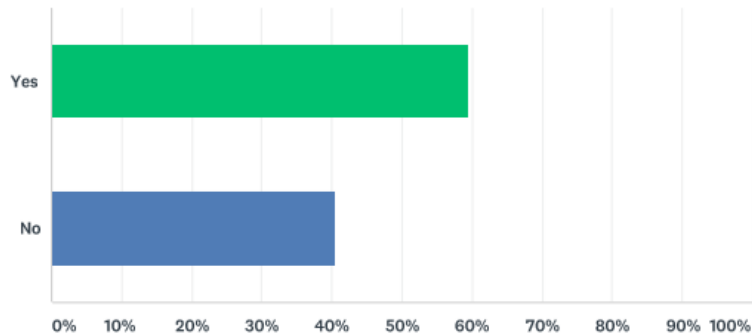
Answered: 146 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	55.48%	81
No	44.52%	65
TOTAL		146

Q28 Should we reduce on-street parking on Shotover street, so that footpaths can be widened?

Answered: 150 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	59.33%	89
No	40.67%	61
TOTAL		150

Q29 What would encourage you to use a secure park and ride, outside of Frankton, that's connected to frequent bus services to the town centre?

Answered: 130 Skipped: 23

Frequency

- Frequency of service with pick up and drop offs undercover
- frequent services
- Frequent, cheap and on time buses, including early and late in the day. Must allow bikes and prams to go on bus.
- Frequency and cost
- 15 minutes buses.
- High frequency and reliability
- Frequency and long operating hours
- Convenient, frequent, reliable, reasonably priced service.
- Good car park, regular efficient service. If I have to wait more than 20 minutes no point
- Regular and quick services
- frequent cheap buses from a hub - say Frankton
- timetable frequency for services, easy use for Mums with prams
- Regular Service, Reliable Service
- Very frequent bus services
- Very high frequency into the town, I do not for example want to be waiting in the cold with my preschoolers for a bus that is going to be 15minutes away.
- Better bus service that is more frequent and more express.

- High frequency of bus services, low bus fares, safe location to leave the car and sufficient parking (at the park & ride hub)
- Regular buses, no waiting
- A reliable and frequent service
- Reliable bus services, bus only lanes, high frequent schedule
- annual public transport pass - good frequency
- Frequency, reliability, low cost.

Location/Accessibility

- Location. Ease of parking.
- It has to be in Frankton or there's no point. We have to go into Frankton most days so a P&R outside Frankton would defy logic and cause double traffic. Park and Ride capacity was part of the original 5 Mile proposal, but a previous Council, not that long ago got rid of it. The most logical place for Park and Ride facilities is under the Supermarkets, they win and the commuters win.
- An easy to access place with good connections
- Good access and safe surround that is affordable
- better linking - we need to work out the needs of the locals v the needs of the tourists. As a tourist, I will get on a bus and "sightsee", as a local I need to have links in place that let me by my shopping or do business etc.
- We travel from Arrowtown so prefer to travel via Arthurs Point if travelling to Queenstown. A park and ride in Frankton would not be convenient for those in Arrowtown
- One at Arthur's Point.
- Transport convenient to me

Not interested in the service

- not required by myself as I am in walking distance to town center
- I would personally never use it. Why would I drive from shotover country to Frankton only to have to find a park, wait for a bus that comes once every 30mins. I want a bus from shotover country, I DONT want to drive and bus.
- Too much emphasis is placed on the number of vehicles travelling between Frankton and the Queenstown town centre. The majority of vehicles are not stopping in the town centre. However easy access to bus services outside of Frankton would encourage me to use services to the town centre
- I personally have no need to travel to CBD on a regular basis.
- Nothing
- I can't see myself using this option if I'm honest. Light rail is the way forward.
- Nothing
- We can't - we need to access our business and make regular deliveries of hot food throughout the day. I am concerned that Council is forgetting that in order to deliver a great visitor experience, businesses need some concessions to be made. Please bring back loading permits (or similar) so that businesses can access and service their businesses!!!!
- I wouldn't use park and ride. I would also avoid downtown Queenstown. I already have reduced shopping and dining downtown.
- Nothing. I'm a trades person that needs a vehicle on the road.
- Nothing
- I don't travel into town by car anyway anymore
- No point. I bus from Arrowtown.
- honestly - not much, if i'm driving to town its unlikely i will stop at frankton to catch a bus.
- Nothing. Frankton is not relevant to me.
- If I'm to take public transport I'd rather do it from home (Kelvin Heights). If I go to Frankton, I still have to drive there. If I walk along the track at night some good lighting would be good and hopefully make it safer
- Nothing
- My job requires me to have a car some days a week, as do many people who work in the town centre. Putting car parking up any higher is a burden on the ratepayers.
- N/a
- Does not fit my needs
- Nothing.
- Nothing. I would take public transport from my nearest stop rather than park and ride. I do not support a park and ride option in Queenstown.
- I live in Arrowtown so not relevant
- Nothing
- I'd rather skip the park and ride all together and just take direct public transport. However, if there was a park and ride onto something like light rail that would be ideal. However, I now rarely go into Queenstown as there is little reason to anymore. All facilities are in Frankton.
- N/a Arthur's point

Pricing

- Free parking for public transport users
- A regular cheap service. Night busses to LHE would be awesome even if it were 1 per hour.
- Free parking in Frankton with the \$2 bus will encourage drivers. Council offices not re built in town so you lead by example...
- make electric bikes cheap as chips so we can afford it
- Cheap & regular buses
- Price and convenience
- low cost/free service
- Free bus, unless it is free you will always choose other options , \$2 for a family of 4 is \$8 and then return is \$16 , cheaper to use car!!!
- Affordable parking in Frankton and frequent express bus direct to QT centre.
- Free parking outside, free buses, very expensive parking inside.
- Free 10hour parking
- low / no cost and frequency of service
- If the cost was cheaper than parking in town currently is.
- I would prefer to use the ferry service. Otherwise low cost and short wait times.
- Cheap, frequent.
- Will only work if the carpark is free for bus passengers
- As I don't live in Frankton this does not effect me, but the parking and bus would need to be free to get people to use it, and the bus connection would need to be almost immediate.
- free park and ride, don't get to greedy now.
- Cheap parking.
- Reliable low cost ferry service. Bus straight through to queenstown.
- It would have to be free to encourage people to use it. Maybe locals register for a permit?
- It would need to be significantly cheaper than driving straight to town, and frequent
- Cost needs to be kept down, everything just keeps getting more expensive in an already expensive place to live.
- Cheaper fares into the cbd
- affordable fares and sufficient bus services at regular intervals in peak times of the day.
- Suitable location, free parking at the park and ride depot.
- Convenience, financial motivation
- cheap costs
- Low cost and short waits.
- Cheap pricing

Routes

- Express bus services at peak times, it takes to long to get into town with numerous stops and extended stops at the Frankton Hub.
- Direct bus from town to LHE
- door to door service
- Express bus routes / gondola. Secure parking, near shops, easy to access without getting onto Frankton Road out to Lake Hayes etc.
- Direct bus services to and from shotover country

Security

- Level of vehicle security; location of park and ride; value of using a park and ride in conjunction with public transport
- Security and trust in the service, knowing that it is regular and reliable and being confident there is no chance I would end up stranded somewhere.
- Security and low cost, even better if free
- Secure park and ride not necessary for a majority of people if there's direct bus route. What use is park and ride in Frankton when you have to drive through the daily bottleneck that is the Shotover Bridge?! Having the Frankton bus terminal as it currently works to change on route is just dumb. Introduce a circular bus run from Queenstown to Frankton to Shotover Bridge [Quail Rise] to LHE/SC to Lake Hayes to Arrowtown to Arthurs Point and back to Queenstown [AND IN REVERSE TOO] is way more logical. Multiple buses at peak times and every 30 mins the rest of the time.
- Reliability and secure.
- covered, secure bike storage, well developed and sealed access trails
- Safe area to park and bus frequency

Supporting Facilities

- If I lived and worked heading that way - More regular bus services, nice facilities at the station, plenty of storage room on the bus to take in/out gear/bag for after work activities
- Something that would make travel for disabled people easier.
- Dedicated family parking with virtually no walk to bus stop and no wait once at bus stop. Assistance into bus (transfer from one vehicle to another with three children is not easy) and someway to balance the environmental impact of driving into town in a self sufficient/sustainable manner (ie taking water, food,

reusable nappies etc) versus the compromise on what one can take when using public transport (probably need to buy packaged food, take disposable nappies).

- More parking
- Increase parking charges and fewer car parks in town
- Shelter; live information boards; toilets parkong
- Covered parking, fast and reliable transfer
- Facilities, frequent times, free wifi, good location.
- weather proof shelter and safety restraints
- Yes. Park and ride ferry

Travel Time

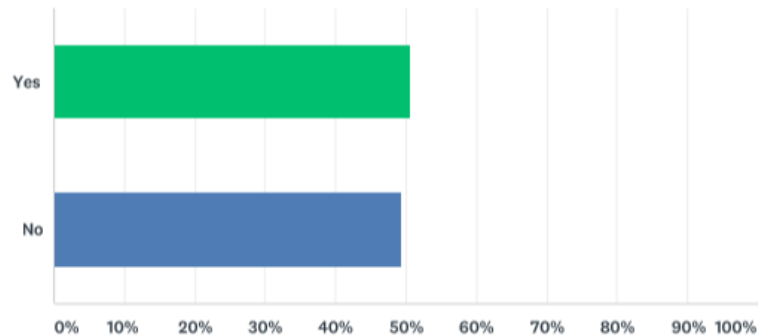
- Reduced door-to door travel time. Currently having to wait a lot in the hubs.
- Has to be quick.
- A faster more reliable service that is not a bus.
- I don't live outside of Frankton, but maybe if there was a separate bus lane on SH6A may help get people on the buses if it was going to be a faster option
- Travel times, integration with bus, ferry or bicycle trails, one trasport card for the lot, Security, 24/7 including public holidays

Other

- Build it and we will use it.
- Absolutely
- Yes, get a paint brush and create a Bus only lane in every conceivable piece of road applicable until more permanent solutions are implemented. If only one bus lane is possible technology is available to warn buses approaching one another. One of them only needs to merge with other traffic to allow them to pass safely. The bus has wright of way should be implemented. I am astounded why this is taking so long. You can't realistically expect peopl to get out of there cars when it is no quicker by bus. The only thing that will change peoples perception about using public transport is if people see the buses running to time while they are held up in traffic.
- Not on Ladies Mile!!! Don't you dare put that nice land you have which is needed for community rooms such as dance, drama, memorial hall type productions etc, and you will most likely turn it into a piece of concrete that looks awful and doesn't add to the community
- Necessity
- Monorail, think a head, keep traffic off the roads
- BEtter services around frankton. You can't go from the high school to PAK'nSAVE. You can't go from remarkables park to Queenstown central.
- getting it!
- Reasonable time limit on the car park area without the fear of getting a ticket!
- Yes
- An really awesome PT service that was cooler to use than driving my car, reducing my travel time, allowing me to work.
- We have a good bus service from Frankton.
- Allowing dogs
- If I lived out there... but should be limit on tourist drivers into CBD, locals hold a pass to ensure they can move freely to and from work / for business
- Yes
- A locals card for priority parking

Q30 Would you accept paying more for parking if it was easier to find a spot and it resulted in fewer cars in Queenstown Town Centre?

Answered: 144 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	50.69%	73
No	49.31%	71
TOTAL		144

Q31 Do you have any further suggestions for commuting and parking?

Answered: 72 Skipped: 81

Active travel

- Make footpaths from Queenstown Hill to town wider and less dangerous and we would walk to town instead of driving
- The use of council owned bikes and asphalt along Frankton Road could help for peak spring/summer season.
- Not enough covered secure bike parks for e-bikes in town. Buses need to be able to transport bikes with wider bike tyres.
- need proper regular direct bus services from all places including Alex/Cromwell, Wanaka, Arrowtown, Lake Hayes/Shotover etc

- Because I work in center of town and require access to vehicle to visit clients, I pay for long term parking. I would be happy to leave car at a parking area at say Frankton and bus into town so long as bus frequency is priority.
- Make the public transport so good that tourists know they won't even need to rent a car when they come here. Focus on Frankton road having great transport first.
- I would take the bus but like many locals I work very late until 4am. No public transport available at that time so must take own car.
- It would be good to have a bus stop outside Five Mile. Currently it is a long way to walk to the supermarket from the Frankton hub.
- Currently I am forced to drive to town as the public bus service doesn't meet my requirements and so forced to park and pay the prices. I wouldn't mind paying for parking in town if it wasn't my only option and something I had to do infrequently.
- More frequent ferries with good lighting along the track would entice me to take it more often. Extend the hours of ferries
- Put public transport first
- I don't go to Queenstown much now, but sometimes go by bus, but want to still be able to use a vehicle when necessary.
- Think big. Buses need space, Monoco has amazing bus parking etc under the hill - look at Queenstown Hill. Locks things in, designate land now, not later. Forward thinking Councils had money to designate land in Frankton while it was zoned Rural for a bus interchange, park and ride, the previous could have removed this from the LTP!!!!
- Most locals are not parking in town due to current cost. I get a lift in at present. As I said, a monorail would be ideal as it wouldn't use the road, no car parking needed if from your suburb and no parking cost. Tourists are mainly using parking and those of us that have to do business in town park for an hour and pay through the teeth. Perhaps look at moving out all shops non tourist related like clothing and shoes and free up land in town. This could be used for other purposes and car parking.
- You have to have the public transport dialled first before these changes it's really not fair on the locals otherwise. I will happily take the bus if the frequency was the same in Arthur's Point as it was when living in Fernhill and the access to the bus stop was safer in a lower speed limit area with a footpath.
- More frequent bus service to Arthur's point Airport buses to have room for luggage
- Monorail, town to airport, five mile, shotover country LHE, two way.
- Fewer cars in the town centre for sure is a good idea. Do you/we have any data on the number of cars that are in the town centre and on Frankton road? What percentage of these cars are rentals (tourists) and what percentage are locals? As a guestimate, I would say there is a lot of tourist vehicles. So maybe the bigger picture to all this is working out why so many tourists need to rent a car when they visit Queenstown?
- I love all the moves towards a more pedestrianised town centre
- make electric bikes cheap as chips so we can afford it
- I would commute from LHE/SC to Queenstown every day...if it was safe, easy and comfortable to do so. Not everyone has a shower at work or a \$5000 full suspension mountain ebike to do it on though. Currently there's no easy way to get across the Shotover river on a bike... no easy way to get from the Shotover river to the Frankton track without dicing with death on and off the jammed roads. Then the Frankton track is such an uneven, bumpy gravel surface track that it's not particularly easy or fun. Car seems only marginally more enticing right now. When the BP roundabout is redeveloped it needs to incorporate some way of allowing bike safe travel around it.

Behaviour

- Work hard to get tourist operators and rental car companies to understand that Queenstown is going to have a very bleak, polluted, unsustainable future if there is no change in the volumes of cars on the road. Just look at the rows and rows of rental cars parked out of the airport, we almost need our own oil refinery to power them.
- Promoting active transport is great but appreciate that's harder if families are all heading in together for school and work, especially if lots of gear is required for activities after work/school.
- We need to get more people taking the bus and less people driving.
- Keep raising parking prices in town and force people to change their commuting behaviours

Parking Supply

- Parking spaces in the CBD are not realistic as the proportion of 30 minute or less spaces far outweighs longer durations. It would be beneficial to have a greater proportion of parking spaces that allow for 2 hours so that you could dine without interruption/having to move your car every 30 mins!
- I would let it be known to the public (especially locals) that with the removal of commuters parking all day in the Church St and Ballarat St car parks it is now easier to find a car park at these two options.
- Yes, a large park and ride should be formed at the Shotover delta, and a light rail from there to Queenstown, calling in to stops on the way including the Frankton bus hub, a double track. This could also be a tourist attraction.

- Park and rides just shift the issue to a particular spot and don't encourage getting away from the car. Better bus routes and stops within 400m radius of every residential area that has over x number people in the vicinity to encourage bus take up. Make it a no brainer
- Don't park and ride from Ladies mile Maybe the back of countdown where you have space that isn't an eyesore
- A parking building would be a good idea
- Park and ride shouldn't be in Frankton. That's too late. Need to get on public transport way earlier. From your home ideally!
- Park and ride on the outskirts of Queenstown would be good, near Queenstown Industrial.
- Remove ALL cars from town center. Have multiple park and ride options, ensure public transport to and from town is close the free, frequent, on time and running almost 24hrs and allows for people to have cargo, prams or bikes.
- It seems that there are more parking possibilities for tourists than for locals, the campervans by the library make me angry!
- Park and ride is a great idea but it would need to have an almost immediate bus connection during peak time.
- there is still too many unrestricted parks around the out skirts of town allowing people to park all day. if it's walking distance e.g. near QT gardens and surrounding streets, it should be 4 hours max
- Park and ride mofos, do it ;) Less transfers would be nice too, bikes on the bus and lastly bus hours that also suit hospo workers. Poor bastards don't have a bus option and then get raped on parking options once in town doing work for a wage most of us wouldn't.
- Parking and access to public transport at park and ride needs to seem less and comfortable
- Council is short sighted in it's planning for car parks around the town centre, in particular for hotel developments.
- Cars should be minimized in Queenstown center - deliveries, businesses and locals residing there. Everyone else should have a park & ride hub
- I would rather park further away and walk
- More parking buildings
- carparks near bus stops. No where to park at frankton if come stage one from Gibston/ etc in car then catch bus to avoid the traffic and parking issues.
- We don't need more parking we need better transport and flexible working

Pricing

- Rental cars and vans should pay road tolls in congested areas by having an electronic token system much like tolls in overseas cities. I can't stress enough that we need to use our biggest transport asset - our lake! Italian Lakes have a wonderful ferry service we could model on.
- Queenstown is already an insanely expensive place to live without increasing parking costs. When the parking spots on park st were changed to pay to display they now only seem to be used during peak tourism times so that is valuable parking space close to town that now goes mainly unused. Putting up parking prices and reducing spots just forces people further out into the residential areas, blocking resident parking. It smells more like revenue generation than a legitimate solution to congestion.
- I don't mind raise park fee \$10 hour only if qldc arrange direct to Lake Hayes bus, and on time. Qldc must tell them bring more workers or ask help for other contractors to end slow road work at the bridge which has been making traffic jam for 5months.
- Parking doesn't need to be more expensive. I'm not going to drive into town to catch up for brunch if it's going to cost as much in parking. Limit parking to eg 90-120mins max, long enough for a quick shop, coffee or meal etc.
- you don't need to ramp up parking prices, some people disabilities ect, don't have a choice and it's totally unfair on them to ramp up the price. Some people don't choose their injuries and we can't make life even more difficult for them.
- Don't like paying for parking if out of cbd
- Charge the tourists not the locals. Stickers for local workers in the Cbd. Tourists park and ride or pay big \$\$\$. Gondola is a stupid idea. Too slow. No doubt mooted by a vested interest developer. As is monorail. WTF? The ferry is the only logical way forward. Many cities use this.
- Locals should be given priority with parking, they are the ones working and supporting the town and on low wages. Why make it harder to live here?. For example, purchase a sticker to display on your car for annual parking within central Queenstown. Only available to locals. Tourists can then pay inflated prices for hourly or daily parking. They will pay regardless of the price or use public transport. The plan needs to support locals ability to live here first. Tourists will benefit from this too.
- Yes, please favour locals in lieu of tourists. It feels we have to give up comfort and pay more, so they can drive in to town and park for free.
- Low cost parking building with easy access and exit and ease of payment with good location.
- I do not pay for parking, I resist the additional cost to my daily living and would rather put that money into the local businesses. The increase in cost and decrease in availability of parks strongly deters me from the CBD

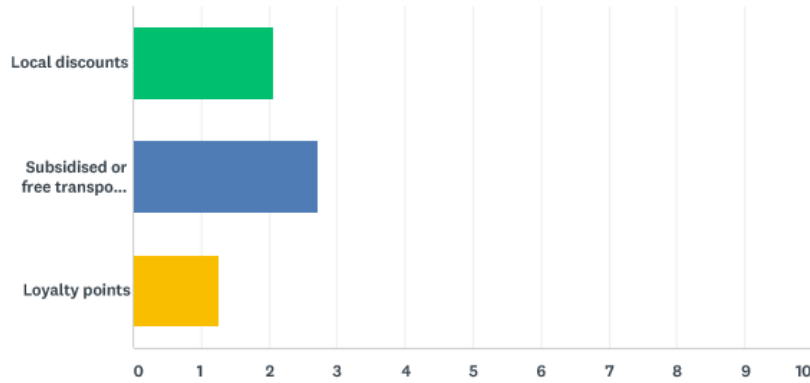
- Make the bus free
- #24 is a false dichotomy masquerading as a question. Tax rental cars and let residents park cheap. Knock off ticketing residents parking overnight to enjoy town.

Other

- Sorry - at a loss to assist you here with this one :(
- I don't park in town for a long time. We just need to access our business for a short time on a regular basis throughout the day. Please consider how businesses can continue to do this without being hampered to the point that it is incredibly difficult to deliver.
- Think long term and use Zermatt and Chamonix has examples of what's possible.
- get tourist buses out of town
- Move the QLDC and Town Hall buildings to Frankton
- Stop letting Wilsons take over empty lots!
- Close off the mini-bridge by the library. All day every day are massive campervans driving down that street trying to navigate the tiny car park at the end. Also, it would be nicer and more scenic to make something of the stream and nature down there.
- Complete the bypass of the town centre and the parking buildings. Upgrade roads with separated bike lanes. Mark, sweep, and upgrade the surface quality on bike lanes. Widen roads in the basin.
- Needs to work for families doing daycare & school drop-offs on their way to work, currently it is too difficult to take the bus with a toddler & a baby from Arthur's Point to town due to the bus timetable & bus stop locations in town. I fully support public transport & have used it frequently in other cities I've lived but it needs to be the best option not a majorly compromised option that you are trying to support to keep it going. Does Jim Boulton take the bus?
- Be aspirational. Look at the cool countries in the world and deliver something way better than anything else ever seen in NZ. The best tourism transport experience in the world.
- Make a realistic plan and stick to it
- need to consider local people. parking is so difficult in town. not suitable for people with kids, elderly etc..
- Get Warren Park sorted asap for parking stop dragging your feet;
- You have to look at the problems already being encountered at the shotover bridge, specifically relating to morning and evening congestion for shotover country and lake Hayes communities. I was at the talk tonight and was frankly astonished that there was no mention of the situation, no consideration to the further 1100 homes that QLDC want to build on Ladies Mile, no mention of any plans to mitigate further congestion. No talk of future plans for a park and ride in the area, no announcement of direct buses to town. Are these issues that affect us now not being looked at? Is that not within your scope? The required mode shift of current and future residents is well above what can be reasonably achieved without a step change intervention. Surely this step change will be needed to be considered when discussing plans for Frankton? And what about upgrading the shotover bridge in the future? How will that effect flows? Is that even an option?

Q32 What incentives would get you out of your car and using alternative modes of transport? For example, local discounts, subsidised or free transport services, loyalty points, etc. Please rank in order of preference:

Answered: 139 Skipped: 14



	1	2	3	TOTAL	SCORE
Local discounts	22.14% 29	62.60% 82	15.27% 20	131	2.07
Subsidised or free transport services	75.36% 104	21.01% 29	3.62% 5	138	2.72
Loyalty points	3.79% 5	17.42% 23	78.79% 104	132	1.25

Q33 Do you have any other suggestions?

Answered: 70 Skipped: 83

Behaviour

- Can we think about how tourists can be incentivised too? Why is it residents, the ones footing the bill for all this, who are targeted to change our behaviour. For many with children, businesses etc, it is not always practical to take public transport.
- Change the way the organisations work. Having large numbers based in offices means people will drive to their place of work
- Promote car sharing. Promote buses. Promote bike-to-work-days. Promote ferries. Stop building everything in Frankton! - There's loads of space over in Dalefield for example

Infrastructure

- Bridge from Kelvin Heights to Queenstown Gardens.
- It's not just Frankton road that is the issue. Focus on the congestion between lake Hayes and Frankton too please. Not everyone works in central town.
- Make a safe proper trail connection between Glenda drive and the Queenstown trail. No more dodgy narrow alley in between itm and Kennards with bin lids to dodge. No more trucks blocking the view onto the Glenda drive and make the big drop secure.

Public Transport

- I would use a rail service but not the bus. Buses are just as slow if not slower than cars as they're still stuck in the same traffic

- Bus lanes.
- Accessibility and time - If there were lots of stops to get on/off the alternative transport and it was faster than driving to town and trying to find a park.
- Bus stops at closer intervals. Some buses to stop at every stop and some to travel direct to town centre without frequent stops,
- Free bus, all great resorts around the world do this and it works for both locals and tourists , and then the roads will have less traffic
- Money put into ferry
- Could we offer an incentive scheme to all the hotels/motels in town that if they run a shuttle service to from the airport/car rental pick up drop off, then we can encourage tourists to not rent a car when staying in Queenstown, they can use public transport and only rent the car for the tourist activities they do outside the central Queenstown area?
- Bus priority lanes required coming out of Lake Hayes/Shotover Country to the Shotover Bridge. Needs 2 lanes each way from lake Hayes to Frankton with a connected safe direct active travel route
- Make whatever you choose environmentally friendly, not stinky old buses.
- Again sometimes a car is required. Main thing that would get me using is a more frequent reliable bus service. Waiting up to 45mins to an hour over winter outdoors due to traffic is unpalatable.
- None of the options above would get me to get out of my car. The only things that would be increased bus frequency, express services at peak hour & a bus stop central to where the town daycares are: Queenstown Preschool & Nursery, Wakatipu Kindy, ABC are.
- Yes, get a paint brush and create a Bus only lane in every conceivable piece of road applicable until more permanent solutions are implemented. If only one bus lane is possible technology is available to warn buses approaching one another. One of them only needs to merge with other traffic to allow them to pass safely. The bus has right of way should be implemented. I am astounded why this is taking so long. You can't realistically expect people to get out of their cars when it is no quicker by bus. The only thing that will change people's perception about using public transport is if people see the buses running to time while they are held up in traffic.
- To build more ferry stops and tracks on the hill so people will walk to the closest ferry stops and use the ferry service to CBD and come back home. The lakeside track is one of the best track in world, please use it as much as can.
- Needs to be timely and direct.
- We desperately need another non road mode of transport. I do not support the gondola as it will be slow and given the crowd at Skyline could take longer than a bus to get on it. Hence a monorail or other rail alternative should be looked for suburb connectivity and to the airport not just Frankton.
- Need regular/frequent services to make public transport viable. If you have a meeting that requires you to be in town for a certain time the buses at the moment don't always work.
- Bus service is cheap and awesome! Ferry needs to be cheaper too. Biking in and around town is adventurous as people on roads as well as cars, and car doors opening. Also some streets are very narrow with cars parking both sides of the streets.

Routes

- Lakeside Estate/Jack's Point are a distance from common daily needs and facilities. A bus is infrequent during the day, non-existent in the late evening and restricts potential users. So to would cycling to a lunch date per say. Imagine a sweaty mess arriving in Qtown after 2 hours cycling in and the thought of returning!
- More frequent services. Later services. Direct route Arrowtown to Queenstown along Malaghans Road all day and evening, not just peak hours.
- Bus stop outside five mile. The I don't have to drive to the supermarket.
- Direct bus services from Arrowtown and Lake Hayes Estate would seriously encourage more people to use the bus and even the current bus schedules.

Supporting Facilities

- Free park and ride facilities from Frankton, grants for ebikes
- You don't need a scheme, just don't charge for the park and ride, keep it simple.

Ticketing & Pricing

- The current Orbus fare system works well, but maybe add in a loyalty/frequent user incentive for trips per year or 4-5 consecutive trips per week. It would be nice to tie this scheme in with other transport modes (for example, the ferry service) - all via one card.
- Could a toll charge for cars going into Queenstown work
- A monthly card that covers all the public transport
- Downtown Queenstown many (hospitality) businesses are open until 4 am. All their staff is unable to ever use public transport as it stops at midnight. Can't see it viable for any bus service to operate so late. Maybe offer these late night workers a subsidised fixed taxi rate?
- Current \$2 bus is a great idea.
- perhaps if there was a free park and ride scheme from Frankton into town, that would be appealing to many.

- Something like AT Hop (AKL) or Snapper (WLG) that can be used across all forms of public transport
- Subsidies lake travel.
- A transport card that covers multiple transport modes. Can be easily topped up online or at machines throughout the district (I.e like a Myki card - Melbourne public transport, or Oyster card - London public transport). Putting a monthly/yearly pass on your card be significantly cheaper per day than a daily/one time fare.
- Easier and quick ways to pay for bus (I.e tap and go, linked to bank card etc)
- Free Free Free Just do it, it's the only answer and really everyone wins
- annual pass/ family pass - makes it so easy
- None of the above. I believe users should pay actual costs

Walking & Cycling

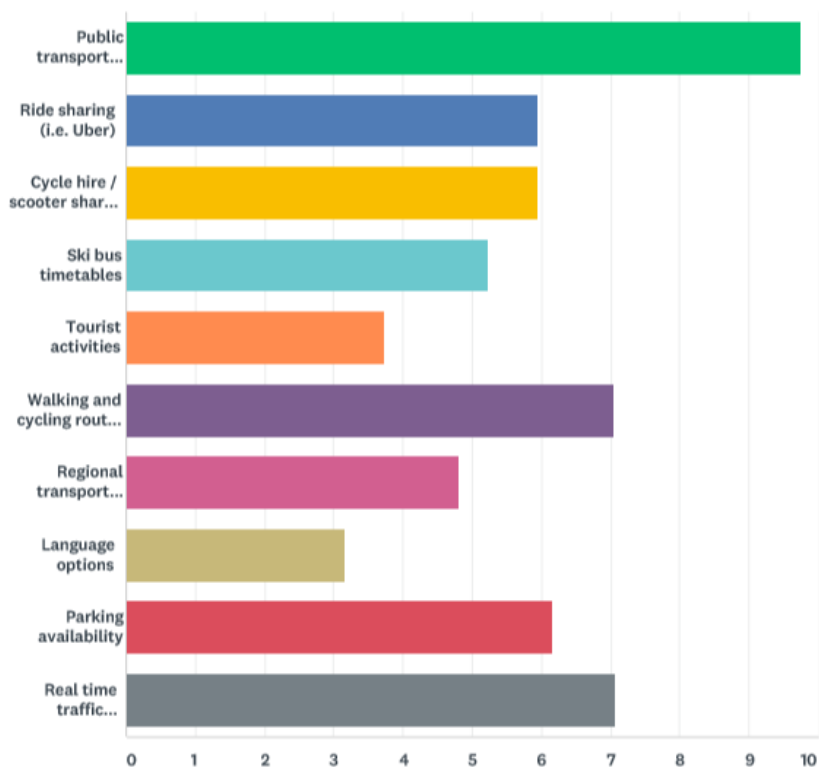
- discount electric bikes
- Interest free loans for ebike purchases. E bike hire scheme for Queenstown using partner such as Uber.
- ?? long shot.... e-bike discounts / subsidies. I'd love to ride much more than I do, but the hill up to my home is a killer. So I have to be super motivated - which is about 1 in 10 journeys.
- More bike parking places in town, currently very few
- We need better footpaths leading in to new subdivisions. I leave my house on domain rd every morning to drop my kids at Shotover primary school, there is no bus, there is no footpath that leads in to Shotover country from the main road. I would love to park and walk them across the heavily congested road but without a footpath it makes it pretty dangerous.
- Pedestrian subways beneath Shotover and Stanley Sts. Make main rd go around Frankton Rd and Coronation again.
- Need high quality bike paths and storage for users. Easy to then hop on a bike and know that it can be secured and kept out of the rain.
- Sealed cycle or shared paths with lighting and bike storage options ie safer cycling routes and more frequent buses e.g. route 5
- More bicycles allowed on buses particularly at night, I work shiftwork and in mid winter the 10pm ride home would be even better if I could put my bike on the bus (but they only fit two on the front at the moment)

Other

- Frequency and ease are the two winners
- Monetary incentives are of limited value. Overall ease of use for families, parents, children, students is much more important to our situation.
- Do so many journeys get a free journey?
- Supermarket "points" would be good so people can use as cash in kind for essentials
- Convenience is the main factor then cost
- no but what does 'loyalty points' mean?? what would it give you access to - shame you didn't explain this one!
- I need to drive everyday. I'm a tradesperson that needs a vehicle with me.
- QLDC. Move the bulk of your organisation to Frankton. Do not build in the CBD. QLDC will have circa 500 staff within 5 years. They should not be adding to the CBD traffic woes.
- Nothing really because buses wouldn't necessarily take me where I need to go
- Efficient, frequent, reliable service.
- Stop promoting queenstown. Stop giving money yo destination queenstown. Stop developing the airport. Let dunedin and invercargill have more flights. Close the doors. We are full.
- Cool, convenient, cost effective are the incentives.
- I can drive to Frankton / QT Central from QT Hill in less time than it takes me to get to the bus stop. So I have no incentive to get the bus. I would walk my children to school more often but the narrow, badly kept footpaths make it very dangerous esp in winter.
- Re question 26. Would make no difference to me. I use the sometimes free bus service but often need my vehicle.
- Safe transport.
- All above ideas are more than stupid....just put the parking outside of the town in areas like Warren park and change Hallenstein street as a bypass to the parking.
- Easy access to alternative means of transport.
- Special occasions - mid winter festival fireworks - a transport system on that evening would be beneficial to myself
- Get Stanley Ballarat under control. Pedestrians are ruining flow by crossing after flashing red. Get 3 cars out of Ballarat, repeat, with Shotover not moving also, the cars tail back halfway to BP. A "Barnes Dance" every 2nd or third set of phases might work . When lane repainting was delayed at Frankton BP to McDonalds everything flowed quite well. Nobody could race to the merge before Yewlett and so everyone had to do it naturally. Uber is a criminal organisation not paying GST or obeying driver work time regulations.

Q34 What functions would you like to see on a travel choice app? Please choose your top three (1 being most important).

Answered: 140 Skipped: 13

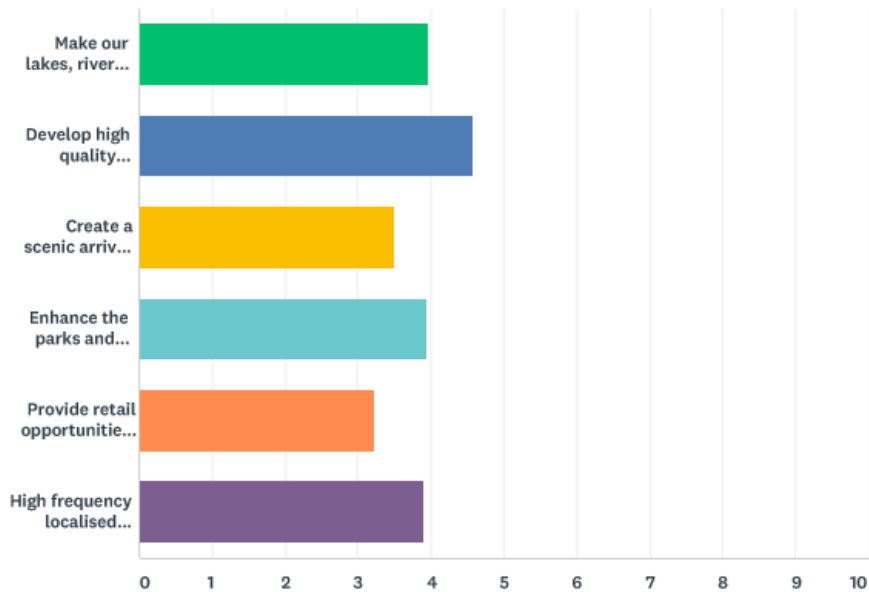


	1	2	3	4	5	6	7	8	9	10	TOTAL	SCORE
Public transport timetables / real time information	82.81% 106	12.50% 16	3.91% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.78% 1	0.00% 0	0.00% 0	128	9.74
Ride sharing (i.e. Uber)	0.00% 0	16.67% 14	17.86% 15	11.90% 10	19.05% 16	9.52% 8	7.14% 6	2.38% 2	5.95% 5	9.52% 8	84	5.95
Cycle hire / scooter share locations	1.19% 1	11.90% 10	22.62% 19	13.10% 11	9.52% 8	14.29% 12	7.14% 6	10.71% 9	4.76% 4	4.76% 4	84	5.95
Ski bus timetables	0.00% 0	8.64% 7	1.23% 1	18.52% 15	13.58% 11	24.69% 20	12.35% 10	11.11% 9	7.41% 6	2.47% 2	81	5.22
Tourist activities	0.00% 0	0.00% 0	2.56% 2	3.85% 3	19.23% 15	7.69% 6	19.23% 15	15.38% 12	15.38% 12	16.67% 13	78	3.72

Walking and cycling routes and travel times	10.87% 10	23.91% 22	15.22% 14	14.13% 13	7.61% 7	13.04% 12	6.52% 6	6.52% 6	2.17% 2	0.00% 0	92	7.05
Regional transport services	0.00% 0	3.61% 3	15.66% 13	6.02% 5	10.84% 9	9.64% 8	24.10% 20	13.25% 11	14.46% 12	2.41% 2	83	4.81
Language options	0.00% 0	5.06% 4	2.53% 2	7.59% 6	1.27% 1	0.00% 0	8.86% 7	31.65% 25	15.19% 12	27.85% 22	79	3.15
Parking availability	6.14% 7	19.30% 22	24.56% 28	8.77% 10	5.26% 6	6.14% 7	3.51% 4	2.63% 3	16.67% 19	7.02% 8	114	6.15
Real time traffic information	11.67% 14	29.17% 35	26.67% 32	6.67% 8	5.00% 6	2.50% 3	1.67% 2	0.00% 0	3.33% 4	13.33% 16	120	7.05

Q35 Please tell us what you think is immediately needed to make Frankton a great place to live. Please choose your top three (1 being most important).

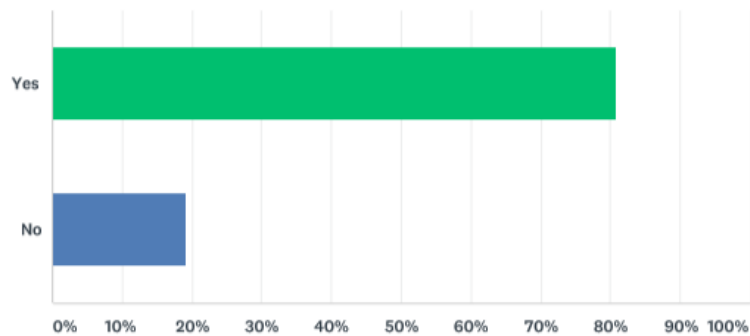
Answered: 142 Skipped: 11



	1	2	3	4	5	6	TOTAL	SCORE
Make our lakes, rivers and waterfronts destinations with activities and events that will draw people in	24.55% 27	16.36% 18	23.64% 26	11.82% 13	15.45% 17	8.18% 9	110	3.98
Develop high quality pedestrian and cycle routes linking key destinations	27.43% 31	32.74% 37	21.24% 24	10.62% 12	4.42% 5	3.54% 4	113	4.58
Create a scenic arrival experience for the Wakatipu Basin that celebrates our natural environment	13.86% 14	16.83% 17	21.78% 22	16.83% 17	14.85% 15	15.84% 16	101	3.50
Enhance the parks and reserves (e.g. Frankton Beach, Shotover Delta, urban squares pocket parks, dog parks, etc.)	17.70% 20	18.58% 21	28.32% 32	16.81% 19	14.16% 16	4.42% 5	113	3.96
Provide retail opportunities and community facilities (e.g. parks, libraries, medical care, recreation, neighbourhood spaces, food growing etc.) that are easily accessed by locals and visitors	16.67% 18	18.52% 20	9.26% 10	10.19% 11	16.67% 18	28.70% 31	108	3.22
High frequency localised public transport connections, linking destinations around the Wakatipu Basin	25.20% 31	20.33% 25	17.07% 21	12.20% 15	8.94% 11	16.26% 20	123	3.92

Q36 Does the vision resonate with you?

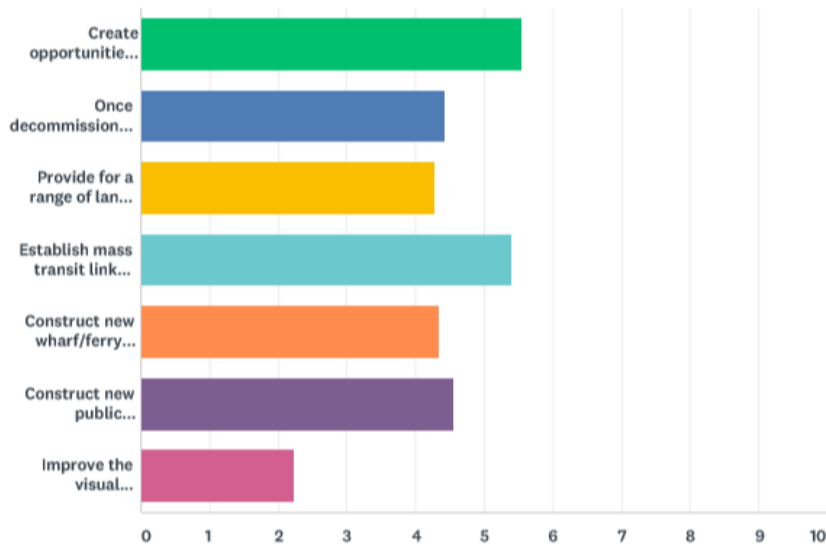
Answered: 145 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	80.69%	117
No	19.31%	28
TOTAL		145

Q37 Which of the following will provide the most impact in bringing the vision to life? Please choose your top three (1 being most important).

Answered: 140 Skipped: 13



	1	2	3	4	5	6	7	TOTAL	SCORE
Create opportunities for lakeside development that is sensitive to the local environment and provides recreational and social spaces	41.12% 44	14.95% 16	19.63% 21	13.08% 14	5.61% 6	3.74% 4	1.87% 2	107	5.54
Once decommissioned, redevelop oxidation (wastewater) ponds for recreation and revegetation	6.82% 6	28.41% 25	19.32% 17	14.77% 13	17.05% 15	5.68% 5	7.95% 7	88	4.44
Provide for a range of land uses and housing choices around transport hubs and to support local centres	14.13% 13	14.13% 13	21.74% 20	15.22% 14	9.78% 9	20.65% 19	4.35% 4	92	4.28
Establish mass transit linking Frankton with Queenstown town centre (moving more people, more often)	32.80% 41	23.20% 29	16.00% 20	14.40% 18	8.00% 10	3.20% 4	2.40% 3	125	5.39
Construct new wharf/ferry terminal to service water-based passenger transport	11.65% 12	22.33% 23	18.45% 19	8.74% 9	18.45% 19	16.50% 17	3.88% 4	103	4.35
Construct new public transport and active transit priority bridges as alternatives to private vehicle use (i.e. across Shotover and Kawarau Rivers)	18.58% 21	22.12% 25	18.58% 21	7.96% 9	7.08% 8	21.24% 24	4.42% 5	113	4.56
Improve the visual connection between the airport and local environment to create a better sense of arrival to Frankton	1.18% 1	3.53% 3	14.12% 12	5.88% 5	10.59% 9	3.53% 3	61.18% 52	85	2.24

Q38 Is there anything we have missed?

Answered: 27 Skipped: 126

Airport

- Create linkages across / around the Airport. Or get rid of the Airport. But that would still require an in / outbound transport hub
- Airport is in complete conflict with amenity
- Relocating the airport, dealing with the elephant in the room

Infrastructure

- Footbridge / cycleway from Shotover Country to the bottom of Glenda Drive to aid people's safe, easy and appealing transit to Frankton and the High School, for example.
- Put cycle lanes on roads. Clearly marked, good seal, swept.
- Edith Cabvill bridge is a major weak point in the transport system and needs to be replaced ASAP! Pedestrian/cycle access in Arthur's point bus very poor and likely to have better uptake if addressed due to proximity to town.
- Improve infrastructure, mainly for biking to make it a safe practical alternative way of transport
- Improve road links give some character, the Spread is Just like any city right now, could be auckland.

Parking

- Day-to-day on-street parking with current bus services is a significant safety issue within and around Lake Hayes Estate/Bridesdale Farm (there are typically cars parked on both sides of the street so there is no room for two cars to pass, let alone a car and a bus). Parking needs and behaviour of current residents/neighbours does impact on quality of life/obstructs safe passage. A space for local market days and ensuring that SHA developments are actually delivered in line with developer commitments would be of major benefit to large groups within the community. For example, what is happening with the Red Barn Cafe in Bridesdale Farm (if anything)? Why haven't Bridesdale Farm Developments Limited provided 134 water points/taps for the 134 garden allotments that make up Bridesdale Farm Gardens? They have only provided 5 for 134 separate households/families (in spite of contractual obligations)! In other words, the provision of local centres to help make sure all of our communities actually have what they ought to already, including access to support/resolution services. And, how do we ensure that we have strong communities in light of such issues so that local residents are well protected and local interests are not subservient to private interests.
- Turn the Frankton golf course into a parking building with bus terminal. Also link this with covered walk way to airport.

Public Transport

- One day I hope there will be a electric light rail all the way from Milford to Wanaka and connecting up all the dots that's the day I stop using my ute for shopping trips to Queenstown
- PLEASE consider— establishing a big Frankton transport Hub which gives many options for different people for their different directions and needs. For example: oversea visitors get off the plane then take a free airport shuttles(10mins) to this Frankton Hub first. then they can choose from: Area 1: Public bus(CBD, Arrowtown, Kevin Heights, Ferhill, Shotover country...) Area 2: rental bikes/E bikes or scooters... Area 3: taxis/Uber/small private buses, Area 4: ferry services, Area 5: Free-ride cars drive by locals who are willing to offer free seaters for the people who go to the same destinations(CBD,Wanaka, Arrowtown, or somewhere else), Area 6: walking(free trail maps and free water bottles, free luggages transport with names tags on bags to check,etc)

Urban Planning

- Put any new hotel development in the 10 min walk to CBD zone but away from downtown entertainment. Frankton doesn't need to be anything flash. Run the marathon the other way. No way to accommodate their finish line demands in Qtown without bringing everything to a standstill so do it at Atown.
- Development and provision for recreational services (sports fields/courts/multi-surface facilities).. to accommodate the growing population... (requirement within all new sub-divisions To allow/cater for sports/recreation).
- STOP ALL FUTURE HOUSING TILL WE HAVE OUR ROADING AND TRANSPORT PUT IN PLACE.
- Need more high density housing and less suburbia. Apartments will allow for more green spaces, parks, gardens etc.
- Stop approving crap shopping developments where you have to drive into the middle of them. The car parking is horrendous, poor access, too tight, badly designed, hard to see walls, and they're in the

middle of the shops so pedestrians have to walk through and across the car park all the time, why not have the carparks underground, on the roof or in a multistorey parkhouse? There doesn't appear to be any 'masterplan', small unlinked developments just sprout up here there and everywhere seemingly without thought to the effects or required infrastructure.

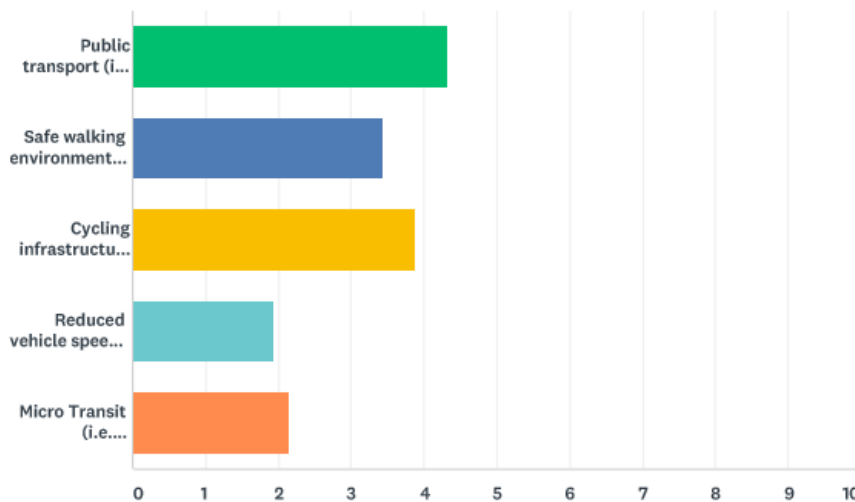
- It needs to be more sympathetic to the rest of the Wakatipu. Frankton needs to look nice and have a focus on people not cars.
- The arts! Performance space, rehearsal space, studios for dance, theatre, music, visual arts, kids clubs classes. Where? Access?

Other

- We need to do all of these things not just the top 3
- Ensure there are great spaces and places for sport & recreation
- Yes. Please carry out an survey with open questions that set out to determine what people are really thinking.
- Cheaper accomodation for short term workers, young families, staff housing etc such as lots of 1 or 2 bed apartments. Banff in Canada has great examples of staff housing.
- Protecting natural environment, key word sustainable has been missed out of above options
- Please consider /integrate information from QLDC/ORC/civil defence community response plans during planning and improvement and development of public transport/bridges and paths (fire, earth quake, flood etc). There is no point pushing endless taxpayer funds into projects not adequately thought out in the context of the key physical hazards that may potentially affect our area.
- Who cares if the visitors have a better sense of arrival. They just landed at thd foot of the remarks. Whats better than that. This is absolutely no way what I want to be spending one cent on!!!! Sick to death of pandering to tourists. Support the locals for a change!!!!
- Live web traffic cams on the QLDC website showing the Frankton road could help people decide when to travel. I generally go to Frankton for shopping and would use them to decide when to go or wait.

Q39 What are the top three short term (0-5 years) transport investments for Frankton that will encourage you to use other transport methods. Please choose your top three (1 being most important).

Answered: 138 Skipped: 15



	1	2	3	4	5	TOTAL	SCORE
Public transport (i.e. bus priority and increased frequency)	60.15% 80	22.56% 30	10.53% 14	4.51% 6	2.26% 3	133	4.34
Safe walking environment (i.e. wider footpaths, regular and safe pedestrian crossings,)	9.48% 11	35.34% 41	43.97% 51	11.21% 13	0.00% 0	116	3.43
Cycling infrastructure (i.e. priority crossings, on or off road separated cycle lanes, sealed pavements, lighting, bike racks etc)	29.27% 36	39.02% 48	25.20% 31	4.88% 6	1.63% 2	123	3.89
Reduced vehicle speeds (lowered speed zones, controlled intersections)	2.41% 2	6.02% 5	8.43% 7	49.40% 41	33.73% 28	83	1.94
Micro Transit (i.e. driverless pods or new technologies)	7.53% 7	8.60% 8	22.58% 21	13.98% 13	47.31% 44	93	2.15

Q40 Is there anything we have missed?

Answered: 33 Skipped: 120

Infrastructure

- Just make the roads better. The majority of drivers are tradespeople that need thier vehicles on site.
- Another access route into town other than Frankton Road

Public Transport

- Convenient and easily accessible PT
- More direct public transport- no changes in Frankton for journeys under 15 mins
- Make existing options accessible with suitable bus stops for cold wind, and provide safety restraints
- Alternative transport connections to Ladies Mile need to be considered as a matter of priority (instead of Stalker Road) along with other transport modes/re-design.
- Mass transit could be Light rail, or tram.
- Ferry
- my work in frankton is too far from arrowtown to cycle every day in the cold. bus services would have to be very cheap, frequent and reliable for me to consider using a bus. i.e. cheaper than running a small car. i really think rail is the way to go. i used to live in auckland and te rail service was fantastic. i used it every day. theres no reason not to have rail at least from LHE to queenstown. this would save a lot of congestion
- Ferry
- Water based transport
- Ferries!!! Use the water ways! Or gondola from lake hayes to frankton. Every high school kid who lives there could use it.
- Monorail

Urban Planning

- Move the Queenstown Airport to the top of Queenstown Hill and free up the land for housing and commercial development to help stop these things going further out of town and increasing the traffic
- Airport is in conflict with amenity. Accessibility has not been considered. Gondola is not effective mass transport for locals.
- PLEASE consider— establishing a big Frankton transport Hub which gives many options for different people for their different directions and needs. For example: oversea visitors get off the plane then take a free airport shuttles(10mins) to this Frankton Hub first. then they can choose from: Area 1: Public

bus(CBD, Arrowtown, Kevin Heights, Ferhill, Shotover country...) Area 2: rental bikes/E bikes or scooters... Area 3: taxies/Uber/small private buses, Area 4: ferry services, Area 5: Free-ride cars drive by locals who are willing to offer free seats for the people who go to the same destinations(CBD,Wanaka, Arrowtown, or somewhere else), Area 6: walking(free trail maps and free water bottles, free luggages transport with names tags on bags to check,etc)

- Development of recreational facilities (sports field/courts/turf/multi surface facilities).

Walking/Cycling

- Would be great to have an overbridge for families of Quail Rise to use across main road to area near placemakers. So they can cycle/walk to the shops safely as it is so close. Get the Quail Rise underpass finished as any road works slows the movement of all traffic and makes more of a build up of traffic than usual. Which would happen with all the changes proposed.
- I have cycled along the path that goes past the new retail centres and at the points where there are the two round about I felt very unsafe crossing the road. The cars come around the corner very quickly and they aren't looking for bikes. A tunnel for bikes and pedestrians would be safer.
- Footbridge / cycleway from Shotover Country to the bottom of Glenda Drive to aid people's safe, easy and appealing transit to Frankton and the High School, for example.
- A pedestrian/bike bridge between Shotover Country and Frankton
- Easier to get across Frankton Rd. More access to Frankton track or alternative routes to Frankton that avoid Frankton Rd
- Pedestrian crossings often just stop/slow traffic unnecessarily. Pedestrians in the area also have a habit of not using provided crossings and just crossing anywhere, perhaps barrier off busy roads and add over bridges/underpasses at high volume crossing points which would be safer and more effective, allowing continuous traffic flow.. I don't believe the vehicle speeds in residential areas is currently a problem, width of the roads to allow for safe and fast cycling (ie commuting) is.

Other

- Just get on with it. The clock is ticking!!!!!!
- Stop treating visitors as the priority.
- The transport is currently, impractical & unappealing. The routes are nonsensical & are not at all useful.
- Do not reduce vehicle speeds. Speed is not the issue. Think about the idea is slowing down an already slow and congested system. No one wins with that approach. It will only make things worse. It's a coward's concept to reduce speed limits.
- I see the traffic build up night and morning,(I am usually going the other way) and know changes have to be made. but I get tired of the preaching about public transport. We need good roads for goods and freight movement, tradies etc. and for retired people to do voluntary work!!
- terrible survey..... the ranking questions are awful.. i skipped them... not user friendly... and just not great.
- Coach parking.
- Everything is aimed at getting people out of cars. Still believe you need to accept that wont happen and how can you mitigate or enhance vehicle use eg benefits for multi passenger etc.
- Put traffic lights on all major entries onto Frankton road. Currently it is too busy to turn right across the traffic.
- The Streets Survey

Rate our streets!

Thanks for taking the time to complete our transport planning survey.

If you have another couple of minutes, we'd love to hear how you feel about some of the Queenstown Town Centre streets.

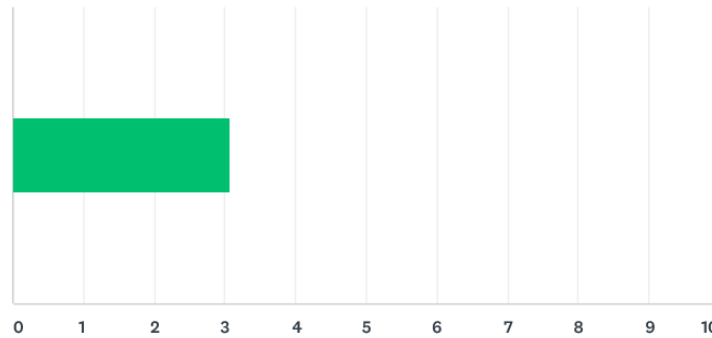
Please use the sliders to rate your experiences. 1 being low quality - 5 being high quality.

1. How would you rate Queenstown Mall as a place to walk through?

1 5

Q1 How would you rate Queenstown Mall as a place to walk through?

Answered: 53 Skipped: 0



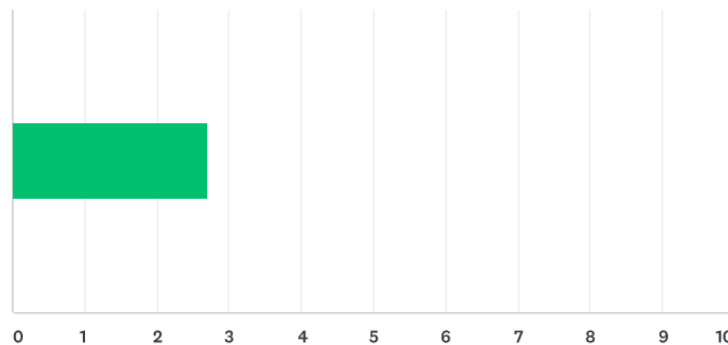
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	163	53
Total Respondents: 53			

2. How would you rate Queenstown Mall as a place to eat lunch or chat with friends?

1 5

Q2 How would you rate Queenstown Mall as a place to eat lunch or chat with friends?

Answered: 50 Skipped: 3



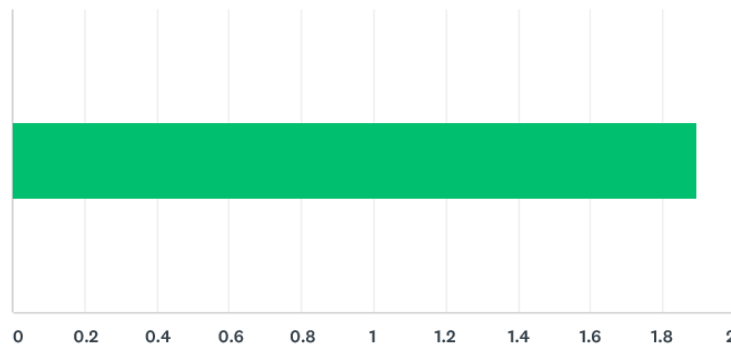
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	135	50
Total Respondents: 50			

3. How would you rate Church Street as a place to walk through?

1 5

Q3 How would you rate Church Street as a place to walk through?

Answered: 48 Skipped: 5



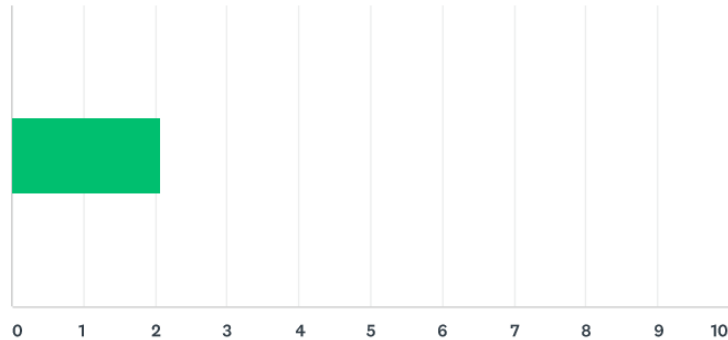
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	2	91	48
Total Respondents: 48			

4. How would you rate Church Street as a place to eat lunch or chat with friends?

1 5

Q4 How would you rate Church Street as a place to eat lunch or chat with friends?

Answered: 47 Skipped: 6



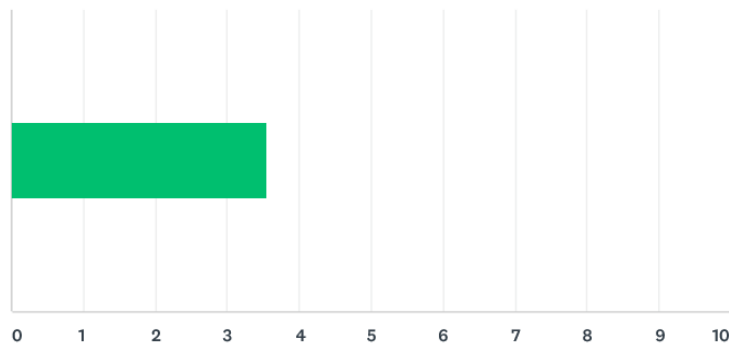
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	2	97	47
Total Respondents: 47			

5. How would you rate Marine Parade as a place to walk through?

1 5

Q5 How would you rate Marine Parade as a place to walk through?

Answered: 50 Skipped: 3



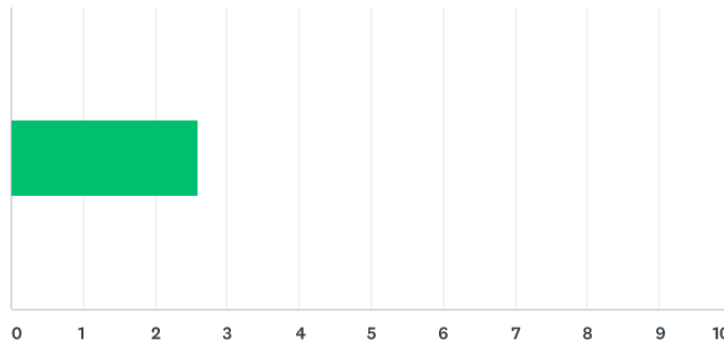
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	178	50
Total Respondents: 50			

6. How would you rate Marine Parade as a place to eat lunch or chat with friends?

1 5

Q6 How would you rate Marine Parade as a place to eat lunch or chat with friends?

Answered: 50 Skipped: 3



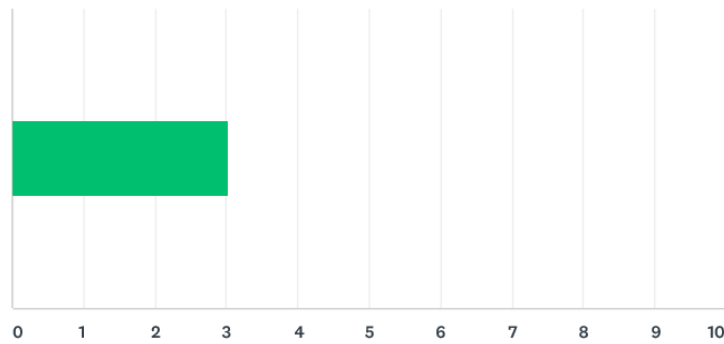
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	130	50
Total Respondents: 50			

7. How would you rate Beach Street as a place to walk through?

1 5

Q7 How would you rate Beach Street as a place to walk through?

Answered: 51 Skipped: 2



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	155	51
Total Respondents: 51			

-
-

8. How would you rate Beach Street as a place to eat lunch or chat with friends?

1 5

Q8 How would you rate Beach Street as a place to eat lunch or chat with friends?

Answered: 51 Skipped: 2



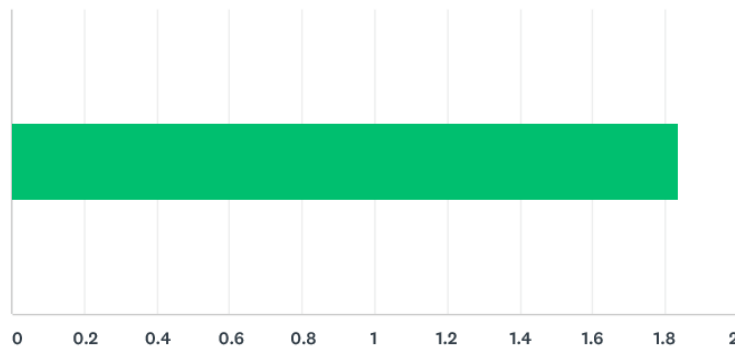
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	144	51
Total Respondents: 51			

9. How would you rate Shotover Street as a place to walk through?

1 5

Q9 How would you rate Shotover Street as a place to walk through?

Answered: 49 Skipped: 4



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	2	90	49
Total Respondents: 49			

10. How would you rate Shotover Street as a place to eat lunch or chat with friends?

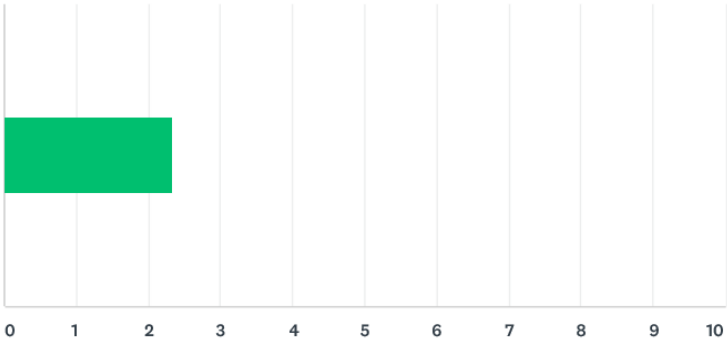
1 5

11. How would you rate Rees Street as a place to walk through?

1 5

Q11 How would you rate Rees Street as a place to walk through?

Answered: 51 Skipped: 2



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	2	120	51
Total Respondents: 51			

Appendix 3 – Submitted Feedback – via Email (August 2020)

Comments

1. **Focus on Public Transport** - concern that this 'build it and they will come' approach is incomplete
2. **State Highway 6 Improvements** - Priority bus lanes are supported where they can be achieved without compromising the current traffic capacity. Consideration should be given to locating the Frankton hub adjacent to an area of commercial activity.
3. **Frankton Road (6A) Improvements** - Priority bus lanes are supported where they can be achieved without compromising the current traffic capacity. Signalized intersections are supported on the basis that they provide a safer environment for pedestrians and cyclists crossing SH6a
4. **Town Centre** - improvements proposed for the Town Centre are contingent on the progression of the realignment of the main arterial through the CBD
5. **Car parking in the CBD** - The streetscape upgrade will see many car parks removed from the CBD. It is essential that these be replaced with at least the equivalent number of parking spaces on the fringe of the CBD

We wish to give feedback on two proposals for traffic lights at the eastern and western end of Sugar Lane. With respect to the **proposal to have traffic lights at the eastern end of Sugar Lane** (intersection with the SH) we fully **support this idea**. LMPL made a financial contribution to NZTA as part of our resource consent conditions for traffic lights at this intersection. However, despite extensive debate about the wording of the condition, this never happened.

With respect to having **traffic lights at the western end of Sugar Lane we oppose this idea**. We concur with the other people who have given feedback that traffic lights in this location will create a thoroughfare along Sugar Lane which will increase traffic and conflict with existing uses (such as the walkway, cafes, businesses).

Two set of traffic lights, within 300m of one another, will further cause grid lock along this already busy part of Frankton Road.

Comments

Intersection improvements in the vicinity of **Goldfield Heights**. Our client owns **land at 547 and 551 Frankton Road** (part of a small a stand-alone group of 5 properties that are located on the lake-side of the State Highway), which is opposite Goldfields Heights.

This collection of 5 properties are served by a single crossing point on to the highway.

All of these properties are included in the High Density Residential zone

It is important that these high density properties are adequately and safely provided with access in a manner that will enable the efficient development of this land.

We want to ensure that our client is involved in any new intersection design at Goldfield Heights.

Any intersection design at Goldfield Heights needs to provide for and enable the safe, efficient and appropriate integration of our clients land, and in particular facilitates both left and right turn's out from this access point.

Could you please ensure that **we are kept informed of initial design concepts and the timing of construction** of these intersection improvements.

Outlining their business; transport movements and requirements.

Supports efforts to reduce the issues around congestion and increase transportation choice.

Clarification is sought relating to the long term accessibility around/within the Queenstown CBD post town centre upgrade.

It is imperative that QLDC provide adequate loading zones across central locations in order to adhere to the requirements that they have set.

Keen to promote the use of on-street public loading zones on the future upgraded Man Street.

Streetscape design that recognises the "Place" function generated by the Town Centre (Isle Street West Sub Zone) zoning of the land on the north side of Man Street, and the site access outcomes that will be required for various modes of travel.

Own and operate a site 1 McBride Street, Frankton (Mobil)

- **Preference for a four way signal controlled intersection design at the State Highway 6/6A junction**, as opposed to the round-about design with combined straight through traffic lanes. Key concern being a complex round-about intersection design may create confusion for short term visitors and hinder traffic accessing the wider roading network in the nearby Frankton residential area and commercial node, and result in a large secondary round-about layout around the Frankton Road/McBride Street/Gray Street commercial block.
- Support investigating sufficient **scale park and go facilities** in close proximity to this critical transport node.
- **Retaining access to Gray Street** for general traffic.
- **Retaining McBride Street as two directional, with careful consideration of a secondary controlled intersection within close proximity to the**

Comments

State Highway 6/6A intersection.

- **Explore alternative options for pedestrians crossing State Highway 6A at McBride Street intersection.** The on-demand signalised crossing may further hinder vehicle movements through the McBride Street/Frankton Road intersection and the State Highway 6/6A intersection.
- **Encourage pedestrian and cycle movements to be directed along Gray Street and Stewart Street along the Wakatipu Active Trail** within a priority pedestrian/cycle environment.
- Ensure any future cycle, pedestrian and bus lanes do not hinder access to sites along Frankton Road or create visibility issues for issues entering or exiting sites.
- Ensure any road widening that may be required, carefully considers the functionality and access to existing established sites.
- Ensure that the road design can support heavy vehicles safely entering and exiting 1 McBride Street directly from Frankton Road (or McBride Street) and are not directed through residential environments. It is important for the operation of 1 McBride Street that heavy vehicles can easily access the State Highway network in both directions.

- Transport Hubs
- Reduction in On-Street Parking
- Hansen Road Intersection
- Active Travel Route on Frankton Track and Shared Path Along Frankton Road
- Town Centre Arterials / Bypasses
- Other Transport Options – MRT
- Project Manawa

Comments

Our client is the **owner of 982 Frankton Road** which comprises approximately 4,000sqm of land, located on the northern (uphill) side of the highway. Our client has prepared numerous comprehensive housing concept plans for this land.

The key constraint is the width of highway Carriageway adjacent to the site entry, and in particular the proximity of retaining walls on both sides of the highway and topography in this area.

These factors currently prevent the formation of a right-turn bay (within the centre median) in to the site.

This carriageway width constraint can only be solved by widening the corridor. **The land opener supports increased carriageway width to facilitate the formation of a right turn bay adjacent to the site access.** It is acknowledged that this option will be costly, and that improved access may be solved by other highway improvements in the vicinity of the site.

Alternatively, the landowner will support either a roundabout at the Sugar Lane intersection so that a left-in/left-out arrangement can be implemented for the access to 982 Frankton Road.

Or, the landowner will support the provision of traffic lights at the Sugar Lane entrance where the arrangement of those traffic lights make provision for vehicles to make a U-turn within the highway.

The land owner would like to be involved in any further discussions and development of highway improvement plans between the Frankton corner shops and Sugar Lane.

Comments

We are supportive of the project in principle, but we have some valid concerns that we would like to have addressed.

We would like to see **a designated parking area close by the church**, for our elderly and young family Parishioners, to help offset the loss of nearby on street parking. We would also need a reserved parking area for a wedding car or a hearse for obvious reasons.

Our concern is that the heavy construction and heavy duty vehicle traffic movements may **cause damage to the sensitive heritage building of our church**. Some strengthening work maybe required before this work is undertaken, to avoid any potential damage.

There will be potential noise issues during the construction of the roadway that will need to be mitigated, to minimise disruption during weddings, funerals and other services. Also of concern is the anticipated extra traffic noise during the day and evenings, of the completed road works on church services. **Some form of noise baffling or reduction may be required.**

We are concerned about **safe pedestrian access to the church** through the busy thoroughfare of Melbourne Street after the project is completed. We have been unable to locate any detailed street diagrams of the anticipated completed Melbourne Street thoroughfare. It is unknown what steps have been allowed for in the plan, for suitable pedestrian and traffic access into the church.

In summary **we would appreciate a presentation from a member of your project team to update our council on the detail**, surrounding the proposed roadway arterial project along Melbourne Street. We need to understand how it would affect the operation of our church gatherings, during and after the construction of this new arterial roadway, that runs alongside our church.

Comments

There are a number of principles the school request be acknowledged and accommodated, and suggestions that be considered to ensure that safety and access to the school is optimised:

1. **Safe drop-off facilities from cars for children.** Currently both Melbourne Street and Beetham Street are used effectively and safely for this purpose. A turning circle on Beetham street where it is interrupted by Melbourne Street could assist with this. It is unclear from the current plans that there will be any facility to drop off children.
2. **Safe parking to replace the parking that is being removed.** According to the current plans it looks like there will be no street parking for the school.
3. **Easy access to the CBD for students and visitors to the school/ Church.** Locating the overbridge at Beetham Street would help with this and be an improvement on the current situation.
4. **Pedestrian and cycling access to the school during the construction process** from Melbourne street and Beetham street is protected.
5. Cycle route access to the school that is intuitive and easy to use, there doesn't appear to be a cycle route to the school on the plan.
6. **Mobility car parking is allocated.**
7. The school is consulted about traffic/ footpath management plans to ensure that the needs of the school are not compromised.
8. The school has a mechanism to raise concerns around safe access to the school, during the construction phase that is easy and responsive to the schools needs.
9. The school bus service is accommodated in the final design and the construction phase. Will Hallenstein Street continue to house the school bus stops? This is not clear from the plans.
10. An indication of what level and duration of disruption is expected.
11. The benefits to the school from the changes; such as improved connectivity with the CBD. From the current plans it is not clear how the school will benefit.

Humphrey Street Link

QAC supports the new link from Humphrey Street to Lucas Place. QAC suggests that this link should have a very clear active travel and public transport focus and discourage private car use. Clear connection to the proposed ferry services and ferry terminal in Frankton, noting that the Frankton Ferry Terminal is not detailed in this proposal.

Humphrey Street Intersection with SH6

QAC supports the signalised intersection of Humphrey Street and SH6. As in the feedback above, QAC suggests that this intersection needs to prioritise active travel and public transport and ensure that there are safe active travel and pedestrian crossing solution designed into the intersection.

Lucas Place Intersection

QAC supports the improvement of safety at this intersection, however is concerned that the introduction of a signalised intersection may add delays to this intersection which operates relatively smoothly. This could result in traffic backing up into Lucas Place and the internal airport roading network. If it was decided that this intersection was to be signalised, QAC's expectation would be that long-term monitoring of queues takes place to ensure congestion for all roads and their surrounds are managed.

Future Transport Hub

Comments

QAC supports the need for a transport hub somewhere in Frankton and support the expansion of the existing transport hub in the short to medium term. However, more work is needed to be undertaken with regards the location of the hub in the longer-term, particularly in relation to the preferred option for mass rapid or high frequency transport options between Queenstown Town Centre, and Frankton and / or Queenstown Airport. QAC does not support the location of regional tourism coach services at the proposed Frankton transport hub in the longer term. This appears to be in conflict to what was proposed in the Frankton Flats Master Plan in which it was proposed these services be located at Queenstown Airport. This location was supported by Queenstown Airport at the time of this consultation.

Public Transport Network – Queenstown Airport as a Primary or Supporting Transport Hub

QAC supports a transport system that encourages public transport. The consultation materials at present do not acknowledge Queenstown Airport as either a primary or supporting transport hub. Given the volume of users on the public transport network starting or ending their journey at the airport – either as an employee, a visitor, or a resident, QAC believes that it is important to acknowledge Queenstown Airport as an important part of any high frequency transport network, and show indicative routes through the airport. Detail of the exact location of these routes through the airport landholdings can be determined at a later date, however QAC believes it is important to acknowledge the importance of this location to the network.

Potential Emergency Services Precinct

QAC supports the concept of an Emergency Services Precinct being located in Frankton, however, believes more work is required to evaluate options and desired outcomes. Intuitively there appears to be potential conflicts with the requirements of easy and fast access for emergency services, with the complexity of other activity proposed in this location.

SH6/6A (BP) Intersection

QAC supports the need to improve traffic flows and capacity at this intersection, and supports a solution that is efficient, effective and encourages multi-modal travel options. QAC has the following comments regarding the proposed solutions:

- a) As a major intersection connecting the north and south of Queenstown, this junction needs to deliver a simple and accessible solution for all users. The intersection will be used by local and visitors, with visitors likely to be a combination of both of domestic and international origin. Of the two options illustrated, QAC's view is that the signalised intersection would provide better legibility for all users.
- b) QAC believes more work needs to be undertaken on the active travel and pedestrian links through this intersection, and that further consideration should be given to underpasses and or overpasses to ensure safe movement of pedestrians and cyclists between different areas of the active travel network.
- c) QAC would like to understand what future proofing is being undertaken to accommodate longer-term solutions (such as mass rapid or high frequency transit options) from Queenstown Town Centre to Frankton and/or Queenstown Airport.

Comments

The Council has developed a plan that will increase livability in the area. It is our overarching submission that the Council could further improve livability by placing further emphasis on planning and designing for accessibility. We note that the Council has a disability strategy and consider that this could be achieved by the above.

New Zealand Councils face challenges as a result of the outdated standards and guides that provide information regarding accessibility, this is further complicated by varying community advice regarding access solutions and often results in poor accessibility.

The Council can address this by including accessibility in its existing processes, this can be achieved by:

- Consulting with the disabled community, and
- Re-enforcing this by consulting with professionals e.g. designers, engineers and access advisors with knowledge/training in **Universal Design** to ensure that current international best practice is applied.
- Including accessibility audits in the projects auditing schedule.

Shared spaces and pathways have the potential to improve accessibility and therefor livability. The Global Street Design Guide (see below) contains examples of shared spaces in Auckland that have created benefits for all. Shared pathways are not always able to be used by all and often create a source of conflict – e.g. between users who travel at different speeds or use mobility devices. **We recommend separation between travel modes e.g. separated walking and cycling zones.**

Howards Drive

I believe this **should be a signalised / traffic light intersection** to enable traffic from both sides of Ladies Mile to more effectively enter Ladies Mile at Peak times. **Speed limit 60kmph.** If no lights the traffic entering from Ladies Mile North will significantly hold up traffic heading to town from Lake Hayes / Arrowtown.

Shotover Country

The **west route into town should be one lane and the left lane should be left lane turn only.** The merge lane on the west side of the roundabout needs to be 400 metres, this will enable a clear flow of traffic from Shotover Country.

Speed limit 60 kmph

Frankton BP Corner

Yes go to **lights at this intersection and add free turns towards Airport from Ladies Mile and to Queenstown from Jacks Point.** Move intersection out into golf club.

Ladies Mile Events Centre, left turn in and left turn out only after EC connects with Grants Road. Hansens Road to join to Hawthorne Roundabout, except for left turn in and out.

Frankton Road

Pedestrian lights will significantly slow traffic and busses, these need to be underpasses. Possibly only one with a good link on north side of road between them.

Comments

Yes to widening the footpath on lake side.

There is no good reason for a pedestrian crossing by Pounanu.

Not sure if lights are need at Goldfields and Hensman. If there was, why not have pedestrian crossings.

Town Centre

Yes to Melbourne Street bypass. It's only been 25 years in the making.

52 Thompson St should be purchased to re-align the road. Also take a corner off Lake View site.

See full submission on file:

Pro-Invest Development is investigating a site development opportunity at 50-58 Camp Street

Camp Street adjacent to 50-58 Camp Street has a **coach loading/unloading facility**, as generally shown by the engagement plan;

Streetscape design that recognises the "Place" function generated by the Town Centre (Isle Street East Sub Zone) zoning of the land on the north side of Man Street, west side of Camp Street;

General **provision is made for on-street loading and some short stay car parking** possible to support future development that is enabled by the town centre zoning on this site, and those surrounding;

Our feedback on the Frankton to Queenstown and Queenstown to Town Centre (Options for how we'll travel around Wakatipu in the future).

We would ask that the following be provided for in the in the Frankton to Queenstown and Queenstown to Town Centre transport network:

Ø **Ensure signalised roundabouts and intersections 'with bus priority' applies to all buses and minibuses** – not just public transport buses

Ø Provision of **smart technology in public buses** – so when waiting for a bus – signage at bus stop advises when next bus is due

Ø Provision of **more cycle trails** including road underpasses to get more cyclists off the road

Ø Provision of **adequate foot paths and road crossing points for pedestrians** – for instance it is often nearly impossible for pedestrians to get across state highways 6 and 6A

Ø Provision of **pedestrian access and cycle access to and from passenger ferry wharves**

Ø **Park and ride facilities** to be used in conjunction with public transport operations including ferry services

Real Journeys are somewhat **disappointed in the Frankton to Queenstown and Queenstown**

Comments

to Town Centre proposal as it is hardly transformational. We would have thought the light rail run via overhead catenary below State Highway 6A would have done more to reduce traffic congestion on the roading network.

Love the ideas around transport by the way. So how about bus transport to Gibbston and then through onto Cromwell. That would considerably reduce the amount of traffic on the roads. A regular bus service would also be good for tourists and businesses as well as locals.

The proposed idea for bus priority from shotover roundabout to the bridge and the opposite for the other way wouldnt achieve anything unless more cars were off the road. Once you hit top of the roundabout it is fine, but getting out of shotover/LH in morning and glenda drive and countdown at end of day is where it is slow.
You will still wait 15 min in initial traffic and then save minimal for the rest. Even buses with priority at the bridge will be in the same traffic down at shotover primary...
Either **need bus priority out of the subdivisions or double the bridge.**

Summarised - full submission on file:

I strongly **support the proposal to signalise the McBride Street and Frankton Road** intersections in Frankton Village. **The existing roundabout at the intersection of Frankton Road/SH6 (BP corner) should be removed.** If the roundabout was to be expanded, a significant block of additional land would be required and this would create a large central island of unusable and inaccessible land, larger in area than the adjacent village shops! Traffic lights would enable improved management of the volume and speed of vehicles through this built up area.

The intersection of Yewlett Crescent and Frankton Road is a significant safety hazard for motorists, cyclists and pedestrians, and should be closed. There have been a number of serious accidents for decades and the road safety records for the district show that this intersection is overrepresented in the accident numbers.

SH6A - lower the speed

SH6A is not a highway. It is an urban road with traffic passing along a narrow corridor through a densely populated area. Continuing residential and commercial development along the northern and southern sides of the road will add further transport impacts.

The speed limit should be reduced to 50km/hr for the entire length of Frankton Road west of Frankton Village.

If the speed limit was reduced to 50km/hr, journey time is only one minute and forty seconds longer!

Residents along the route would also benefit from safer vehicle access from side streets, and for pedestrians and cyclists, safer road crossings for bus stop access, and Te Araroa trail access.

Cyclists and Vehicles do not mix

The north side of Frankton Road receives limited sunshine year around, particularly in winter when it is prone to frost.

During commute times, travellers going east in the morning and west in the afternoon are subjected to blinding glare posing a danger to

Comments

cyclists.

The strategy should be to remove cyclists from Frankton Road/SH6A.

Frankton Track - Main Cycle Route

The Frankton Track should be developed to become the main Frankton to Queenstown cycle route by upgrading the track to provide separated paved paths for cyclists and pedestrians. I refer to the assessment done by BECA and documented in the Wakatipu Active Travel Network Single Stage Business Case published August 2019. On Page 93 The conclusion was that there was very strong community support to upgrade the existing Frankton Track. One of the key items was the desire for full separation from vehicular traffic. This supports a strategy of not providing a cycle lane on Frankton Road/SH6A.

Cycle hubs can be established at the proposed Frankton Transport hub, and in Queenstown at the current car park/skating rink in the Botanic Gardens. The hubs could provide electric bike hire (book by app) with free charging facilities.

SH6 - new access from Boyd Road to Hawthorne Drive

Build a new bridge over the Kawarau River connecting SH6 from Boyd Road to Hawthorne Drive. This will divert North/Southbound traffic from the heavily used Frankton Streets and improve traffic flow through the SH6/ Frankton Road intersection. It would also improve flow to and from the airport.

Future transport technologies

The buses currently in operation do not seem to be appropriate. They are generally too large for many of the narrow and steep streets they operate on in Queenstown, and they are noisy and polluting. In the near term, investigate smaller electric options for use in Queenstown with a corresponding increase in services where volumes require. Large vehicles could operate from the Frankton Hub.

Rapid advances in transport technologies will provide trackless tram and driverless solutions in future.

Promote transport options to tourists

Revamp the rental car system for tourists

Comments

It is great that the problems are being addressed. Please excuse the brevity of these comments.

1. The **number signalised intersections suggested is not conducive to keeping the traffic moving** through & will cause more backed up traffic. Much of the day there is minimal or no traffic backed up. Why stop it or slow it down, better to get it to its destination.

2. Have signalised intersections only at:

a. Hawthorne Drive

b. BP intersection.

c. Have roundabouts at all others so that traffic can keep moving for much of the day when traffic is not backed up.

d. **Enlarge inadequately sized roundabouts** eg SH6/airport one.

3. Remove existing three sets of pedestrian lights from SH6 & put in 2 pedestrian overbridges.

4. Pedestrian overbridge at Hardware Lane is much needed.

5. **Align Hansen Rd & Events Centre** & put a roundabout.

6. No need to improve McBride St/SH6A intersection. Traffic should be encouraged towards BP roundabout.

7. Yes to Humphrey/Lucas PI with roundabout where they intersect.

8. **Bikes need to be protected around bus lanes.**

9. Biking space cannot just disappear as they do now eg along Frankton Rd where the road narrows for protected pedestrian islands the bikes have to merge with the traffic, but there is no indication for the traffic to give the bikes priority. **A simple, quick, cheap way to address this in the interim is to have a picture of a bike in the middle of the road where it narrows.**

10. Also, attached is some signage from Perth where they have a very useable inner-city bike lane network. (image)



Comments

As a resident of 5 yewlett crescent Frankton for 22 years I have seen my fair share of accidents and near misses at the intersection in question of yewlett crescent and Frankton rd .

The traffic over the years coming around lake avenue onto yewlett crescent is increasing in large volumes every year .

During the Kawarau bridge build for 3 years the traffic avoiding the state Highway 6/6a was incredible and these wee streets are not designed for large volumes of speedy traffic to avoid road blocks .

There is also a massive risk to predestination and cyclists with these large volumes of traffic For myself at 5 yewlett crescent I have whitened multiple serious crashes resulting in injuries to drivers and passengers I have had to help people before emergency services attended Just recently a male was knocked off there cyclist as a car was Turning into yewlett crescent off Frankton rd.

The **yewlett crescent and Frankton sh6a intersection is a huge black spot** as now there is too lanes from the bp roundabout towards Queenstown going past McDonald's and then the top lanes merge into one lane at yewlett crescent so this means if you are turning right out of yewlett crescent onto Frankton rd there is normally too cars about to tea bone your drivers door as it is such a blind spot .

Also if there is a car turning left into yewlett crescent off Frankton rd then there is 3 cars you are trying to keep your eye on as well as the traffic on your left from Queenstown.

Many years ago Boyd crescent in Frankton was closed at the Frankton rd intersection due to high crash risk There was a few truck loads of soil tipped on the road a burm was made and planted in native trees/shrubs which now no one would think there was a intersection there.

With all the rat runners on yewlett crescent and the major congestion it causes to traffic I think this is the only answer for yewlett crescent .

Yewlett crescent should be completely blocked off to traffic from Stewart st and the only access granted is for the residence of no 1 and 5 yewlett crescent .

The **same should be done at the intersection of McBride st and sh 6a** it's a suicide intersection as well.

Please call or email to discuss this matter as one day soon there will be a dead at the yewlett crescent Frankton rd intersection.

We live at 1033 Frankton road Queenstown on the corner of Yewlett crescent and Frankton road.

The main road blends into one out side our place.

There has been a death here and many toots and accidents.

We would like yewlett closed and only access for residences.

Love the vision!

Particularly the plaza plan, one of my favourite shortcuts in queenstown is down the steps, past the court and rata, **bringing planting and attractive open space to that area will be so much nicer and more welcoming** than an old petrol station come liquor store!

Request for **showers to be made available in the new council buildings/transport hub to encourage bikers to commute.** Few of the buildings/workplaces have shower facilities which is a discouragement to bike to work. If possible have bike commuters register for a card, like a library card to swipe into the facilities therefore having accountability and security. Perhaps do a survey and see if there's interest for such a thing?

Also **many more bike stands need to be available down town to encourage people to commute to work.**

Comments

Often when biking on the Frankton track there is confusion from tourist as to where to go when being approached by a biker.

Logically most people walk on the side that they would drive on whilst on a road.

I have a bell on my bike I use it frequently, many don't. Even with the use of the bell I have still had near misses with confused looking tourists and have ended up with an Asian visitor straddling my front tire eyeballing each other after he did a little left and right jig. His friend found this quite amusing, thankfully I wasn't going fast.

Keep left signs may very well be needed on the Frankton track.

Please **consider installing solar on every building that the council puts up**, as you really should lead by example.

Get an app as an option for replacing plastic parking tickets, works really well in Whangarei.

More refillable water points throughout the town would also encourage reusable water bottles.

I have read your consultation for the proposed plans for roading upgrades from town all the way through to the Howard's drive intersection, having lived in QT for 25 years I am incredibly **concerned that the proposed signalling of the several points as well as installation of more roundabouts is going to slow the journey east from Queenstown to Frankton.**

It has been obvious that traffic on Frankton road has reached breaking point over the last few years if only the pinch points of lanes could have stayed 2 wide this would have alleviated the congestion. Knowing that it could potentially take 30-40mins or more to travel to Lake Hayes from QT I believe really puts people who live in Qt at a disadvantage. Slowing the journey will be the result if your plans outlined are followed through without a doubt, traveling by cycle or bus is not always an option for everyone regardless of how much support these methods gain I would love to be able to cycle everywhere however for work like many it is not possible, The practicality of your proposal I believe needs thinking outside the box.

Please work to create a roading environment that improves the situation, not just infrastructure for infrastructure sakes!

I love the idea of introducing signalised intersections!

I live in Lake Hayes Estate and my children attend school in Central Queenstown plus the nature of my job involves a lot of driving all over the place. I find that the current roundabouts are great for most people who know how to use them correctly, but everyday I encounter many people who don't signal at roundabouts and occasionally people that exit in the wrong lanes etc, especially at the BP roundabout. So **lights would be a much safer option for everyone!**

I would also love to see a roundabout or something similar on the ladies mile / Lake Hayes Estate entrance.

One thing I would love to see is speed bumps on Sylvan Street. We live half way down Sylvan Street and notice how many people speed down this street. There are so many children on this street plus it is a main bus / school bus route and also at certain times of the year there are ducks crossing. Anyway, some **speed bumps would be wonderful and I know I have heard other people say they would like to see speed bumps on Sylvan Street.**

Anyway, I love the plans in the latest proposal and would love to feel safer driving on the roads around Queenstown!

P.S Oh and as I read on, **I love the idea of an alternative link road in the town centre**, that would be fantastic!

Comments

This looks like a great upgrade when it happens. however **I don't think the time is right for this to happen.**

There are so many upgrades, new buildings, subdivisions going on et al. I think it time to reflect on the impact on humans and how change at the wrong time can effect people.

People at the moment need comfort and support, a dry roof over their heads, good food, reliable and productive work, quiet zones, rest and exercise, and the knowledge we can go forward when the timing is right.

Park this planned work and reconvene at a more suitable time whenever that may be...we all will know when the timing is right.

With the pending downtown upgrades about to begin and the required displacement of car parks in and around the town centre I would like to **suggest that a temporary piece of land (such as the old high school site) be utilised for daily car parking** for the workers who require the use of a personal vehicle (such as parents). The car parks on the perimeter of town that are now anywhere from 1 hour to 4 hours could be converted to shorter term 30 minute - 1 hour spots allowing visitors and locals to find parking closer to the town centre whilst the transition to improved public transport is achieved. I believe that not having an option to replace displaced car parks in place for people to park their vehicles will have a detrimental affect on the business in the CBD. The quicker alternative parking options are opened up for people the better as far as I am concerned.

We love the public transport in Queenstown as we don't own a car (and don't want to own one). However, there is still room for improvement.

We **suggest to add a bus route via Queenstown Hill**, for example via Goldfield Heights, St Georges Avenue, Highview Terrace, Hensman Road, Edinburgh Drive, Belfast Terrace, Kerry Drive, Edgar Street and Hallenstein Street, then down to Stanley Street and back reverse. People living on Queenstown Hill either need a car or have to hike up the hill for up to a kilometre from the bus stops along Frankton Road. Not much fun with a 20kg backpack full of groceries, let me tell you. It doesn't have to be a big bus like those frequenting Frankton Road, a Coaster size would do. Only good public transport gets cars off the road and reduces congestion.

Pedestrian overbridges or underpasses much better idea than pedestrian operated traffic lights, only takes one pedestrian to stop a huge line of traffic. The above would cope with a large growth in traffic well into the future. Do it once and do it well!!!!

Just wanted to give my opinion on all the proposed traffic lights along Frankton road.

I think that the plan you have proposed is ridiculous. **You do not need 12 new traffic lights along Frankton road.** The only place you really do need them is where the current BP roundabout is. All those proposed new traffic lights along Frankton road are just going to make the commute between Frankton & Queenstown CBD even more painful and slow.

A better idea would be to with the help of the **NZTA to construct a new road, which would run parallel to Frankton Road and above it on Queenstown Hill.** You could then convert these 2 roads into two lane one way roads (i.e. one road would be used for getting from

Comments

Queenstown CBD to Frankton and the other road from Frankton to Queenstown CBD - vice versa).

You would not need to construct that many traffic lights, commutes for motorists would be quick and smooth and everyone would be happy. There should be two one way two lane roads in and out from Queenstown to Frankton. One being the current Frankton Road, the other new road you guys would need to build with the help of NZTA. Traffic would flow much smoother if you this kind of setup.

Please feel free to call me on my mobile if you would like to discuss this matter further with me.

I would advise you guys need to consider **light rail with parking provided** so people can get to the station and then the light rail can run us in. Running every 15 min and making stops along Frankton road.

We could even do an express service for those who don't require stops.

I think that would be better than further congesting traffic with dedicated bus lines, that's a dumb idea.

The tourists won't use busses as they need cars to get to their touristy places and to their hotels with their luggage and that's at least half the transport.

The locals will be more happy with a light rail option i think that runs along the water front. Get free parking around the station and that's it. Sorted.

Also make **ferry services integrated and expand it to include residents from shotover County, lake hayes estate, Hanleys farms and Jack's point.**

Or expand the light rail to go upto those massive residential places so people can hop on and hop off from home.

Do it once, spend the money, do it right.

We wish to give feedback on two proposals for traffic lights at the eastern and western end of Sugar Lane as shown below. With respect to the **proposal to have traffic lights at the eastern end of Sugar Lane** (intersection with the SH) we fully **support this idea**. LMPL made a financial contribution to NZTA as part of our resource consent conditions for traffic lights at this intersection. However, despite extensive debate about the wording of the condition, this never happened. We concur with the other people who have given feedback that the intersection is dangerous and operates inefficiently during peak times (if not daylight hours) and requires significant immediate improvement.

With respect to having **traffic lights at the western end of Sugar Lane we oppose this idea**. We concur with the other people who have given feedback that traffic lights in this location will create a thoroughfare along Sugar Lane which will increase traffic and conflict with existing uses (such as the walkway, cafes, businesses). We also see little need or point in having traffic lights here.

Two set of traffic lights, within 300m of one another, will further cause grid lock along this already busy part of Frankton Road. There is no need to exit vehicles from the western end of Sugar Lane onto the SH if there is dedicated traffic lights at the Sugar Lane/ SH intersection.

Comments

Any further promotion of additional new sateline villages for the queenstown lakes without serious investment in " off the road" public transport " is time & money wasted.

Queenstown centre & its satelite villages must ultimately result in Queenstown major city.

Rapid light rail must surely be the ultimate aim. Inovative ,visionary & futuristic. It is of National interest. Queenstown Central (most likely an underground station) & focusing on an express service thru to the proposed Tarras Intl airport. Solution to daily commuter tangle & means of enabling worker transit from more affordable housing areas poss extending to Alexandra

Some feedback on the travel plans for the Queenstown area. **Love the cycle trails** and improved connections.

Like the roundabout to help us get from Lake Hayes Estate to the State Highway.

Not so sure about all the signalised intersections through Frankton and all the way in to Queenstown. That will slow the through traffic flow. In fact I really hate that. There has to be a compromise. One or 2 is fine but not at every side road.

I also **like the route through Queenstown to bypass the busy central area.** Gets traffic through town more efficiently and quitens the streets where pedestrians are enjoying the business area making a nicer environment

Ladies Mile green space.

- **can this be retained as a park and recreation space?** Filling it with housing or buildings should not be part of the plan. It's the gateway into Queenstown.

Proposed traffic lights from Ladies Mile through to Queenstown

- I don't agree with these at all.

- put crossings underground to keep traffic flowing and for safety

Transport hub at Frankton

- **agree this is a good idea if well planned.** Plenty of drop off and pick up areas; covered and sheltered areas; lockers; showers and well designed.

Transport from airport into town centre

- recommend to look at what Banff in Canada are doing as they have the same problem as us.

Bike lanes/pedestrian access

- **love how these look** on the visuals

Town centre parking

- **we do need parking options.** Build underground car parks that don't scar the landscape and work well with snow and ice.

Comments

- also a lot of people have injuries or are elderly and need to park. Plus in winter we don't bike as much or can't. Please bear in mind with your planning as it needs to be accessible.

Park and Ride facility at the Ladies Mile - We **support his as it keeps vehicles out of Frankton** and hopefully the bus schedule will go more often to encourage folk to use it. The bus lanes will enable faster trips for users.

Bus Hub - support where this is proposed rather than at the airport as is central to the district and if sited at the airport would encroach on QAC's land. Appropriate landscaping should be put in place to shield this use from the golf course boundary. Best to keep community use separate from airport use.

Support traffic signals at the Joe O'Connell Drive and Hansen Road intersection and also at the Five Mile and Hawthorne Drive roundabouts.

Bus lanes should allow for all heavy traffic and the mini bus use that were brought to our attention by Anna Mikell from the COC at the [May 2020] meeting. Bus stops should allow for separate pull off areas for letting people on and off where ever possible as buses stopping in a lane just adds to traffic congestion.

Support initiatives for cyclists and walkers - under passes at the BP roundabout and lights for crossing Frankton Road. They work well on Kawarau Road and change quickly back to green to allow traffic to proceed again.

Re Humphrey St and Kawarau Rd intersection - this needs to be made bigger to allow two lanes approaching from Humphrey St so that left hand turns can be managed better than they are now.

We **support the additional entrance to the Marina area** as this land is likely to be increasingly utilised with marina berths being taken up.

We **support the gondola proposal**. We make the point that planning for this should start as soon as practicable so that the infrastructure can be built as soon as the need becomes apparent. Because it is proposed a good way up on Queenstown hill, this will preclude use by Frankton Road residents. Or is this proposed to serve resident and visitor use of Frankton Road? We are not sure on this point.

We make the point that these are our **personal views** and are not the view of the Frankton Community Association since the committee as a whole has not had the opportunity to be informed of the project as it now stands.

We are supportive of the project in principle, but we have some valid concerns that we would like to have addressed.

We would like to see **a designated parking area close by the church**, for our elderly and young family Parishioners, to help offset the loss of nearby on street parking. We would also need a reserved parking area for a wedding car or a hearse for obvious reasons.

Comments

Our concern is that the heavy construction and heavy duty vehicle traffic movements may **cause damage to the sensitive heritage building of our church**. Some strengthening work maybe required before this work is undertaken, to avoid any potential damage.

There will be potential noise issues during the construction of the roadway that will need to be mitigated, to minimise disruption during weddings, funerals and other services. Also of concern is the anticipated extra traffic noise during the day and evenings, of the completed road works on church services. **Some form of noise baffling or reduction may be required.**

We are concerned about **safe pedestrian access to the church** through the busy thoroughfare of Melbourne Street after the project is completed. We have been unable to locate any detailed street diagrams of the anticipated completed Melbourne Street thoroughfare. It is unknown what steps have been allowed for in the plan, for suitable pedestrian and traffic access into the church.

In summary **we would appreciate a presentation from a member of your project team to update our council on the detail**, surrounding the proposed roadway arterial project along Melbourne Street. We need to understand how it would affect the operation of our church gatherings, during and after the construction of this new arterial roadway, that runs alongside our church.

Appendix 4 – Engagement Register

Queenstown Town Centre Detailed Business Case

Landowners Affected by Stanley Street Public Transport Hub

Address	Owner	Legal Description	Status/Outcome
52 & 58 Stanley St (SH6A)	Hensman-MacDonald Limited (Grant & Phillip Hensman)	Lot 1 DP 301019 Section 7 Blk IV TN of Queenstown	Currently liquor outlet, proposed bus hub space. Meeting with Grant Hensman and Tony Sizemore 3/3/2020. Discussed potential bus hub site at Stanley St. Grant okay with this proposal as long as he retains the same overall area of land and in private ownership. "Just get on and do something". Okay with gondola proposal along Queenstown Hill (see property below). Green alignment preferred as less visible.
47 & 49 Stanley St (SH6A) and 2 Beetham St (fronts SH6A)	Local Purpose Reserve (Community Centre) NZGZ 1982 p 3209 & NZGZ 2002 p 2447 Queenstown Lakes District Council	Section 1 Blk XVIII TN of Queenstown Section 2 Blk XVIII TN of Queenstown Section 15 Blk XVIII TN of Queenstown	Project Manawa site Integration meeting with Project Manawa team and Iwi. Currently requesting 2.5m wide strip along north eastern frontage to Stanley St, which Project Manawa seem to be accepting of. Consideration to integration of bus ticketing and waiting facilities Project Manawa frontage.
53 Stanley St (SH6A)	Queenstown Lakes District Council	Section 3 Blk XVIII TN of Queenstown	Approx. 525m ² .
61 Stanley St (SH6A)	Proclaimed taken for public school. Registered as Proclamation 218736. NZGZ 1960 p 345. To remain vested in the Crown. NZGZ 2007 p 1270 Her Majesty the Queen	Section 4 Blk XVIII TN of Queenstown Section 5 Blk XVIII TN of Queenstown	

Address	Owner	Legal Description	Status/Outcome
Corner Stanley/ Shotover St's (SH6A)	Queenstown Lakes District Council	Section 10 Blk XVIII TN of Queenstown	
53 Ballarat St (fronts SH6A)	Local Purpose Reserve (Community Centre) NZGZ 1983 p 2985 & NZGZ 2002 p 2447 Queenstown Lakes District Council	Section 17 Blk XVIII TN of Queenstown	
50 Camp Street	Watertight Investments Limited (Mike & Cordelia Burgess, Graeme Berry & Jane Davies)	Section 1 Blk XII Town of Queenstown	Required for widening of Man/Camp intersection to provide required capacity/future proofing for Arterials. Historic cottage.
2-10 Hylton Place	Hylton Queenstown Limited (Tony Gapes)	Lots 1 -5 Hylton Place	<p>Proposal to realign Hylton Place through properties to make Hallenstein/Gorge/Hylton intersection 4-arm signalised. Tony Gapes had resource consent for development pending approval.</p> <p>Discussions with Tony Gapes and Tony Sizemore of the period of 3-24/6/2020 it was decided that given that Tony Gapes had a development pending approval and uncertainty around the business case outcomes and likely timing of work would be at least 2-3 years out that to provide certainty to Tony Gapes that we would not progress this option and go back to other alternatives.</p>

Town Centre Optimisation

Stakeholder	Contact	Channel	Status/Outcome
ASB Business Banking Manager	Joel Peasey	Meeting on 6/06/2019 with Anthony Byett focusing on the development and implication of the arterials.	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.
ASB Commercial Banking Manager	Natasha Rowe	Meeting on 6/06/2019 with Anthony Byett focusing on the development and implication of the arterials.	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.
Colliers Valuer and Property Consultant	John Scobie	Meeting on 6/06/2019 with Anthony Byett focusing on the development and implication of the arterials.	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.
Skyline Commercial Manager and Chamber of Commerce Chair (also ex NZ Ski)	Craig Douglas	Meeting on 7/06/2019 with Anthony Byett focusing on the development and implication of the arterials.	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.
Owner, Lone Star	Dave Gardiner	Meeting on 28/01/2020 with Anthony Byett focusing on the development and implication of the arterials.	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.
Coronet Property Management , Property Developer / Manager	Johnny Stevenson	Meeting on 3/02/2020 with Anthony Byett focusing on the development and	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.

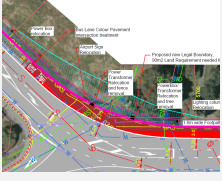
Stakeholder	Contact	Channel	Status/Outcome
		implication of the arterials.	
Planner, John Edmonds & Associates (consultants to Wellsmart)	Ben Farrell	Meeting on 3/02/2020 with Anthony Byett focusing on the development and implication of the arterials.	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.
St Peter's Church Queenstown	Rev David Wright – Vicar	Phone call between Matthew Noon and Rev David Wright on 4/06/2020 to give a project overview and update.	<p>David seemed quite happy although he may still comment more on parking around the church.</p> <ul style="list-style-type: none"> - Overall he thinks the proposals make a lot of sense - Parking on Camp/Church/Earl is generally good but he believes the enforcement is very poor. If it was enforced properly there would be a higher turnover of vehicles and better access provided - Congestion, particularly along Shotover, is often due to courteous drivers letting pedestrians cross everywhere. - Supported our approach to provide more of a shared space parking area for funeral/wedding vehicles on Church Street. The church does have an aging congregation and close access is a requirement (90% over 60yrs). - The parish hall and community centre behind the church is also used by other faiths for their services as well as community groups such as ballet, so there is a high demand for parking in the area.
Chamber of Commerce	Alistair Snow	Meeting between Alistair Snow and Matthew Noon on 24/06/2020 to provide a brief overview of the town centre proposals and the pending consultation.	<ul style="list-style-type: none"> - The desirability, or otherwise, of consulting over the school holiday period was raised. Businesses will be focused on capitalising on the tourists and mitigating the impacts that lockdown has had and won't necessarily have the time to fully consider their responses. - The overall timeframe under consideration i.e., that this a 10-20 year

Stakeholder	Contact	Channel	Status/Outcome
		<p>Covering the type of issues that the Chamber and/or its members would be most interested in. It should be noted,</p> <p>Alistair's comments were initial thoughts and not 'formal' Chamber feedback.</p>	<p>timeframe and implementation will depend on triggers & funding etc</p> <p>- While the consultation is focused on the harder measures related to infrastructure upgrades etc, the Chamber would be quite interested in the softer mechanisms that will be implemented e.g., TDM, TMA, parking policies etc – this may be an area we should look to further enhance in the consultation material?</p>

Frankton to Queenstown Single Stage Business Case

Stakeholder	Contact	Channel	Status/Outcome
Commercial Director, Wayfare	Mathew Day	Meeting on 4/02/2020 with Anthony Byett focusing on the tourism effects of SH6A constraints.	Wide discussion of local development. Information used to inform measurements required for town centre and SH6A effects.

Landowners Affected by SH6A Improvements

Address	Owner	Legal Description	Element	Status/Outcome
45 Frankton Road	Queenstown Lakes District Council	Section 4 Blk XLI Town of Queenstown	<p>Suburb Street to Frankton/ Stanley Intersection bus lane</p> 	<p>Discussions with Shundi Hotel developer and have designed triangle of land out. NZTA currently having further discussions with Shundi over mediation of consent application turned down by QLDC on the grounds of access to proposed hotel.</p>
49 Frankton Road	Recreation Reserve Queenstown Lakes District Council	Lot 1 DP 311236 Lot 2 DP 311236		
53 & 57 Frankton Road	Shundi Queenstown Limited	Section 6 Blk XLI Town of Queenstown Section 7 Blk XLI Town of Queenstown		

Address	Owner	Legal Description	Element	Status/Outcome
801 Frankton Road	Set apart for & classified as a recreation reserve. NZGZ 2000 p 3126 [Vested in QLDC in trust for recreation purposes. NZGZ 2000 p 3126] [Classification of a Reserve Local Purpose (Marina) Reserve NZGZ 2009 p 2126] [Change of classification of part of a reserve to a Local Purpose (Marina and Accessway) Reserve Subject to the Reserves Act 1977 NZGZ 2012 p 4423] Queenstown Lakes District Council	Section 60 Blk XXI Shotover SD	New Marina intersection	Critical to the efficiency of SH6A operation and PT (as allows alterations to existing Marina intersection to improve intersection efficiency). No discussions held with Marina landowners/ stakeholders to date. Meeting with Richard Pope and Jess Mannix (QLDC Property), Tony Sizemore and Iain Govan (NZTA's Property Agent) on 23/7/2020 (following many attempts thwarted by COVID-19). Ref email 30/7/2020. Alan Kirker (Marina Developer) telecon 2/9/2020 regarding proposed boat trailer car park development. Look to combine design for car park and new intersection and meet on site with Alan to discuss. Meeting on site with Alan Kirker & Mike Coburn 11/9/2020 to discuss integration of new marina access and boat trailer park. Seemed to be a solution with entry only in from SH6A at the western end. To follow up with
No address (Marina boat & trailer park)	Recreation Reserve NZGZ 1997 p 1262 [Classification of a Reserve Local Purpose (Marina) Reserve NZGZ 2009 p 2126] Queenstown Lakes District Council	Section 1 Survey Office Plan 21582		

Address	Owner	Legal Description	Element	Status/Outcome
				annotated plans for further discussion and with QLDC.
875 Frankton Road	Marina Apartments Unit Title	Lot 2 DP 16773	4.0m wide shared path.	Will narrow path at this location to avoid property.

Landowners Affected by Gondola Alignment

Address	Owner	Legal Description	Status/Outcome
	Matilda Grant William (Bill) Grant Ph 03 442 3131 The NZ Guardian Trust Company Limited	Lot 1 DP 525332 Lot 4 DP 459375 Section 28 Blk XXI Shotover SD Section 30 Blk XXI Shotover SD	
Queenstown Hill (via Middleton Rd off SH6A))	Queenstown Hill Developments Limited (Arnold, Isabelle & Kelvin Middleton) Remarkable Heights Limited (Grant & Phillip Hensman) Grant Ph 03 442 3789	Lot 700 DP 505699	Developable land at the top of Middleton Road. Potential for TOD on Queenstown Hill with gondola. Met with Kelvin Middleton 12/3/2020 regarding gondola alignment across land. Middleton's had investigated gondola options previously and would be in support of such a proposal.
	Arnold Middleton Isabelle Middleton Arnold Ph 03 442 3283, 449 Tucker Beach Rd Stewart Parker Webb Farry Nominees Limited	Lot 2 DP 351844	See above

Address	Owner	Legal Description	Status/Outcome
Queenstown Hill Recreation Reserve & Walking Track	Recreation Reserve NZGZ 2011 p 261 Queenstown Lakes District Council Richard Pope Ph 03 441 0499	Lot 2 DP 496901	Gondola and property not discussed with QLDC Property Team as this option not favoured.
Commonage	Authorisation of the Exchange of Part of a Reserve for Other Land NZGZ 2016 [Recreation Reserve As result of an authorisation of exchange of existing Recreation Reserve defined as Lot 1 DP 496901 for other land being Lot 4 DP 447835 herein and Pt Section 142 Block XX Shotover Survey District NZGZ 2016] Queenstown Lakes District Council	Lot 4 DP 447835	Gondola and property not discussed with QLDC Property Team as this option not favoured. Ideally would look to protect corridor for the future.
Gondola Terminal TBC...			
1-3 Shotover Street & 2-4 Gorge Road	Kelso Investments Limited (Lew G'Danitz)	Lot 1 DP 8020 Lot 2 DP 8020 Lot 3 DP 8020	Mix of office space and being used as car rental office.
5 Shotover Street (corner of Gorge Road/ Memorial Street)	Cheng's Capital Investments Limited (Sharon & Victor Cheng)	Lot 1 DP 7134	Empty site currently being used as Wilson Parking. Has consent for hotel on site.
Alternative Gondola Terminal Over Rec Ground			
52-54 Camp Street	Watertight Investments Limited (Mike & Cordelia Burgess,	Section 2 Blk XII Town of Queenstown	Old housing stock, recent zoning change under PC50 for expansion of Queenstown Town Centre.

Address	Owner	Legal Description	Status/Outcome
	Graeme Berry & Jane Davies)	Section 3 Blk XII Town of Queenstown	See also corner Man/Camp intersection Tony S had a discussion with Mike Burgess

Frankton to Queenstown Single Stage Business Case

Landowners Affected by SH6 Frankton Improvements

Landowner consultation incorporating consultation from SH6 Grant Road to Kawarau Falls Bridge SSBC Stage 2

Address	Owner	Legal Description	Status/Outcome
93 Frankton-Ladies Mile Highway	Transpower New Zealand Limited	Section 127 Blk I Shotover SD	Access affected. Request for access improvements via NOC.
Frankton-Ladies Mile Highway	Aurora Energy Limited (Delta)	Lot 1 DP 383378 Lot 1 DP 20596 Lot 1 DP 11785	Access affected. Will be improved with flush median for right turns in.
67 Frankton-Ladies Mile Highway	NS & RJ Ross (Dart Engineering 2006 Ltd)	Lot 1 DP 11354	Parking and access affected at property frontage.
57 Frankton-Ladies Mile Highway (SH6)	WJ & MM Grant	Lot 1 DP 25602 Lot 3 DP 25073 Section 125 Blk I Shotover SD	Meeting 7/8/2018 with Bill, Mike & Bruce Grant and Tony Sizemore. Showed plan for Grant Rd to BP with Hansen Rd LiLo and alternative signalised T connection to Hansen Rd. Grants to consider now that Business Mixed Use Zone has been confirmed with District Plan review. Would like to consider potential land swap and reduce road reserve width along Hansen Road (QLDC). Paper Road in between No.1 Hansen Rd and Church still critical for access to

Address	Owner	Legal Description	Status/Outcome
			<p>Queenstown Hill (doesn't sound like they've heard from No.1 Hansen Rd developers).</p> <p>Further meeting 13/3/2020 with Bill, Matilda, Mike, Grant and daughter with Tony Sizemore.</p> <p>Discussed location of new Hansen Road link. Grant's had concept for development of land now that it has been rezoned Business Mixed Use. Move Hansen Road link closer to church access.</p> <p>Discussed Hansen Road stopping land swap. Grant's indicated that they'd like a strip of Hansen Road. Not NZTA's decision but would discuss with QLDC.</p> <p>Proposed SH6 pedestrian underpass location could be adjusted to suit.</p> <p>Don't want footpath in front of house (shared path goes behind through Events Centre).</p> <p>Consider footpath on north side of SH6 in easement to minimise setback from boundary.</p> <p>Think gondola is a good idea and can see opportunities for land value uplift, already have wedding venue on the hill above Frankton Road.</p>
Frankton-Ladies Mile Highway (SH6)	Queenstown Lakes District Council (Queenstown Events Centre – QEC) Simon Battrick	Lot 1 DP 25073	Meeting 9/12/2016 with Stewart Burns, Peter Hansby and Tony Sizemore. Need to protect fields 4, 5 & 6 west of Joe O'Connell Drive, and 1A & 1B as these are the

Address	Owner	Legal Description	Status/Outcome
			<p>most used. 3A & 3B conflict with cross-wind runway.</p> <p>Access road off roundabout down western boundary of golf course to join existing car park at northern boundary of QAC land.</p> <p>Joe O'Connell Drive will be closed at SH6. Left-in left-out won't work and is restricted by airport protection fans.</p> <p>Potential for link through from Grant Road/5 Mile around south side of oval to join car park. Could provide further bus priority. Would like 2 access points.</p> <p>Requested updated plan that could be put in front of politicians.</p> <p>Meeting with Simon Battrick 6/9/2017</p> <p>Meeting with Simon Battrick 22/2/2018</p> <p>Meeting with Simon Battrick 12/6/2018 – ref email 8/8/2018.</p> <p>Updated Frankton MCA 16/7/2020. Email to Simon Battrick 21/7/2020 re Events Centre setbacks (Events Centre Masterplan had assumed 50m, designation only requires 20m).</p> <p>Meeting with Richard Pope and Jess Mannix (QLDC Property), Tony Sizemore and Iain Govan (NZTA's Property Agent) on 23/7/2020 (following many attempts thwarted by COVID-19). Ref email 30/7/2020.</p>

Address	Owner	Legal Description	Status/Outcome
Corner Frankton-Ladies Mile Highway and Kawarau Road	Recreation Reserve Frankton Domain, Crown (DoC), Administered by QLDC	Section 5 Block XXXIII TN OF Frankton (NZGZ 1957 p 1648) Section 6 Block XXXIII TN OF Frankton (NZGZ 1957 p 1648)	See QEC meeting 9 /12/2016 above. Accepting that golf course days are numbered. Desire to have municipal golf course in the area. Are looking at relocation options. Potential for NZTA to fund as part of project mitigation. Possibility of having some playing fields with relocated golf course. Ref QEC meeting notes 8/8/2018.
No.1 Hansen Road	Staff Accommodation at Hansen Road Limited Graeme Jull John Edmonds & Associates	Lot 1 DP 26426 Part Section 5 Blk XXI Shotover SD Lot 2 DP 418797	Numerous meetings since 2015
1094 Frankton Road	Milson Ross Limited – owner BP Oil New Zealand Limited – occupier, John Chandler* 021 847 614 john.chandler@se1.bp.com	Lot 1 DP 318736	Teleconference with John and Marcus Manning from BP 2/8/2016. Okay with Stage 1. Interested in Stage 2 options, which will be consulted on in the next few months. 20/2/2019 email response from BP's consultant (Spencer Holmes) on Gauvabout access arrangement being acceptable. No recent discussions held pending confirmation of SH6/6a intersection option, option development and discussion with BP on access arrangements.
1092 Frankton Road (physical)	Terrace Junction Properties Limited Property Manager, Maori Hill Property Limited	No direct property impacts (just access through BP)	No discussions held pending confirmation of SH6/6a intersection option, option development and discussion with BP.

Address	Owner	Legal Description	Status/Outcome
<p>street address)</p> <p>1088 Frankton Road</p> <p>1086 Frankton Road</p>	<p>Emily Dennison*, 021 193 5350, edennison@mhpl.co.nz</p>		
<p>1 Gray Street</p>	<p>Grant Hensman, Sharyn Hensman & Bruce Robertson</p>	<p>No direct property impacts, just access.</p>	<p>Meeting with Grant Hensman and Tony Sizemore 3/3/2020. Presented Guavabout design option. No problems “just get on and get it done”.</p>
	<p>Queenstown Airport Corporation</p>	<p>No direct property impacts.</p>	<p>Tony Sizemore met with QAC consultant on 8/12/2016 who's currently working on rejigging the car park layout. QAC going through a Master Planning exercise, which is due to come out in the next 6 months. Need more visibility of QAC intentions, particularly on Events Centre side.</p> <p>Meeting with Mike Clay QAC 13/4/2018 to discuss runway lowering proposal and widened airport protection surface.</p> <p>Further meeting with QAC 3/12/2020 including Rachel Tregidga, Melissa Brook and Natalie Scott with Tony Sizemore and agreed in principal with:</p> <ul style="list-style-type: none"> • PT connections close to the terminal door, including gondola proof of concept to connect through airport to Remarkables Park. • Connection into airport off Humphrey St extended link.

Address	Owner	Legal Description	Status/Outcome
			Weren't in favour of connection down to lake from terminal.
	Remarkables Park Limited	No direct property impacts	Meeting 11/2/2020 with Ross Copland and Tony Sizemore. Supportive of gondola proposal to connect Frankton to Queenstown gondola via airport to Remarkables Park.
22 Wilmot Ave (backs onto Kawarau Road)	Matt Hall (021 343 110)	No direct property impacts.	Noise from highway (sections lower than road). Telecon 27/2/2020 update on Humphrey St, bus lanes. Changes intended that will reduce noise; lowering speed limit; noise mitigation; electric vehicles; asphalt surfacing (Aspiring Highways). Timing somewhere in the 2021-24 block.

Landowners Affected by SH6 Ladies Mile Improvements

Address	Owner	Legal Description	Status/Outcome
465 Lades Mile Highway	Keri & Roland Lemaire-Sicre (Ladies Mile Pet Lodge)	Lot DP 12822	Meeting 6/7/2020 with Keri, Roland and Tony Sizemore to discuss proposed Howards Drive roundabout and impacts on Pet Lodge. Further meeting held (Project team representative was not present) between Keri and Roland, Tony Sizemore and Iain Govan (NZTA's Property Agent)
SH6 Ladies Mile Highway (corner of Howards Drive)	Queenstown Country Club	Lot 1 DP 531988	11/12/2018 site meeting with Ulrich Glasner, Fraser Sanderson, Brent, Kristian Stalker, Mark Tylden to look at survey peg set out of proposed roundabout and impact on Queenstown Country Club property. Country Club comfortable with amount of land take shown by survey peg set out. Raised noise mitigation measures

			close to retirement home – asphalt and bunding.
--	--	--	--

Dunedin

Level 3 John Wickliffe House, 265 Princes Street

Dunedin 9016

PO Box 13-052, Armagh

Christchurch 8141

Tel +64 3 477 0885

Fax +64 3 477 0616

Please visit www.stantec.com to learn more about how
Stantec design with community in mind.

Appendix B: Presentation



NZUP Queenstown

Overview of programme

April 2022

1

Welcome

Aim for the session is to introduce the NZUP programme;
this is the first of many opportunities






1. Etiquette
2. Introduction to NZUP Queenstown
3. Questions and Answers
4. Thank you



2

2

To make the most of the session

- 
 - Please mute yourself while the presentation is underway
- 
 - Put your questions in the chat or at the end raise your hand
- 
 - Please leave your camera on (unless we have connection issues)
- 
 - The session is being recorded, if you have any concerns about that please let us know
- 
 - We may not have all of the answers today but we can come back to you

3

Overview of NZUP

- \$8.7 billion direct Government funding across the country
- NZUP Queenstown, \$115 million
- Provide people with travel options other than private vehicles
- Safer connections for our community
- Reducing the impacts of travel on the environment
- Providing infrastructure to support increased public transport services

4

Objectives of NZUP

- Provide more efficient and reliable access for people that;
 - sustainably manages high growth
 - reduces reliance on private vehicles
 - enables improved access
- Is adaptable to change and disruption
- Enhances the liveability and quality of the built environment
- Enhances safety with a goal of Road to Zero

5

Kā Huanui a Tāhuna to deliver

- NZUP is being delivered by Kā Huanui a Tāhuna – a partnership between Waka Kotahi, QLDC and four design and construction companies.
- The alliance is working on a number of other projects;
 - The Queenstown Town Centre Street Upgrade Project
 - Lakeview Infrastructure Development
 - The Town Centre Arterial Road Stage 1
 - Wakatipu Active Travel Network

6



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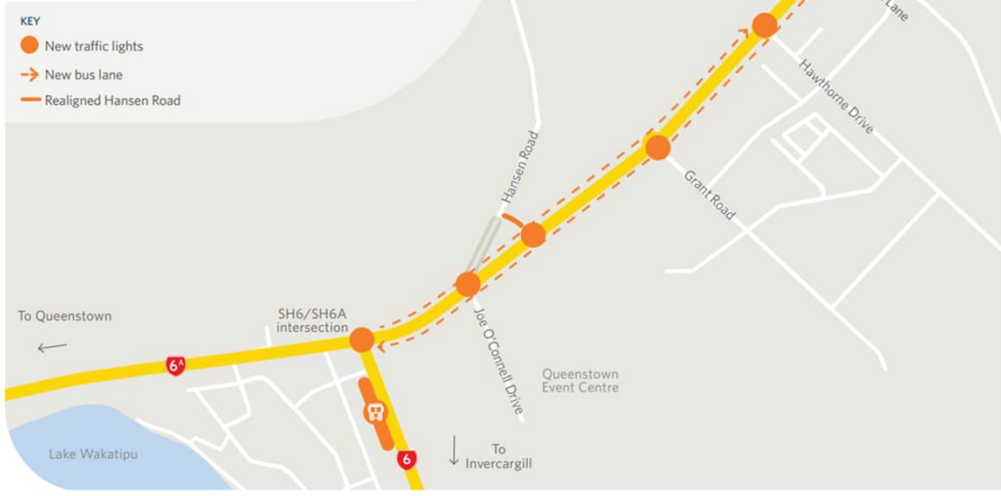


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HOWARDS DRIVE ROUNDABOUT

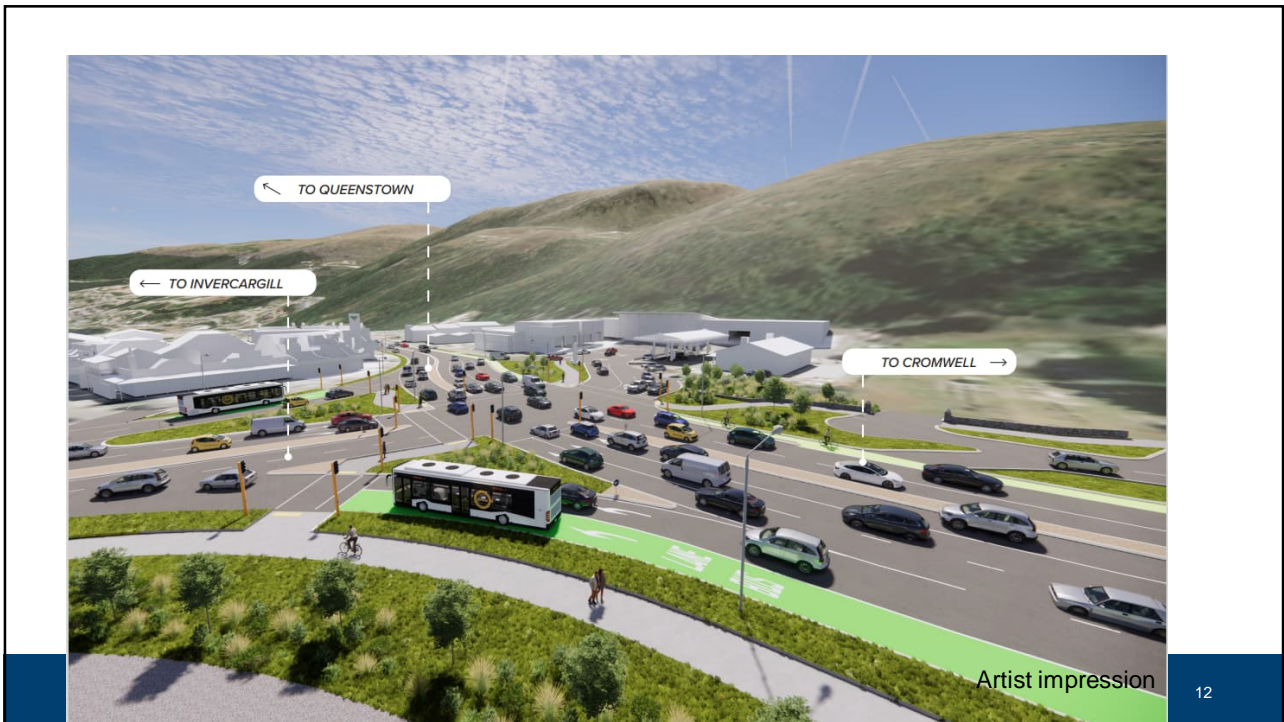


NZUP Queenstown package SH6 Frankton corridor improvements (Hardware Lane to SH6/SH6A intersection)





11



12

SH6 / SH6A Intersection

- Signalised intersection;
 - Improved control of traffic during peak times
 - Bus priority measures
- Improved pedestrian and cycle access and safety
- Expansion of bus hub immediately to the south
- Changes to Kawarau Road/Gray Street intersection
- Relocating Golf course access
- Some trees will need to be removed – a landscape and urban design plan with replacement planting is being prepared



13

13

SH6 / SH6A Intersection Timeframes

- Business Case completed Nov 2020
- Land acquisition progressing
- RMA consenting process, expected to be lodged mid 2022 (12 to 24 month process)
- Design underway through to mid 2023
- Construction start dependent on above (construction duration approximately 18 months)



14

14



15

What happens next?

- Information will be coming out – ODT and Mountain Scene
- Public drop-in sessions
- Further meetings when we have more detail on design/ RMA process
- Any questions in the meantime, please contact us

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Questions or comments?

You can contact us and keep up to date by:

Email info@wtpa.co.nz

Phone [0800 482 684](tel:0800482684) or [0800 HUANUI](tel:0800HUANUI) (monitored during business hours)

Write to us at Waka Kotahi, NZUP Queenstown Package, Level 2, AA Centre, 450 Moray Place, Dunedin

For more information visit the website: <https://www.nzta.govt.nz/projects/nz-upgrade-programme-queenstown-package/>

To receive regular updates, please sign up to our newsletter: <https://mailchi.mp/20010e350d58/huanui-panui-october-2021?e=20bed89532>



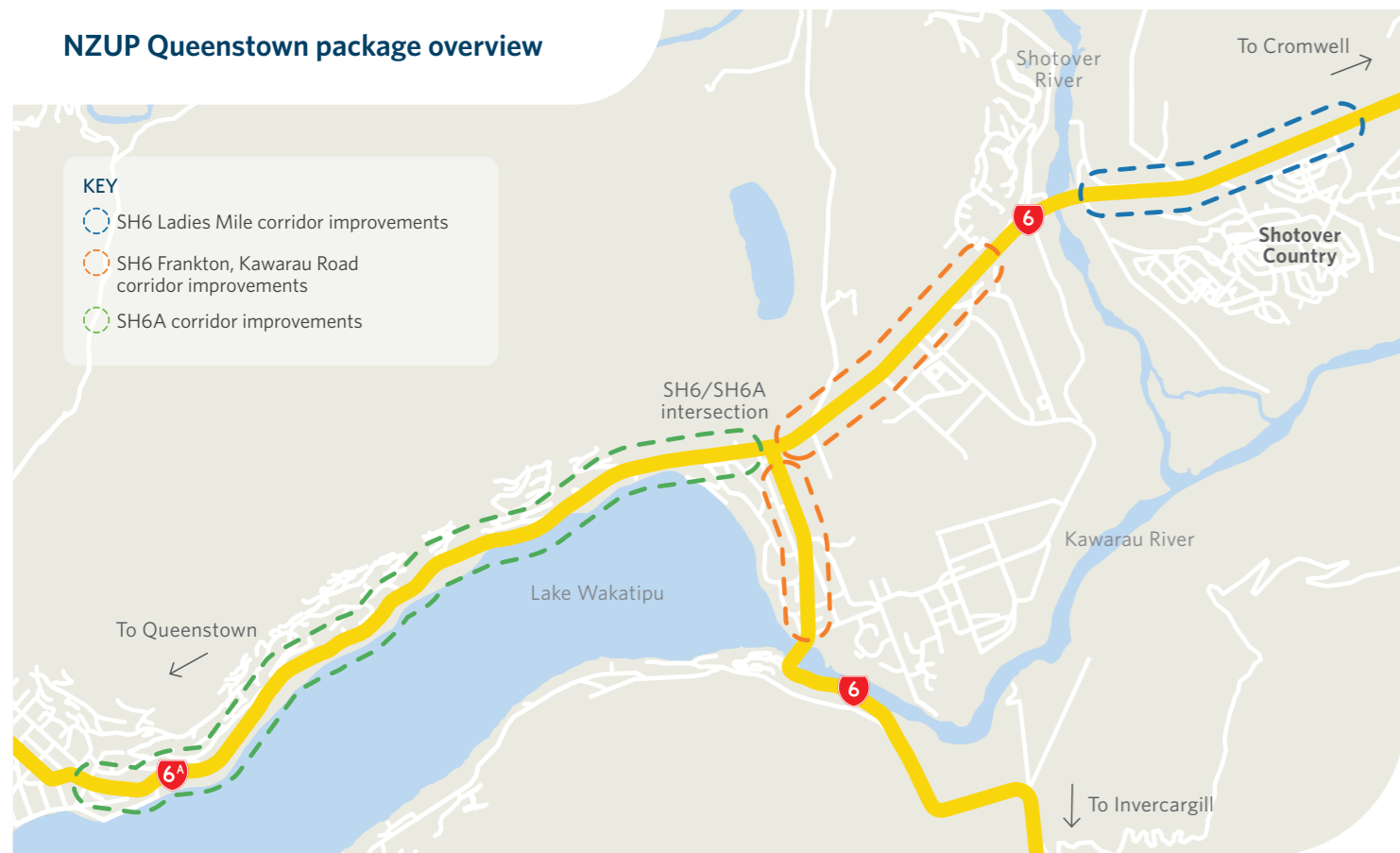
Thank you

We look forward to talking with you again soon.



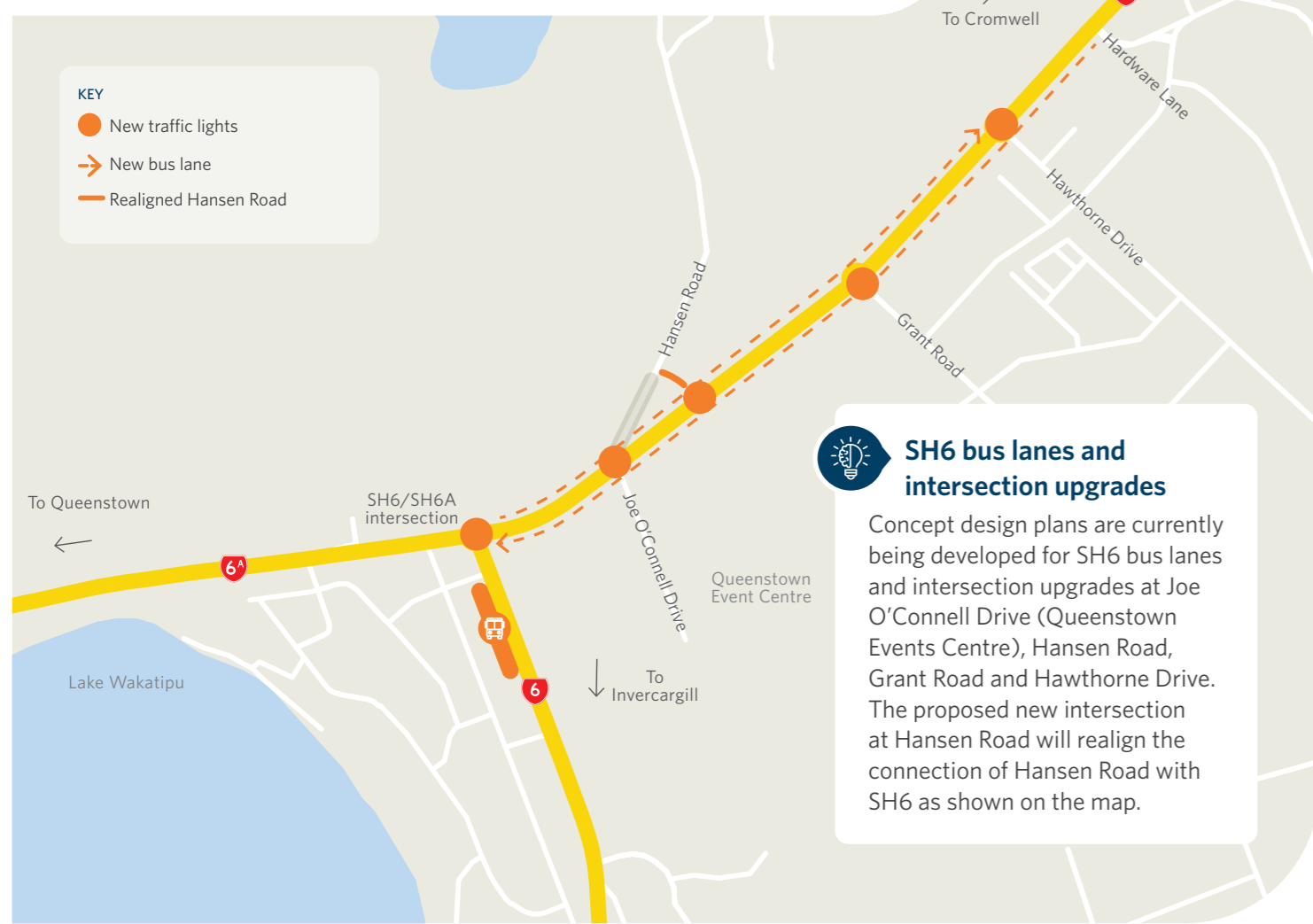
Appendix C: Community inform brochure

NZUP Queenstown package overview



NZUP Queenstown package SH6 Frankton corridor improvements

(Hardware Lane to SH6/SH6A intersection)



NZUP Queenstown package SH6A corridor improvements



New Zealand Upgrade Programme Queenstown Package



The aim of NZUP Queenstown is to give locals and visitors more choices for getting around this beautiful area, with better access to public transport and improved, safer connections for those who wish to walk or ride their bikes. While most of these are still in the planning stage – we want to share some early plans.

Overview

The Queenstown Package will provide dedicated public transport infrastructure and support people to choose different ways to travel that are both healthier and better for our environment. That includes bus priority measures on State Highway 6 and State Highway 6A, bus lanes on SH6, improvements to the existing Frankton bus hub, improvements to the SH6A/SH6 intersection, pedestrian access improvements across SH6 and SH6A and a new roundabout at Howards Drive.

The growth in Queenstown's resident and visitor population,

together with a high dependency on private vehicle travel, has compounded traffic congestion and delays.

This project is not focused on increasing space for private vehicles on the road as space is very constrained in Queenstown, particularly along Frankton Road. Instead, the priority is public transport and cycling infrastructure to move more people in the space we have. Waka Kotahi is working closely with our partner, Otago Regional Council, to support them in delivering additional public transport services.

Project at a glance

Waka Kotahi is delivering the Government's \$8.7 billion New Zealand Upgrade Programme, which will provide growing communities across the country with better travel choices that help people get where they're going safely.

The Queenstown Package includes the following proposals;

- new bus lanes on SH6
- new bus priority measures on SH6A
- improved pedestrian access to public transport
- improved safety and access across the network with a focus on walking and cycling
- improvements to existing Frankton bus hub
- intersection upgrades at SH6/6A intersection, Howards Drive, Hawthorne Drive, Grant Road, Hansen Road, Joe O'Connell Drive (Events Centre), Lucas Place, Humphrey Street, Marina Drive, Goldfield Heights and Hensman Road.

Online Drop-in Sessions

We are planning online drop-in sessions in the coming weeks. If you are interested in attending one of these sessions please email info@wtpa.co.nz to register.

Keep up to date

To receive regular updates on the Kā Huanui a Tāhuna projects which includes NZUP and other QLDC projects, please sign up to our newsletter using the following QR code:



Get in touch

You can write to us at:

Waka Kotahi
NZUP Queenstown Package
Level 2, AA Centre
450 Moray Place
Dunedin

Or visit us online using the following QR code:



Queenstown Package

New Zealand Upgrade Programme

Community engagement was undertaken in January 2019 and again in June 2020. Discussion was focused on emerging options for the Queenstown Town Centre, SH6A (Frankton to Queenstown) and Frankton. This included questions around roading, public transport, parking options and recreational facilities. This information was used to investigate options and led to the development of the Queenstown New Zealand Upgrade Programme in partnership with Otago Regional Council and Queenstown Lakes District Council.

The programme consists of a series of projects which are at various stages of design and planning. However, we estimate construction will start on some elements by the end of the year.

Project partners

The works are being delivered for Waka Kotahi via the **Kā Huanui a Tāhuna** alliance. This is a partnership between Waka Kotahi, Queenstown Lakes District Council and four design and construction companies, Beca, Downer, Fulton Hogan, and WSP. It has been gifted the name by Iwi.

Kā Huanui a Tāhuna encapsulates the significance of this union and the projects which will be delivered.

Huanui is the word used by Kāi Tahu to describe pathways and roads. Tāhuna is the original name for the ancient settlement that is now overlain with the urban form of Queenstown. It can be variously translated as:

- The pathways of Tāhuna
- The great outcomes of Tāhuna
- The many fruits of Tāhuna.

Project stages



Early concept designs



Early stakeholder engagement



Design development

(including resource consent and property requirements)



Community engagement



Finalise designs



Construction

Some elements are further through design than others; our aim is to keep the community updated as we move through these phases. If you will be affected by any of the projects i.e. you have a business or a residence in the immediate project area we will be in touch with you directly. However, this is a first step in keeping you updated as it provides you with an overview of the whole programme that is to be delivered over the next four years. Most of this year will focus on design and consenting with a couple of projects starting construction. The timing of the works is subject to resource consent and property negotiations.

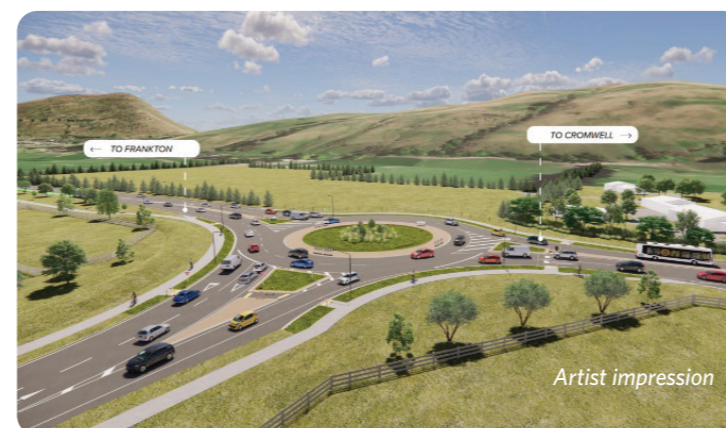
SH6 Ladies Mile corridor improvements

KEY

- New roundabout, Howards Drive
- ➔ New bus lane, Ladies Mile (town bound)



Howards Drive Roundabout



SH6 Ladies Mile Bus Lane



SH6 Ladies Mile Bus Lane and Howards Drive Roundabout

Planning and design is underway for a westbound bus lane along State Highway 6 at Ladies Mile and roundabout at the intersection of Howards Drive and SH6 to improve public transport connections and access to the highway for residents, including cycling and walking. A limited number of trees will need to be removed to build the roundabout. However, the design team will minimise the impact on trees, consider options to move or rehome them where possible, and ensure the public is aware of what is planned.

NZUP Queenstown package SH6 Frankton corridor improvements

(SH6/SH6A intersection to Humphrey Street)

KEY

- New traffic lights
- 🚏 Upgraded bus hub
- ➔ New bus lane

Bus Hub (SH6)

A concept design for the bus hub is currently being developed. Once this is available, we will share it.



SH6/SH6A intersection

Concept design plans for the SH6/SH6A intersection upgrade are being developed. This will involve a new road layout with traffic signals as pictured in the above artist impression. This new intersection will improve bus efficiency and walking and cycling connections to the Frankton Track via Gray Street.



Humphrey Street Intersection

Changes to the Humphrey Street intersection is in the detailed design phase. Further information will be available shortly. Plans include installing traffic signals, construction of a bus lane, bus stops, shared path upgrades and landscaping.



Appendix D: Phase 3 Brochure

NZUP at a glance

Waka Kotahi is delivering the Government's \$8.7 billion New Zealand Upgrade Programme, which will provide growing communities across the country with better travel choices that help people get where they're going safely.

The Queenstown Package includes the following proposals;

- New bus lanes on SH6
- New bus priority measures on SH6A
- Improved pedestrian access to public transport
- Improved safety and access across the network with a focus on walking and cycling
- Improvements to existing Frankton bus hub
- Intersection upgrades at SH6/6A intersection, Howards Drive, Hawthorne Drive, Grant Road, Hansen Road, Joe O'Connell Drive (Events Centre), Lucas Place, Humphrey Street, Marina Drive, Goldfield Heights and Hensman Road.



The existing Frankton bus hub will be expanded

Managing the growth challenge

Prior to COVID-19, Queenstown Lakes was experiencing the fastest rate of resident and visitor growth in New Zealand. Looking ahead, the long term prospects for the area are strong and it is predicted growth will continue.

That is putting pressure on the transport system.

In 2020 the Queenstown Transport Business Case identified an opportunity to provide more options for people to travel via public transport, walking and cycling. Currently, travel is mostly by private cars, which won't be sustainable as growth continues.

Drop-in Sessions

There will be drop-in sessions for Frankton residents at the St Margaret's Wakatipu Community Presbyterian Church, Ross Street at the following times:

Tuesday October 18 between 5pm and 7pm

Wednesday October 19 between 9am and 1pm

You can pop in during these times or you can make an appointment with the team by calling **0800 482 684** or **0800 HUANUI** or emailing info@wtpa.co.nz.



Get in touch

You can write to us at:

Waka Kotahi
NZUP Queenstown Package
Level 2, AA Centre
450 Moray Place
Dunedin

Or visit us online using the following QR code:



Project Partners

NZUP is being delivered for Waka Kotahi and Queenstown Lakes District Council via the Kā Huanui a Tāhuna alliance.

This is a partnership between Waka Kotahi, Queenstown Lakes District Council and four design and construction companies, Beca, Downer, Fulton Hogan, and WSP. It has been gifted the name by Iwi.



Frequently Asked Questions

How long will construction take for the SH6/SH6A intersection and the bus hub extension?

It is likely construction will take approximately 18-24 months however this is dependent on several factors such as consenting, utilities provision and labour or materials availability.

Why are you making Gray Street one way, and why are you removing the right turn?

A right turn won't be possible as it would impact the operation of the SH6/6A intersection. For vehicles wanting to head south they can use Ross Street or McBride Street.

What will the building at the bus hub look like?

It will be a single storey building used for bus drivers as a staff area with a ticket and information kiosk. We are currently working with our partners at Otago Regional Council on the finer details of the building.

There are multiple lanes at the intersection which reduce to one in some directions, why?

More lanes are needed at the intersection(s) to allow enough vehicles to get through during the green light for each leg. The traffic lights will only allow enough vehicles through so that they can merge together again where the lanes reduce.

Are you including provision for walking and cycling?

Yes, it is a key objective of NZUP. A detailed design is still being developed and local cyclist groups are being approached for feedback. We are considering on road cyclists and those who prefer to cycle or walk on a shared path, next to the highway.

How many trees will need to be removed to build this?

Unfortunately the majority of existing trees on the site will need to be removed. While we are still in the early design stage an arborist report undertaken in July 2022 shows this to be approximately 90 trees; as plans develop this number could change. We would like to hear from the community on what kinds of planting you would like to see. A landscape plan will be developed and Waka Kotahi is committed to replacing every tree 2:1, as per the QLDC tree policy. We are working with QLDC to find the optimal location for replanting due to land constraints. The arborist report will be available online as part of the process.

Will you be reducing the number of car parking spaces in the area?

Yes, several spaces will need to be taken out; Frankton Village shops reduced by four, Gray Street reduced by three and Gray/McBride Street intersection parking spaces reduced by four. These figures may change slightly as design progresses. All mobility parks will be retained.

Will the expansion of the bus hub lead to a noisier environment in our community?

For those on McBride Street there may be additional noise. We will engage directly with property owners in this area to look at mitigation.

More FAQs can be found here www.nzta.govt.nz/projects/nz-upgrade-programme-queenstown-package



Queenstown Package

New Zealand Upgrade Programme

October 2022

A new transport environment for Frankton



An artist impression of the new SH6/6A intersection

The aim of the New Zealand Upgrade Programme is to provide dedicated infrastructure to support improved public transport services. It includes bus priority measures on State Highway 6/ State Highway 6A, bus lanes on SH6, improvements to the existing Frankton bus hub, improvements to the SH6A/SH6 intersection, pedestrian access improvements across SH6 and SH6A and a new roundabout at Howards Drive.

What is planned for Frankton?

Intersection improvements and extended bus hub

The Waka Kotahi proposal for the State Highway 6/6A intersection includes the replacement of the existing roundabout with traffic signals and multiple lanes to improve traffic flow. Buses will have priority at the intersection to allow for a more reliable bus services and plans for a dedicated cycle lane will be considered. There will also be a dedicated shared path which connects to existing active travel routes for pedestrians and cyclists.

The Hawthorne Drive and Grant Road roundabouts will also be replaced with traffic signals and there will be changes to the Hansen Road and Joe O'Connell Drive intersections, including signals.

Waka Kotahi is also upgrading the Frankton bus hub to accommodate increased public transport services and routes. In Queenstown buses

need to become an essential part of the fabric of the transport system. The continued rapid growth in the resident and visitor population means we must consider how to move more people within the same road space.

We cannot simply build our way out of the congestion problem, we need to make it more attractive for people to change their travel behaviour. Increasing access to public transport will help achieve this. While this will not suit every family or household, small changes by a portion of Queenstowners could have a large impact on reducing congestion.

An upgraded bus hub at Frankton, with an information kiosk and facilities for bus staff, will help achieve this with increased bus bays, dedicated tourist operator bays, dedicated taxi stands and priority lanes in and out.

We want to hear from you

Before construction can begin, both Waka Kotahi and Queenstown Lakes District Council (QLDC) need to go through a formal process set out by the Resource Management Act 1991. This involves submitting a planning application (known as a Notice of Requirement) to designate additional land for the highway and the expanded bus hub. The designation will provide for construction and ongoing maintenance once the works are complete.

We would like to discuss the plans with you before lodging the applications and you will have the opportunity to make formal submissions when it is publicly notified.

If you have any questions please contact us before October 27, 2022 or attend one of the drop-in sessions.

Please contact us on info@wtpa.co.nz or phone **0800 482 684**.

Key Features

The proposed traffic signals at the SH6/SH6A intersection will make it safer for vehicles, pedestrians, and cyclists. It will also help improve the flow of traffic into and out of Queenstown's town centre. The bus lanes will connect into and have priority at the new intersection. Key features include:

- Roundabout replaced with traffic signals
- Shared paths for cyclists and pedestrians
- Improved access to Frankton Golf Centre
- Bus lanes to support public transport efficiency
- Safer access on to SH6/Kawarau Road from Gray Street

The proposed extension to the bus hub will allow space and efficiency for better public transport options as the population grows and as services and routes increase. Key features include:

- Increased number of bus bays
- Dedicated tourist operator bays
- Dedicated taxi stands
- Dedicated entry and exit points to SH6
- Additional space for bus users
- New and upgraded bus shelters
- New information and ticket booth
- Facilities for drivers

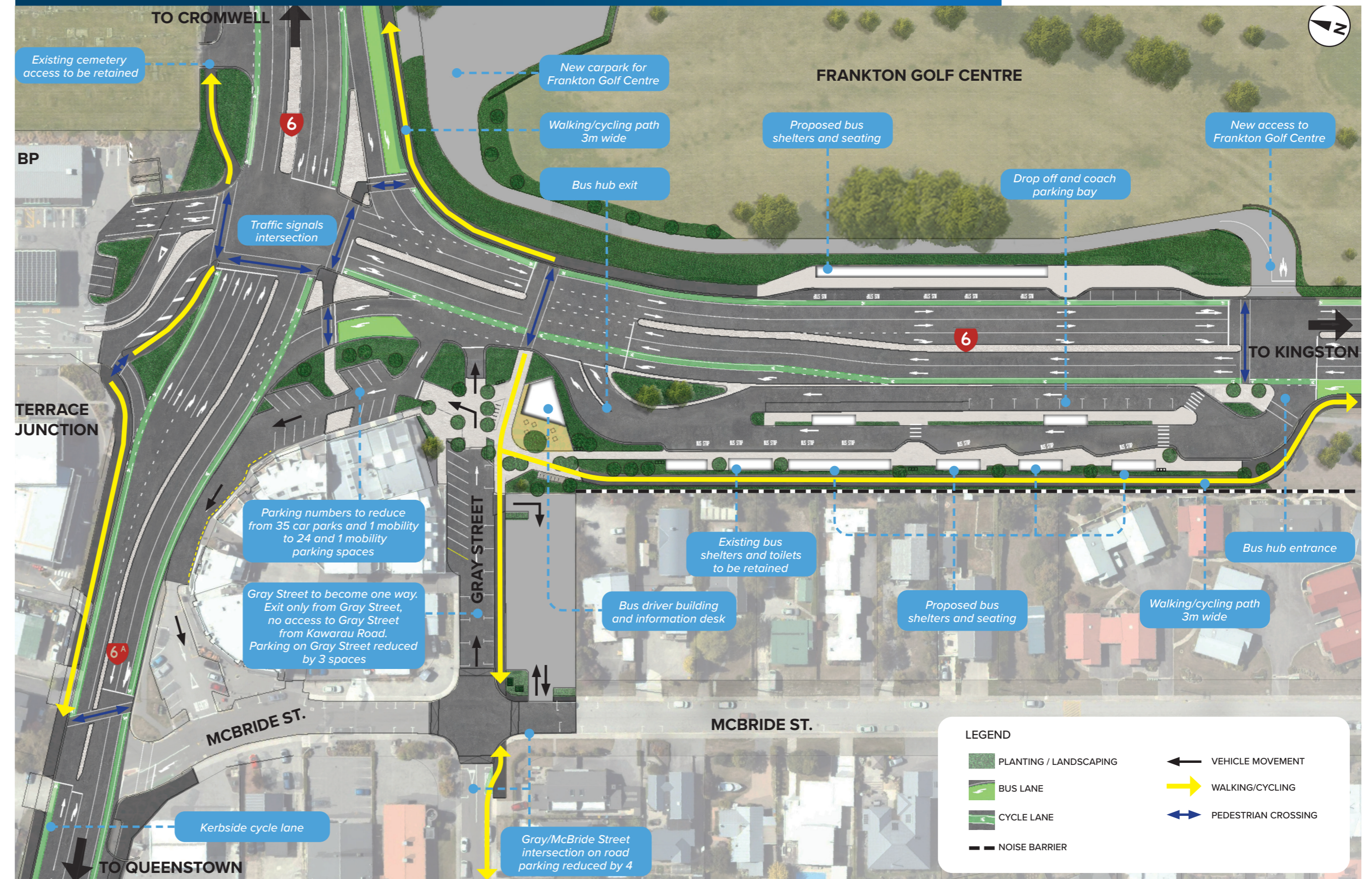


The proposed extended bus hub, artist impression

The bigger picture

In addition to Waka Kotahi providing infrastructure for public transport the Way to Go Group (led by Otago Regional Council) is working on the Queenstown Public Transport Detailed Business Case. It will cover detailed analysis of how bus routes and the fleet will evolve over the next 15 years. Its scope includes the likely demand for services, quality of service, additional public transport infrastructure, asset ownership, system management and labour supply and future funding.

NZUP - State Highway 6/6A intersection proposed improvements and bus hub extension



LEGEND	
	PLANTING / LANDSCAPING
	BUS LANE
	CYCLE LANE
	NOISE BARRIER
	VEHICLE MOVEMENT
	WALKING/CYCLING
	PEDESTRIAN CROSSING

PRELIMINARY DESIGN ONLY

*plans as of October 2022

APPENDIX F Proposed Conditions

Expanded Bus Hub

1. The requiring authority must install noise attenuation to achieve the following Noise Limits at or within the boundary of any adjacent property.

Property	Time	Noise Limit
Residential Zoned Properties	0600 to 2100 Hours	50 dB LA _{eq(15min)}
	2100 to 0600 Hours	45 dB LA _{eq(15min)} 70 dB LA _{Fmax}
Commercial / Local Shopping Centre Zoned Properties	0600 to 2100 Hours	60 dB LA _{eq(15min)}
	2100 to 0600 Hours	50 dB LA _{eq(15min)} 75 dB LA _{Fmax}

2. The attenuation required by Condition1 must be installed prior to the expanded Bus Hub commencing operation.

APPENDIX G Records of Title



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier **73370**
Land Registration District **Otago**
Date Issued 21 July 2003

Prior References
17948 OT2D/1072

Estate Fee Simple
Area 3735 square metres more or less
Legal Description Lot 1 Deposited Plan 318736
Registered Owners
Bass NZ Sub Management Pty Ltd

Interests

416858 Gazette Notice declaring No. 6 State Highway (Blenheim to Invercargill) fronting the within land to be a limited access road - 21.1.1974 at 9:14 am

481507 Gazette Notice declaring a portion of State Highway No. 6 (Frankton-Queenstown) fronting the within land to be a limited access road - 18.7.1977 at 10:24 am (Page 10)

Land Covenant in Deed 5080337.1 - 7.9.2001 at 9:09 am (affects the land formerly contained in CT OT17B/275)

Subject to a right of way and right to transmit electricity and convey telecommunications marked A, a right to drain stormwater marked A,E and F, a right to drain foul sewage marked A,E and G and a right to convey water over part marked A,D and H on DP 318736 created by Easement Instrument 5663720.11 - 21.7.2003 at 9:00 am

The easements created by Easement Instrument 5663720.11 are subject to Section 243 (a) Resource Management Act 1991

Land Covenant in Easement Instrument 5663720.12 - 21.7.2003 at 9:00 am

Subject to a right (in gross) to convey electricity over part marked A,C and D and a right (in gross) to establish and maintain an electricity transformer and ancillary equipment over part marked C on DP 318736 in favour of Dunedin Electricity Limited created by Transfer 5663720.13 - 21.7.2003 at 9:00 am

Some of the easements created by Transfer 5663720.13 are subject to Section 243 (a) Resource Management Act 1991

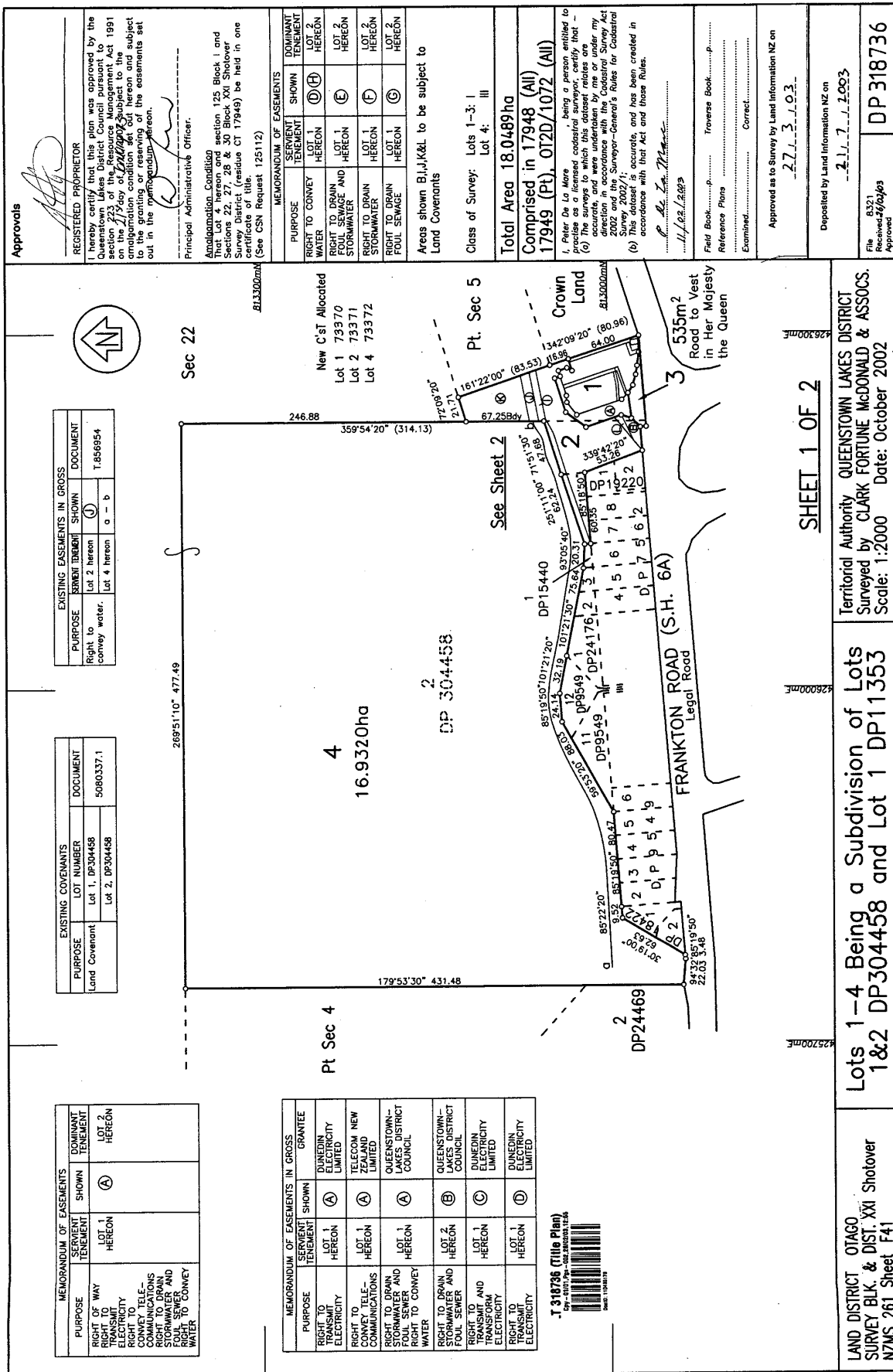
Subject to an easement (in gross) for telecommunication purposes over part marked A on DP 318736 in favour of Telecom New Zealand Limited created by Easement Instrument 5663720.14 - 21.7.2003 at 9:00 am

The easements created by Easement Instrument 5663720.14 are subject to Section 243 (a) Resource Management Act 1991

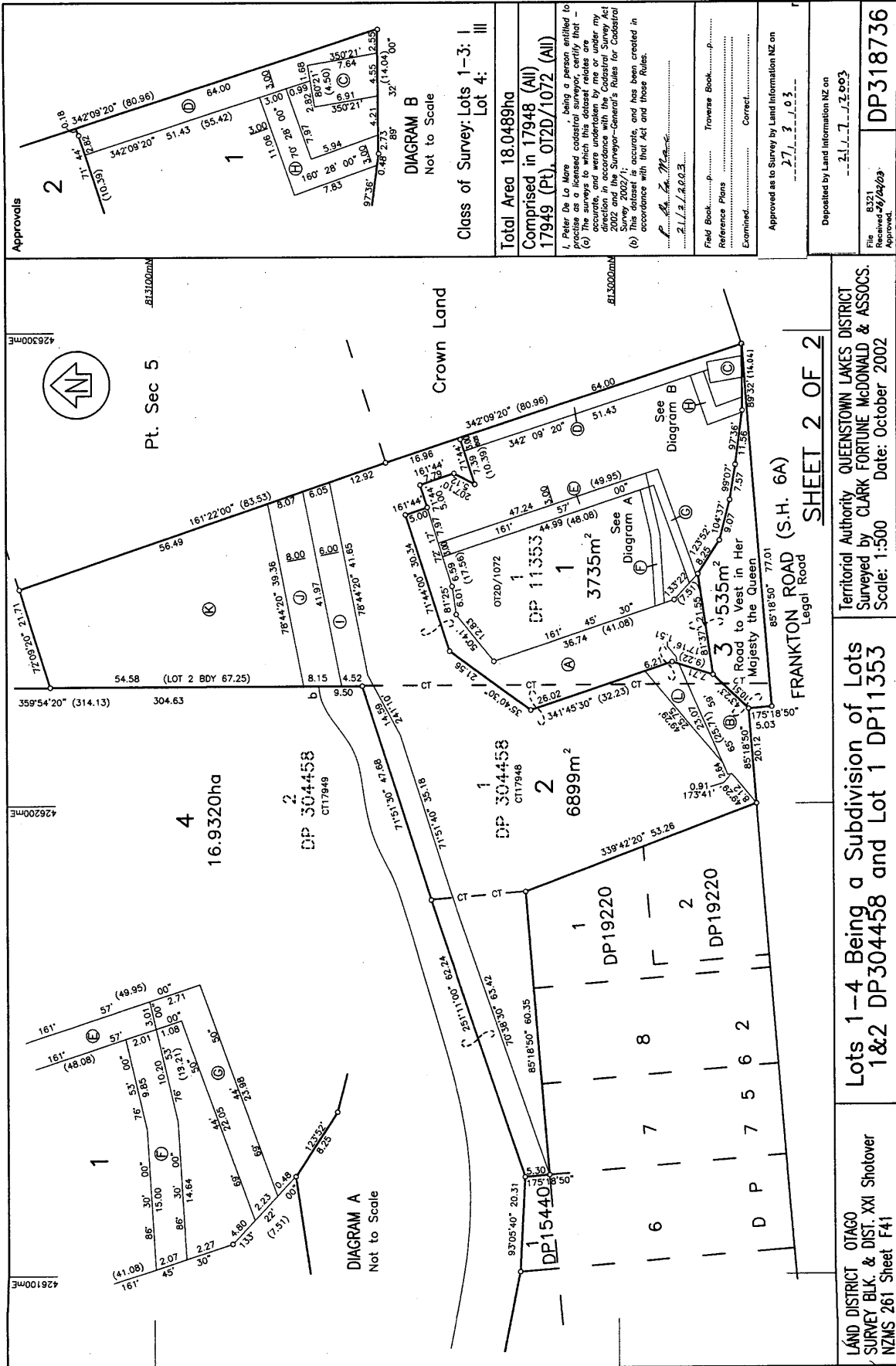
Subject to rights (in gross) to convey water, drain stormwater and foul sewage over part marked A on DP 318736 in favour of Queenstown Lakes District Council created by Easement Instrument 5663720.15 - 21.7.2003 at 9:00 am

The easements created by Easement Instrument 5663720.15 are subject to Section 243 (a) Resource Management Act 1991

5663720.16 Encumbrance to BP Oil New Zealand Limited - 21.7.2003 at 9:00 am



SHEET 1 OF 2
 Territorial Authority QUEENSTOWN LAKES DISTRICT
 Surveyed by CLARK FORTUNE McDONALD & ASSOCS.
 Scale: 1:2000 Date: October 2002
 Lots 1-4 Being a Subdivision of Lots
 1&2 DP304458 and Lot 1 DP11353
 LAND DISTRICT OTAGO
 SURVEY BLK. & DIST. XXI Shotover
 NZMS 261 Sheet F41



Approvals

Field Book.....
Reference Plans.....
Examined.....
Correct.....

Approved as to Survey by Land Information NZ on
21/3/03

Deposited by Land Information NZ on
21/3/03

File
8321
Received 29/04/03

DP318736

I, Peter De La Mare, being a person entitled to practice as a licensed cadastral surveyor, certify that -
(a) The surveys to which this dataset relates are conducted in accordance with the Cadastral Survey Act 2002 and the Survey-General's Rules for Cadastral Survey 2002/1;
(b) This dataset is accurate and has been created in accordance with that Act and these Rules.

21/3/03

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21/3/03

DATED 1 March 2001

COU 5880337.1 COVENANT (ALL TYPE
CPY-01/01.PGS-016.07/09/01.10:51



DocID: 110247086

PARTIES

1. **WILLIAM JOHN GRANT, MATILDA MARGARET GRANT and THE NEW ZEALAND GUARDIAN TRUST COMPANY LTD**

2. **BRONWYN JANE WILLIAMS , SUSAN JUDITH REYNOLDS
PETER ANDREW WILLIAMS, ROSS KELLY, RUSSELL ANTHONY KELLY
JAN ELIZABETH KELLY, DENNIS ARTHUR KELLY, MARY LUCIA KELLY
JOHN DAVID KELLY, THOMAS BROWN**

3. **QUEENSTOWN LAKES DISTRICT COUNCIL**

DEED OF COVENANT

Correct for the purposes
of the Land Transfer Act

.....
Solicitor for the Parties

MACALISTER TODD PHILLIPS BODKINS
Solicitors
O'Connell's Centre, cnr Beach & Camp Streets
PO Box 653, DX ZP95001, Queenstown
Telephone (03) 442-8110, Fax (03) 442-8116

Solicitor:

Kevin Phillips
Direct Line (03) 442-4590
Cell Phone (025) 347 372
Residence (03) 442-2014
Email: kphillips@mactodd.co.nz
194044

DEED OF COVENANT

DATED

1 March 2001

PARTIES:

- (1) **WILLIAM JOHN GRANT, MATILDA MARGARET GRANT** both of Queenstown Farmers and **THE NEW ZEALAND GUARDIAN TRUST COMPANY LIMITED** (hereinafter called "the Grantors") of
- (2) **BRONWYN JANE WILLIAMS, SUSAN JUDITH REYNOLDS, PETER ANDREW WILLIAMS/ROSS KELLY, RUSSELL ANTHONY KELLY, JAN ELIZABETH KELLY, DENNIS ARTHUR KELLY, MARY LUCIA KELLY, JOHN DAVID KELLY, THOMAS BROWN** (hereinafter called "the Grantees")
- (3) **QUEENSTOWN LAKES DISTRICT COUNCIL** a Territorial Authority under the Local Government Act 1974 having its principal office at Queenstown (hereinafter called "QLDC")

PREMISES

- A. The Grantors are the registered proprietor of the Land described in the First Schedule hereto (called the Servient Land).
- B. The Grantees are the registered proprietor of the Land described in the Second Schedule hereto (called the Dominant Land).
- C. The Dominant Land suffered or has the potential to suffer slippage and damage as a result of heavy rainfall in November 1999.
- D. As a result of the dangers caused by the damage or potential damage QLDC issued warrants under Section 70 of the Building Act 1991 preventing the Dominant Land and the buildings on the Dominant Land being occupied.
- E. QLDC has agreed to lift the said warrants to allow the Dominant Land to be reoccupied provided remedial works are completed to prevent further slippages occurring.

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[Handwritten signatures and initials: WJG, MJK, RW, AK, BW, etc.]

- F. The remedial works require (in part) to be completed on the Servient Land which lies above the Dominant Land.
- G. The Grantors have agreed that the Grantees and the QLDC shall have access to the Servient Land for the purpose of completing and maintaining the remedial works.
- H. The Parties now wish to record their agreement as follows.

TERMS OF THIS DEED

PART A

- 1. In pursuance of the premises and in consideration of the sum of \$1.00 paid by the Grantees to the Grantors, the Grantors hereby covenants with the Grantees and the QLDC as set out in Part B and Part D of this Deed.
- 2. In consideration of the Grantors allowing the Grantees and the QLDC access to the Servient Land the Grantees covenants with the Grantors as set out in Part C and Part D of this Deed.
- 3. In consideration of the QLDC lifting the warrants under Section 70 of the Building Act 1991 the Grantees hereby covenants with the QLDC as set out in Part C and Part D of this Deed.

PART B

- 4. The Grantors shall not:
 - (a) refuse the Grantees or the QLDC its servants agents or nominees to enter upon the Servient Land for the purpose of constructing, repairing, replacing and maintaining the remedial works;
 - (b) in any manner interfere or permit or acquiesce in the interference with any of the remedial works undertaken by the Grantees or the QLDC;

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- (c) seek to prevent, deny, obstruct or frustrate any action the Grantees or the QLDC might take to carry out the remedial works or to enforce the provisions of the covenants herein;
- (d) object nor permit nor suffer any agent or servant or other representative of the Grantors to object or support any objection or submission to any present or future applications for resource consents in respect to the remedial works as they affect the Servient Land;
- (e) erect or construct or permit the erection or construction of any building or structure on that part of the Servient Land where the remedial work is to be completed or which would restrict access to that part of the Servient Land where the remedial work is to be completed for the purpose of construction or maintenance of the remedial work.

PART C

5. The Grantees shall:

- (a) complete the remedial works in accordance with the specifications and timetable and to the standards specified in the Remedial Design Document to the satisfaction of the QLDC;
- (b) meet the future cost of all the remedial works to the intent that there shall be no cost to the Grantors or to the QLDC in respect to the remedial works;
- (c) indemnify and hold harmless the Grantors and the QLDC for any costs and claims incurred by the Grantors or the QLDC for failing to comply with the Remedial Design Document or in the event of the remedial works failing to prevent further damage or slippage to the Dominant Land;
- (d) cause as little interference or disturbance to the Servient Land as possible;
- (e) reinstate the Servient Land as nearly as possible to its original state after the completion of the construction of the remedial works;

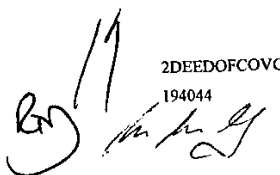
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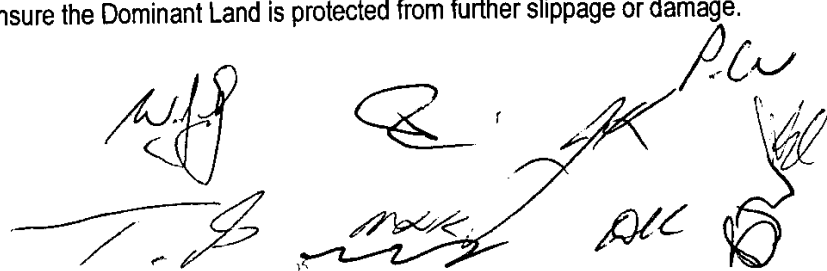
- (f) each enter into a performance bond with the QLDC in the form attached as the Fourth Schedule prior to the Section 70 warrants being lifted;
- (g) permit the QLDC to carry out or complete or maintain the remedial works if the QLDC in its sole discretion is of the opinion that the Grantees have failed to carry out the remedial works in accordance with the Remedial Design Document.
- (h) For ever absolutely and complete indemnify the QLDC, its members, employees agents and contractors from any civil liability to any person having any interest in the Grantees land and/or buildings on such land arising from any action on the part of the QLDC, its members employees, agents and contractors in relation to the lifting of the Section 70 warrants and allowing the properties to be reoccupied.
- (i) Undertake to inform any tenant or occupiers of any of the land or the buildings on the servient land of the existence of this covenant, the reasons for the covenant having been put in place on the titles to the servient land and the current position as regards to the works required to complete the Remedial Design requirements.

PART D

6. Interpretation:

- (a) the expression "Grantors" includes its successors and assigns the owner or occupier for the time being of the Servient Land;
- (b) the expression "Grantees" includes its successors and assigns the owner or occupier for the time being of the Dominant Land;
- (c) "remedial works" means the works specified in the Remedial Design Document;
- (d) "Remedial Design Document" means the document which is appended hereto as the Third Schedule and any amendments, additions or substitutes thereto that may be required to ensure the Dominant Land is protected from further slippage or damage.

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- 7. The Grantees agree that nothing in this Deed nor the completion of the remedial works in accordance with the Remedial Design Document shall prevent the QLDC from in the future issuing further warrants under Section 70 of the Building Act 1991 or exercising such other power as may be available in respect to the Dominant Land or any buildings or structures on the Dominant Land if in the opinion of the QLDC there exists a threat to the safety or life of any person or to any property.
- 8. Any differences and disputes between the parties to this agreement touching or concerning the subject matter of this agreement shall be referred to in arbitration in accordance with the Arbitration Act 1996 and its amendments provided that the QLD will not be liable in any circumstances to either party in the event of it exercising any emergency powers due to any threat or danger to people or property.
- 9. Nothing contained in this Deed shall create any civil liability on the part of the QLDC in respect of the Dominant or Servient Land.
- 10. It is the intention of the Parties that this Deed shall be registered against the titles of the Servient and Dominant Land and be a covenant running with the Servient Land and shall endure for the benefit of and shall bind all future owners and occupiers of the Dominant and Servient Land. All the Parties hereto shall enter into and execute all such documents as may be required to give effect to this clause.
- 11. The Grantees shall pay all such reasonable solicitor – client costs and expenses incurred by the Grantors and the QLDC in respect of the various matters and issues detailed in this Deed and the preparation, execution and registration of this Deed.

IN WITNESS WHEREOF this Deed has been executed the day and year first hereinbefore written.

SIGNED by the said
WILLIAM JOHN GRANT
MATILDA MARGARET GRANT
 * THE NEW ZEALAND GUARDIAN
 TRUST COMPANY LTD
 as the Grantors

*
refer
over

in the presence of:

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19/04/14

 Sally Reid Doherty
 Legal Executive to
 Mocalister Todd Phillips
 Solicitors, Queenstown

SIGNED by the said

PETER ANDREW WILLIAMS

ROSS KELLY

SUSAN JUDITH REYNOLDS
THOMAS BROWN

MARY LUCIA KELLY
BRONWYN JANE WILLIAMS
as Owners

in the presence of:

[Handwritten signature]

[Handwritten signatures: P. Williams, Ross Kelly, Susan Reynolds, Thomas Brown, Mary Lucia Kelly, Bronwyn Williams]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED by the said

RUSSELL ANTHONY KELLY

JAN ELIZABETH KELLY

DENNIS ARTHUR KELLY

JOHN DAVID KELLY

as Owners

in the presence of:

[Handwritten signature]

[Handwritten signatures: Russell Kelly, Jan Elizabeth Kelly, Dennis Arthur Kelly, John David Kelly]

Steve Garon
308 Nelson St
Invercargill

Carpenter Technician

WITNESS TO
John David Kelly

[Handwritten signature]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED for and on behalf of the

QUEENSTOWN-LAKES DISTRICT COUNCIL

in the presence of



[Handwritten signatures: Susan Anthony Kelly, Dennis Arthur Kelly, John David Kelly]

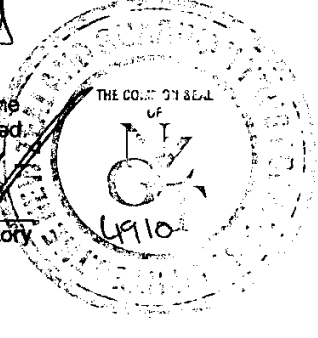
Chief Executive Officer

Joanna May Schmelz
Queenstown
Personal Assistant

Executed under the Name and Seal of The
New Zealand Guardian Trust Company Limited

[Handwritten signature]
Authorised Signatory

[Handwritten signature]
Authorised Signatory



Witness to both signatures:
Flora Mary Sutherland
141 Koro
68 Madeline Road
Christchurch 4
Home Address
Phone
E Sutherland

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FIRST SCHEDULE

The Servient Land

All that Estate in Fee Simple containing 222.4483 hectares more or less being Section 22, Section 27-28, Section 30 and Part Section 3 Block XXI Shotover Survey District and Section 125 Block I Shotover Survey District in the name of **THE NEW ZEALAND GUARDIAN TRUST COMPANY LIMITED** and **WILLIAM JOHN GRANT** as to a ½ share and **THE NEW ZEALAND GUARDIAN TRUST COMPANY LIMITED** and **MATILDA MARGARET GRANT** as to a ½ share and being all the land comprised and described in Certificate of Title OT17B/275 (Otago Land Registry) subject to:
 Order in Council 4771 imposing Building Line Restriction;
 Gazette Notices 416858 and 481507 Memoranda of Mortgages Nos. 822287.4 and 822287.5
 Transfer 856954 creating easements in gross.

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Handwritten signatures and initials:
 - A large signature on the left, possibly "Matthew".
 - A signature in the center, possibly "William John Grant".
 - A signature on the right, possibly "Matilda Margaret Grant".
 - Initials "WJG" above the center signature.
 - Initials "MKG" below the center signature.
 - Initials "PW" and "ML" in the top right corner.
 - A signature on the far right, possibly "John".

SECOND SCHEDULE

Unit Reference	Unit Description	Title Reference
Unit A	Principal Unit A and Accessory Units A1, A2, Deposited Plan 24503 Registered Proprietor Peter Andrew Williams Bronwyn Jane Williams	16B/1199 (Otago Land Registry)
Unit B	Principal Unit B and Accessory Units B1, B2, B3 and B4 Deposited Plan 24503 Registered Proprietor Ross Kelly	16B/1200 (Otago Land Registry)
Unit C	Principal Unit 3 and Accessory Units C1, C2, C3 and C4 Deposited Plan 24503 Registered Proprietor Ross Kelly and Russell Anthony Kelly Susan Judith Reynolds	16C/1 (Otago Land Registry)
Unit D	Principal Unit D and Accessory Units D1, D3 and D3 Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third share	16C/2 (Otago Land Registry)
Unit E	Principal Unit E and Accessory Units E1, E2, E3, Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third shares	16C/3 (Otago Land Registry)
Unit F	Principal Unit F and Accessory Units F1, F2, F3, F4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/4 (Otago Land Registry)
Unit G	Principal Unit G and Accessory Units G1, G2, G3 and G4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/5 (Otago Land Registry)

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[Handwritten signatures and initials: W.J.F., E, M.K., J.K., P.C., etc.]

PERFORMANCE BOND

This Bond is made this 1 day of MARCH 2001

02 FEB -
AND
INVERCARGILL

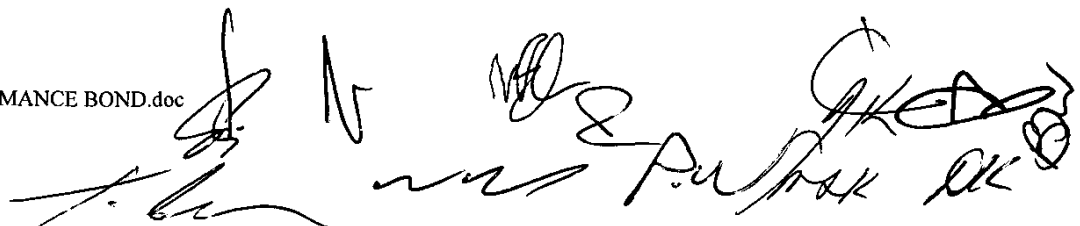
BRONWYN JANE WILLIAMS, SUSAN JUDITH REYNOLDS
PETER ANDREW WILLIAMS, ROSS KELLY, RUSSELL ANTHONY KELLY, JAN
ELIZABETH KELLY, DENNIS ARTHUR KELLY, MARY LUCIA KELLY, JOHN
DAVID KELLY, THOMAS BROWN (the "Owners")

AND
THE BANK OF NEW ZEALAND (The "Bank")

AND
QUEENSTOWN LAKES DISTRICT COUNCIL a Territorial Authority pursuant to the
provision of the Local Government Act 1974. ("QLDC")

BACKGROUND

- A. The Owners are the registered proprietor of all that land described in Schedule 1 ("the land").
- B. The land has been damaged or is likely to be damaged due to slippages which occurred in November 1999.
- C. QLDC issued a warrant under Section 70 of the Building Act 1991 preventing occupation of the land and buildings on the land because of the damage or likelihood of damage to the land and the ongoing threat to people and property due to the unstable nature of the land and neighbouring land.
- D. QLDC has agreed to lift the current Section 70 warrants provided the Owners carry out remedial works to the land and neighbouring land to prevent any future damage occurring to the land.
- E. In order to secure the completion of the remedial works to the satisfaction of QLDC the Owners and QLDC have agreed to enter into a Deed of Covenant with a neighbouring land owner allowing access to be gained to neighbouring land to complete the remedial works.



- F. The remedial works may take some months to complete and may have serious implications if not completed properly and QLDC has indicated to the Owners that it will lift the warrant only if the Owners enter into this Bond to ensure the timely and satisfactory completion of the works.
- G. The Owners have requested the Bank to enter into the Bond and the Bank has agreed to do so.

TERMS OF THIS DEED

1. The Owners and the Bank are each bound to the QLDC in the sum of \$60,000.00 or such lesser sums as may be required to complete the remedial works to the standards and specifications and timetable specified in the Remedial Design Document attached hereto as Schedule II.
2. The conditions of this Bond are such that if the Owners carry out and complete the remedial works to the satisfaction of QLDC as per Schedule II Remedial Design Document works timetable dates as specified then but not otherwise the Bond shall be void.
3. The Parties agree and declare that the liability of the Owners or of the Bank under this Bond shall not be released or varied by any giving of time or other indulgence to the Owners.
4. It is the intention of the Parties that this Bond shall be deemed to be a covenant running with the land.
5. The provisions of Sections 109(4) and (5) of the Resource Management Act 1991 shall apply to this Bond notwithstanding that a Resource Consent has not been applied for in respect to the Remedial Works.
6. Notwithstanding anything else in this Performance Bond, the Surety may at any time without being required, pay to the Principal the sum of \$60,000.00 less any amount of amounts the Surety may previously have paid under this Performance Bond or such lesser sum as may be required and specified by the Principal. Upon payment of that sum, the liability of the Surety

(Handwritten signatures and initials)

under this Performance Bond immediately ceases and determines. Amounts paid to the Principal pursuant to this paragraph will be held by the Principal as security for the Contractor's obligations.

IN WITNESS WHEREOF this Deed has been executed the day and year first hereinbefore written.

SIGNED by the said

PETER ANDREW WILLIAMS
BRONWYN JANE WILLIAMS
ROSS KELLY
SUSAN JUDITH REYNOLDS
THOMAS BROWN

MARY LUCIA KELLY

as Owners

in the presence of:

P. Williams
Bronwyn Williams
Ross Kelly
Susan Reynolds
Thomas Brown
Mary Lucia Kelly
[Signature]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED by the said

RUSSELL ANTHONY KELLY

JAN ELIZABETH KELLY

DENNIS ARTHUR KELLY

JOHN DAVID KELLY

as Owners

in the presence of:

[Signature]
[Signature]
[Signature]
[Signature]
[Signature]
308 Steeplechase
Nelson St
Invercargill
Comptech

40102750

WITNESS TO

JOHN DAVID KELLY

[Signature]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED for and on behalf of
BANK OF NEW ZEALAND
by its Attorneys

BANK OF NEW ZEALAND
By its Attorneys:

Raynor Thomas Edward McMahon

Jeremy Hastings

[Signature]
SIGNED for and on behalf of
THE BANK OF NEW ZEALAND
in the presence of:

In the presence of:

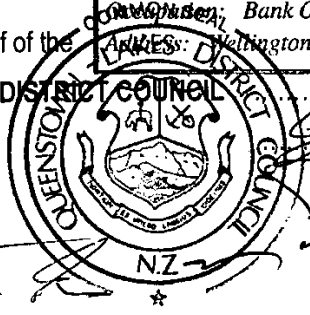
Kendall James Taylor

Witness:
Bank Officer
Address: Wellington

SIGNED for and on behalf of the

QUEENSTOWN-LAKES DISTRICT COUNCIL

in the presence of:



[Signature]
[Signature]
[Signature]
Chief Executive Officer
MAR 2011
MAR PER

SCHEDULE 1

Unit Reference	Unit Description	Title Reference
Unit A	Principal Unit A and Accessory Units A1, A2, Deposited Plan 24503 Registered Proprietor Peter Andrew Williams Bronwyn Jane Williams	16B/1199 (Otago Land Registry)
Unit B	Principal Unit B and Accessory Units B1, B2, B3 and B4 Deposited Plan 24503 Registered Proprietor Ross Kelly	16B/1200 (Otago Land Registry)
Unit C	Principal Unit 3 and Accessory Units C1, C2, C3 and C4 Deposited Plan 24503 Registered Proprietor Ross Kelly and Russell Anthony Kelly Susan Judith Reynolds	16C/1 (Otago Land Registry)
Unit D	Principal Unit D and Accessory Units D1, D3 and D3 Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third share	16C/2 (Otago Land Registry)
Unit E	Principal Unit E and Accessory Units E1, E2, E3, Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third shares	16C/3 (Otago Land Registry)
Unit F	Principal Unit F and Accessory Units F1, F2, F3, F4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/4 (Otago Land Registry)
Unit G	Principal Unit G and Accessory Units G1, G2, G3 and G4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/5 (Otago Land Registry)

SCHEDULE II

REMEDIAL DESIGN DOCUMENT

Remedial Works Required

(a) Details of Work

1. Surface Earth Works:

Pasture retirement, scarp sealing and diversion channels for surface water completed prior to winter.

2. Planting

Dense 2 metre centres of 2.1 hectare block under direction of landscape architect (Blakely Wallace Associates) within the next tree planting season.

Trees will serve four purposes:

- (i) Reduction of infiltration year round with evergreens – conifers planted on creeping lobes.
- (ii) Margin planting, colonising species native to the area – beech/pittosporum to contain exotics.
- (iii) Short-term fixing of the surface soils in potential debris flow areas planted with fast growing poplars later replaced with evergreens.
- (iv) Supplementary trees to thicken the existing barrier of poplars immediately behind Units F and G.

Depending on the results of further investigations in monitoring, a temporary catch fence may also be installed.

3. Drainage

horizontal drains, toebund and other diversions works subject to final investigations and report.

(b) Works Timetable

1. Surface Earthworks

Completed by 30 April 2001.

2. Planting

To be completed by 30 September 2001.

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3. Drainage

Physical works completed by 30 November 2001.

(c) Estimated Costing of Work

1.	Surface Earth Works	\$18,000
2.	Planting	\$20,000
3.	Drainage	\$35,000

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CERTIFICATE OF NON-REVOCATION OF POWER OF ATTORNEY

We, Raynor Thomas Edward McMahon of Wellington and Jeremy Hastings White of Wellington, New Zealand,

Bank Officers, severally certify that:

- 1. By deed dated 25 May 1994 (the "Deed") we were, by virtue of being respectively a SECOND Authorised Officer and a SECOND Authorised Officer, appointed jointly as attorneys of Bank of New Zealand (the "Bank") on the terms and subject to the conditions set out in the Deed.
2. Copies of the Deed are deposited in the Land Transfer Offices at: Auckland as No. C622693.1F, Christchurch as No. A124795.1, Gisborne as No. G198246.1, Hokitika as No. 098538, Napier as No. 609666.1, New Plymouth as No. 412259, Blenheim as No. 174983, Dunedin as No. 859913, Hamilton as No. B214884, Invercargill as No. 221983.1, Nelson as No. 339830.1, Wellington as No. B363693.1
3. We have executed the instrument(s) to which this certificate relates under the powers conferred by the Deed.
4. At the date of this certificate we have not received any notice or information of the revocation of that appointment by the dissolution of the Bank or otherwise.

SIGNED at Wellington this 1st day of March 2001. Signature: Raynor Thomas Edward McMahon Name

SIGNED at Wellington this 1st day of March 2001. Signature: Jeremy Hastings White Name

40002700

Easement instrument to grant easement or profit à prendre, or create land covenant
Sections 90A and 90F, Land Transfer Act 1952 **E 5663720.12 Grant of Easement**

Land registration district

OTAGO



Cpy - 01/01, Pgs - 006, 18/07/03, 13:53



DocID: 110492505

Grantor

Surname(s) must be underlined or in CAPITALS.

FRANKTON BP LIMITED

Grantee

Surname(s) must be underlined or in CAPITALS.

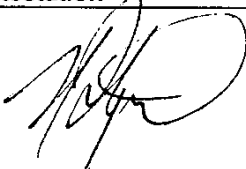
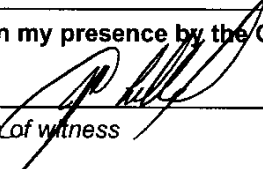
FRANKTON BP LIMITED

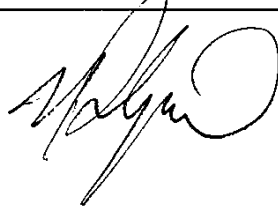
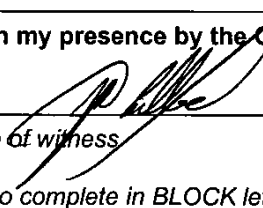
Grant* of easement or profit à prendre or creation or covenant

The Grantor, being the registered proprietor of the servient tenement(s) set out in Schedule A, grants to the Grantee (and, if so stated, in gross) the easement(s) or profit(s) à prendre set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s).

Dated this 3rd day of April 2003

Attestation

 Director	Signed in my presence by the Grantor
	Signature of witness  Witness to complete in BLOCK letters (unless legibly printed) Witness name Occupation JONATHAN DOUGLAS GILLARD SOLICITOR Address CHRISTCHURCH
Signature [common seal] of Grantor	

 Director	Signed in my presence by the Grantee
	Signature of witness  Witness to complete in BLOCK letters (unless legibly printed) Witness name Occupation JONATHAN DOUGLAS GILLARD SOLICITOR Address CHRISTCHURCH
Signature [common seal] of Grantee	

Certified correct for the purposes of the Land Transfer Act 1952.



[Solicitor for] the Grantee

*If the consent of any person is required for the grant, the specified consent form must be used.

Annexure Schedule 1



Easement instrument

Dated

3/4/03

Page

1

of

3

pages

Schedule A

(Continue in additional Annexure Schedule if required.)

Purpose (nature and extent) of easement, profit, or covenant	Shown (plan reference)	Servient tenement (Identifier/CT)	Dominant tenement (Identifier/CT or in gross)
Height Restriction	B & L DP 318736	Lot 2 DP 318736 CT 73371	Lot 1 DP318736 CT 73370

Easements or profits à prendre rights and powers (including terms, covenants, and conditions)

Delete phrases in [] and insert memorandum number as required.
Continue in additional Annexure Schedule if required.

~~Unless otherwise provided below, the rights and powers implied in specific classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or the Ninth Schedule of the Property Law Act 1952.~~

The implied rights and powers are ~~[varied]~~ ~~[negated]~~ ~~[added to]~~ or ~~[substituted]~~ by:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952].~~

~~[the provisions set out in Annexure Schedule 2].~~

Covenant provisions

Delete phrases in [] and insert memorandum number as required.
Continue in additional Annexure Schedule if required.

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952].~~

~~[Annexure Schedule 2].~~

All signing parties and either their witnesses or solicitors must sign or initial in this box

[Handwritten signatures and initials]

Annexure Schedule



Insert type of instrument
"Mortgage", "Transfer", "Lease" etc

Easement Instrument

Dated

3/4/03

Page

2

of

3

Pages

(Continue in additional Annexure Schedule, if required.)

ANNEXURE SCHEDULE 2

1. Provisions
 - 1.1 The Grantor must not erect or permit to be erected any building, structure or thing that exceeds one metre in height above ground level nor to permit any tree, shrubs or plant to exceed one metre in height above ground level on that part of the Servient Tenement identified in schedule A under the heading "shown (plan reference)", except that this height restriction will not apply to one pylon sign for BP Oil New Zealand Limited leasing part of the Dominant Tenement and one pylon sign for the Servient Tenement advertising the businesses located on the Servient Tenement so long as the height and location of that pylon sign is to the reasonable satisfaction of the BP Oil New Zealand Limited.
 - 1.2 This covenant will expire upon the expiry or earlier termination of BP Oil New Zealand Limited's lease of part of the Dominant Tenement.

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.

Annexure Schedule



Insert type of instrument
"Mortgage", "Transfer", "Lease" etc

Easement Instrument

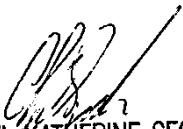
Dated **3/4/03**

Page **3** of **3** Pages


(Continue in additional Annexure Schedule, if required.)

AMP BANK LIMITED as Mortgagee under Mortgage No. 5281192.7 hereby consents to the registration of the land covenant herein.

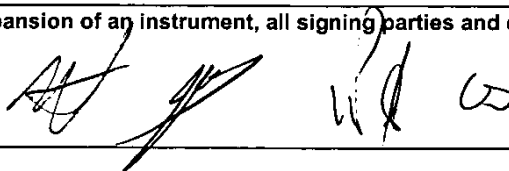

Heather Peters
Settlements Officer
AMP Bank Ltd
AUCKLAND


CHERYL KATHERINE SEGEDIN
TRAIN CLERK
AUCKLAND

Witnessed By


Raewyn Joy Taylor
Bank Officer
Auckland

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or solicitors must sign or initial in this box.



AMP BANK LIMITED

CERTIFICATE OF NON-REVOCATION OF POWER OF ATTORNEY

We, Heather Peters and Cheryl Katherine Segedin of Auckland New Zealand, Settlements Officer and Team Leader, Property Finance Operations respectively, certify that:

1. We are employed by AMP Bank Limited New Zealand Branch ("AMP Bank") as a Settlements Officer and Team Leader, Property Finance Operations respectively.
2. By deed dated 21 March 2001 ("Deed") AMP Bank appointed the persons from time to time holding the office of Settlements Officer and Team Leader, Property Finance Operations to be AMP Bank's Attorney on terms and subject to the conditions set out in the Deed.
3. Copies of the Deed are deposited in the following land registries:

District Land Registry	Abstract Number
Gisborne	232797.1
Canterbury	5031379.1
Marlborough	217112.1
North Auckland	D590226.1
South Auckland	B652143.1
Taranaki	478041.1
Nelson	405550.1
Hawkes Bay	713990.1
Otago/Southland	5031752.1
Westland	116131.1
Wellington	B836846.1

4. At the date of this certificate we have not received any notice or information of the revocation of our appointment as Attorney for AMP Bank by the winding-up or dissolution of AMP Bank or otherwise.

SIGNED at Auckland this 13th day of May 2003



Heather Peters



Cheryl Katherine Segedin



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 257274
Land Registration District Otago
Date Issued 29 November 2005

Prior References
GN 396331

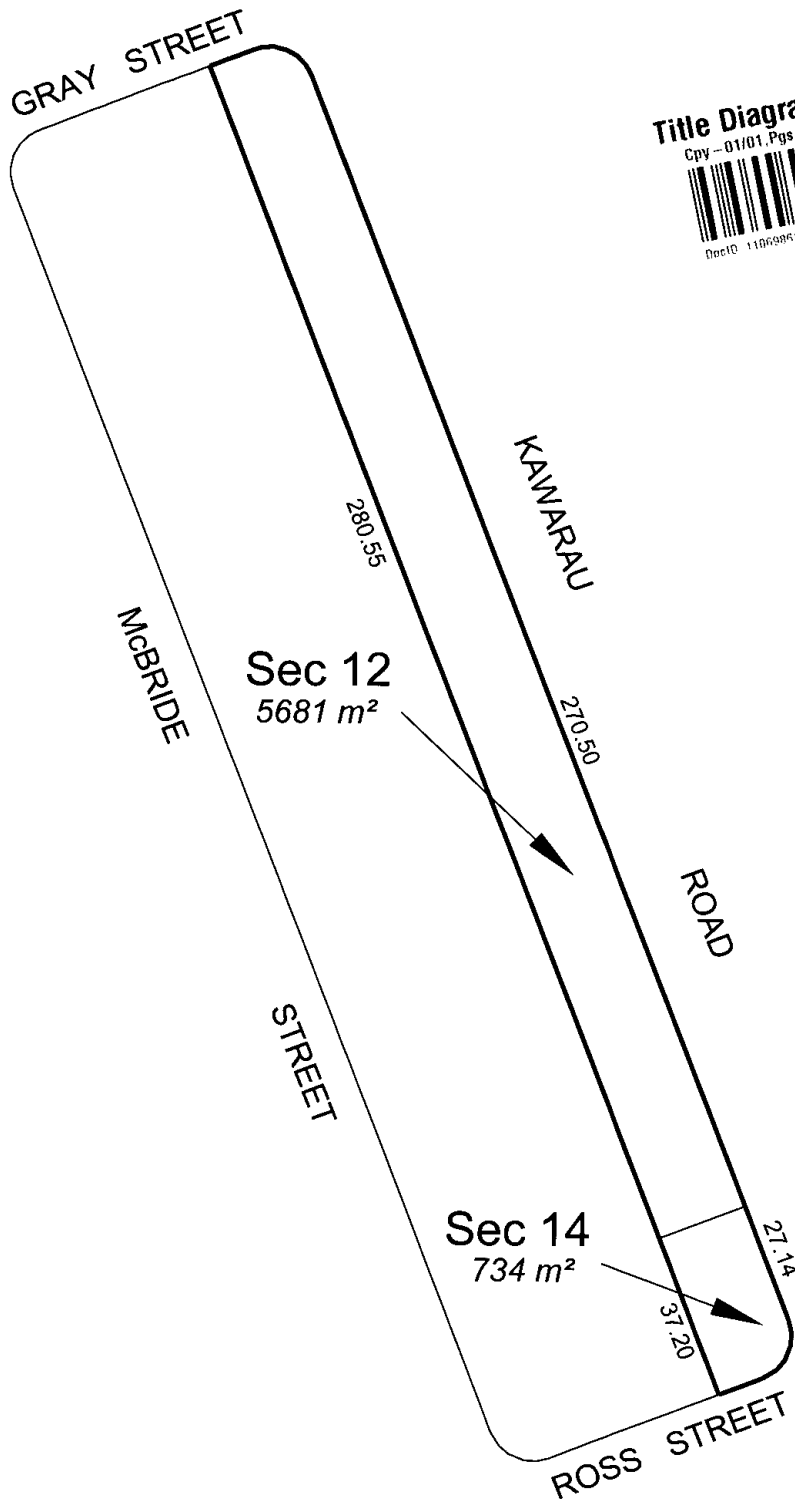
Estate Fee Simple
Area 6415 square metres more or less
Legal Description Section 12, 14 Block XX Town of Frankton
Purpose recreation reserve

Registered Owners
Queenstown Lakes District Council

Interests

Subject to the Reserves Act 1977

6746664.1 SUBJECT TO PART 9 OF THE NGAI TAHU CLAIMS SETTLEMENT ACT 1998 (WHICH PROVIDES FOR CERTAIN DISPOSALS RELATING TO THE LAND TO WHICH THIS CERTIFICATE OF TITLE RELATES TO BE OFFERED FOR PURCHASE OR LEASE TO TE RUNANGA O NGAI TAHU IN CERTAIN CIRCUMSTANCES) - 9.2.2006 at 9:00 am



Title Diagram CT257274
Cpy - 01/01, Pgs - 001, 12/12/05, 10:00



Total Area : 6415 m²



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 544617
Land Registration District Otago
Date Issued 25 February 2011

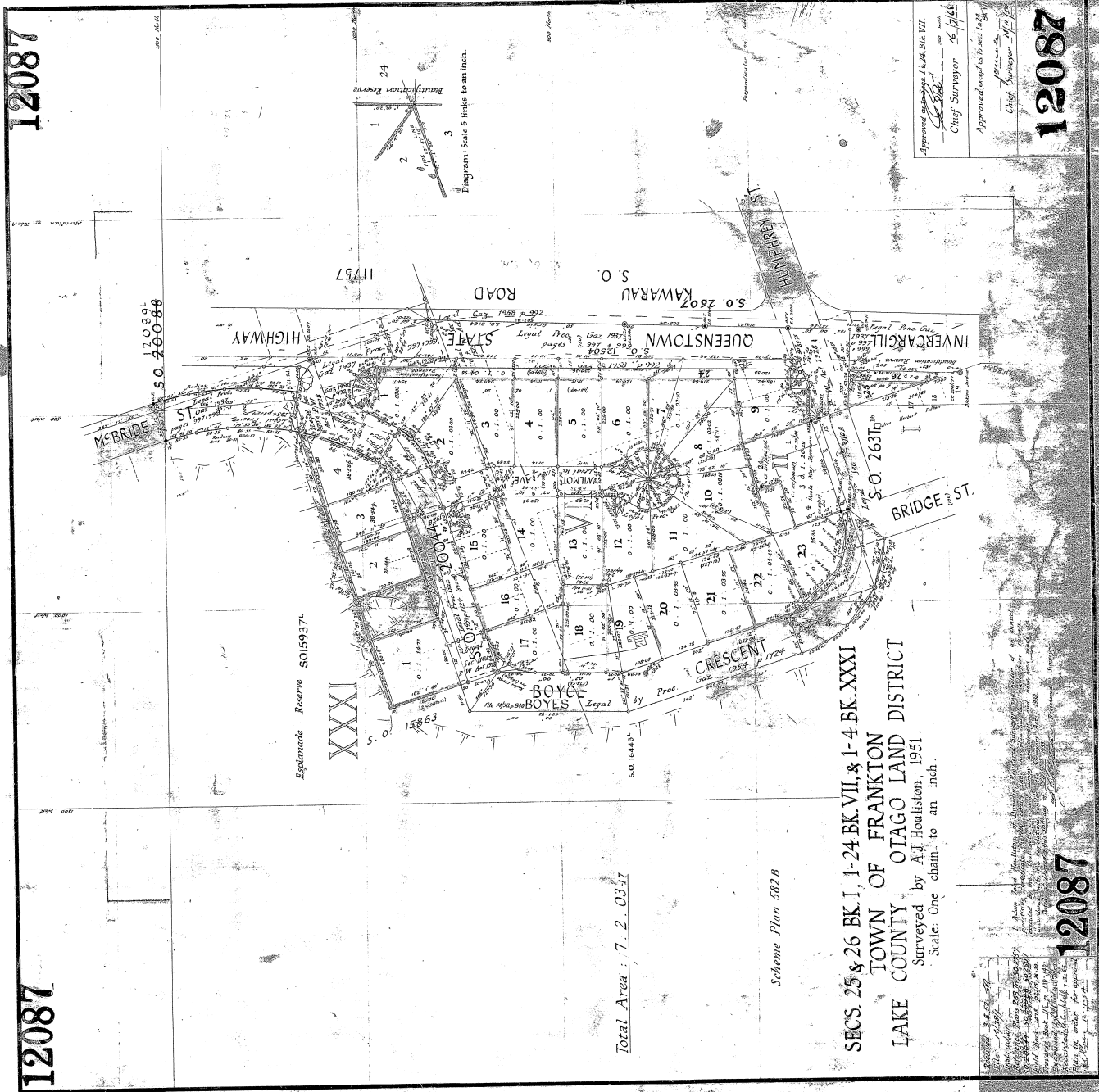
Prior References
965833.1

Estate Fee Simple
Area 6237 square metres more or less
Legal Description Section 24 Block VII and Section 26 Block
I and Section 17 Block XII and Section 18
Block XI Town of Frankton
Purpose for Local Purposes (Beautification) Reserve
Registered Owners
Queenstown Lakes District Council

Interests

Subject to the Reserves Act 1977

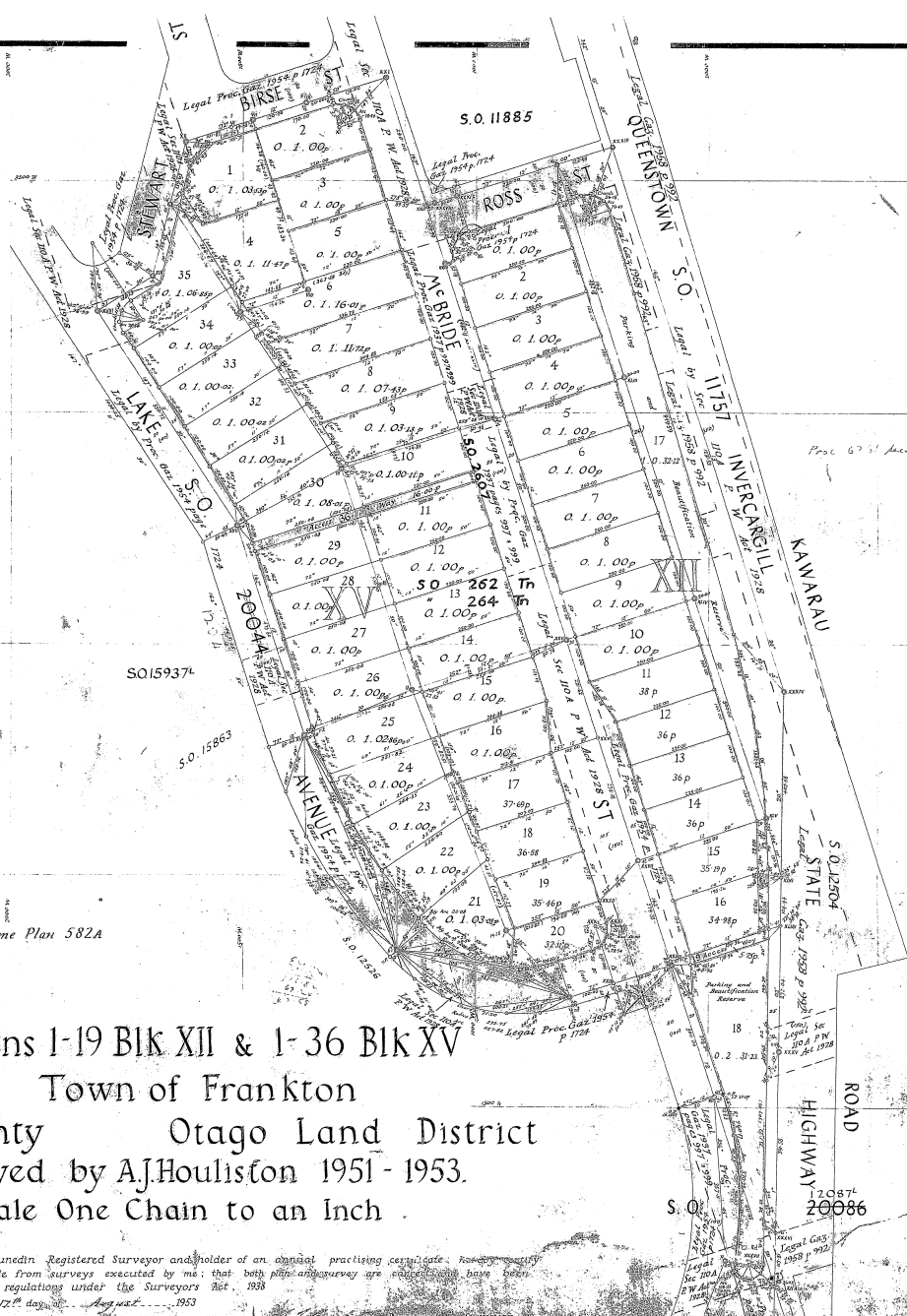
8751145.1 SUBJECT TO PART 9 OF THE NGAI TAHU CLAIMS SETTLEMENT ACT 1998 (WHICH PROVIDES FOR CERTAIN DISPOSALS RELATING TO THE LAND TO WHICH THIS CERTIFICATE OF TITLE RELATES TO BE OFFERED FOR PURCHASE OR LEASE TO TE RUNANGA O NGAI TAHU IN CERTAIN CIRCUMSTANCES) - 28.4.2011 at 7:00 am



12089

12089

Received 18 & 53
 File 14/34
 Instructions
 Reference Plans 50
 Field Book
 Traverse Book 118, P. 141-146
 Examined 22/1/1953
 Recorded 24/1/1953
 Plan in order for approval



Sec 20, set apart for a Post Office
 Gaz 1902 p 913

Scheme Plan 582A

Sections 1-19 Blk XII & 1-36 Blk XV

Town of Frankton

Lake County Otago Land District

Surveyed by A.J.Houlston 1951-1953.

Scale One Chain to an Inch

Total Area 15 0' 02 84"

Approved to the 18, Blk XII
 Chief Surveyor 16/1/60
 Approved except as to Sec 18 Blk XII
 Chief Surveyor 14/1/54

12089

12089



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 627621
Land Registration District Otago
Date Issued 22 July 2014

Prior References
340808

Estate Fee Simple
Area 2.2995 hectares more or less
Legal Description Lot 100 Deposited Plan 468142

Registered Owners
Queenstown Lakes District Council

Interests

416858 Gazette Notice declaring State Highway No. 6 (Blenheim to Invercargill) to be a limited access road - 21.1.1974 at 9:14 am

Appurtenant hereto is a right to drain foul sewage and stormwater created by Transfer 939910.2 - 21.11.1997 at 3:40 pm

The easements created by Transfer 939910.2 are subject to Section 309 (1) (a) Local Government Act 1974

7498079.5 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 10.8.2007 at 9:00 am

7520232.6 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 29.8.2007 at 9:00 am

9581839.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 22.7.2014 at 4:56 pm

Subject to a right to convey gas, electricity, water, telecommunications and computer media and a right to drain water and sewage over parts marked X, Y & Z on DP 468142 created by Easement Instrument 9581839.4 - 22.7.2014 at 4:56 pm

Land Covenant in Easement Instrument 9581839.5 - 22.7.2014 at 4:56 pm

Land Covenant in Easement Instrument 9916739.5 - 21.5.2015 at 11:14 am

Subject to a right to drain water over the within land created by Easement Instrument 9916739.7 - 21.5.2015 at 11:14 am

CONO 7498079.5 Cor

Cpy - 01/01, Pgs - 002, 08/08/07, 11



DocID: 212037664

IN THE MATTER of Section 221 of the
Resource
Management Act
1991

AND

IN THE MATTER of an Application for
Subdivision Consent
by FIVE MILE
HOLDINGS
LIMITED RM060231

CONSENT NOTICE

BACKGROUND

- A. Five Mile Holdings Ltd applied to the Queenstown Lakes District Council pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land described as Lot 1 DP 23278 contained within Certificate of Title OT151/1073 and Part Lot 2 DP 25073 held within Certificate of Title OT17C/192.
- B. Council has granted consent (RM060231) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the Owner of the land being those conditions specified in the Operative Part hereof.

OPERATIVE PART A:

The following condition pertaining to this Consent Notice is to be registered against the titles issued for Lots 1 and 3 D.P 374540.

CONDITIONS A:

- a) Prior to any development on the site of the proposed Lot 1, the consent holder shall install all required services and pay to the Queenstown Lakes District Council any relevant contributions that may be required in terms of the Councils policy for financial and development contributions formulated under the Local Government Act 2002 for connection to the Councils water supply, sewage disposal and storm water infrastructure as well as the provision of reserves.
- b) Traffic access shall be prohibited from proposed Lots 1 and 3 directly onto the State Highway 6/Frankton-Ladies Mile Road.

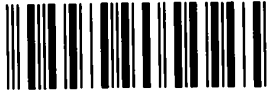
Dated this 11 day of September 2006

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Principal Administrative Officer



CONO 7520232.6 Consen¹

Cpy - 01/01, Pgs - 002, 28/08/07, 10:31



DocID: 212047429

IN THE MATTER of Section 221 of the Resource
Management Act 1991

AND

IN THE MATTER of an Application for Subdivision
Consent by FIVE MILE
HOLDINGS LIMITED

CONSENT NOTICE

BACKGROUND

- A. FIVE MILE HOLDINGS LIMITED of Queenstown have applied to the Queenstown Lakes District Council pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised in Lots 1 and 2 DP 374540 and currently described in Certificate of Title OT 17C/912 (Otago Registry) ("the land").
- B. Council has granted consent (RM061186) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the Owner of the land being those conditions specified in the Operative Part hereon.

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments: -


Lot 1 DP 385058
Lot 2 DP 385058
Lot 3 DP 385058

CONDITION:

- 3 Prior to certification pursuant to Section 224 of the Act and in accordance with Section 221 of the Resource Management Act 1991, a consent notice shall be registered of the pertinent Certificate of Title for the performance of the following condition on a continuing basis:
 - a) Prior to the occupation of any building on Lots 1, 2 and 3 all necessary services shall be constructed and installed to the Lot in accordance with Queenstown Lakes District Council's policies and standards. (It is noted services have not been installed to the lots at the time of subdivision).

Dated this 6th day of June 200

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Principal Administrative Officer



View Instrument Details



Instrument No 9581839.3
Status Registered
Date & Time Lodged 22 July 2014 16:56
Lodged By Cameron, Carolyn Ann
Instrument Type Consent Notice under s221(4)(a) Resource Management Act 1991



Affected Computer Registers	Land District
627613	Otago
627614	Otago
627615	Otago
627616	Otago
627617	Otago
627618	Otago
627619	Otago
627621	Otago

Annexure Schedule: Contains 3 Pages.

Signature

Signed by Carolyn Ann Cameron as Territorial Authority Representative on 04/08/2014 12:16 PM

*** End of Report ***

**CONSENT NOTICE PURSUANT TO SECTION 221
RESOURCE MANAGEMENT ACT 1991**

IN THE MATTER of Section 221 of the
Resource
Management Act 1991

A N D

IN THE MATTER of subdivision consent
by QUEENSTOWN
GATEWAY (5M)
LIMITED, namely
RM130355

BACKGROUND

- A. QUEENSTOWN GATEWAY (5M) LIMITED of Queenstown has applied to the Queenstown Lakes District Council pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised and described in Computer Freehold Registers 340806, 340808 & 461289 (Otago Registry) ("the land").
- B. Council has granted consent to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the Owner of the land being those conditions specified in the Operative Part hereof.

ANNEXURE SCHEDULE - CONSENT FORM¹

Land Transfer Act 1952 section 238(2)

Person giving consent <i>Surname must be <u>underlined</u></i>	Capacity and Interest of Person giving consent <i>(eg. Mortgages under Mortgage no.)</i>
General Distributors Limited	Caveator under Caveat number 9490555.1



Consent
Delete words in [] if inconsistent with the consent
State full details of the matter for which consent is required

Without prejudice to the rights and powers existing under the interest of the person giving consent,
the **Person giving consent hereby consents to:**

Registration of:

1. Surrender of the right of way created by Easement Instrument 7520232.5;
2. Consent notice in favour of Queenstown Lakes District Council in respect of the land comprising lots 1-7 and 100 all on DP 468142 comprised within Identifiers 627613-627619 and 627621 (all inclusive);
3. Easement Instrument creating a right of way, right to convey gas, electricity, water, telecommunications and computer media and a right to drain water and sewage in respect of the land to be comprised within Identifiers 627613-627620 (all inclusive) and 627621;
4. Land Covenant creating a "no build" covenant in respect of the land to be contained in Identifier 627621.

Dated this 11 **day of** July **20** 14

Attestation	
<div style="border-bottom: 1px solid black; text-align: center; margin-bottom: 10px;">  Director </div> <div style="border-bottom: 1px solid black; text-align: center; margin-bottom: 10px;">  Director </div> <div style="border-bottom: 1px solid black; text-align: center;"> Signature [Common seal] of Person giving consent </div>	<p>Signed in my presence by the Person giving consent</p> <hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <i>Signature of Witness</i> <hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <i>Witness to complete in BLOCK letters (unless legibly printed):</i> Witness name <u>Janet Robert</u> Occupation <u>Libra</u> Address <u>Prichard</u>

¹ An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.

View Instrument Details



Instrument No 9581839.5
Status Registered
Date & Time Lodged 22 July 2014 16:56
Lodged By Cameron, Carolyn Ann
Instrument Type Easement Instrument



Affected Computer Registers Land District

627613	Otago
627614	Otago
627615	Otago
627616	Otago
627617	Otago
627618	Otago
627619	Otago
627620	Otago
627621	Otago

Annexure Schedule: Contains 5 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

I certify that the Caveator under Caveat 9490555.1 has consented to this transaction, which is subject to the Caveat, and I hold that consent

I certify that the Mortgagee under Mortgage 8518096.1 has consented to this transaction and I hold that consent

I certify that the Mortgagee under Mortgage 9533017.3 has consented to this transaction and I hold that consent

Signature

Signed by Carolyn Ann Cameron as Grantor Representative on 22/07/2014 04:53 PM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Carolyn Ann Cameron as Grantee Representative on 22/07/2014 04:53 PM

*** End of Report ***

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

QUEENSTOWN GATEWAY (5M) LIMITED

Grantee

QUEENSTOWN GATEWAY (5M) LIMITED

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the Servient Tenement set out in Schedule A grants to the Grantee (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A

Annexure Schedule, if required

Continue in additional

Purpose (Nature and extent) of easement, <i>profit</i> or covenant	Shown (plan reference) LT 468142	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land Covenant	Lot 100	627621	627613-627620 (all inclusive)

Form B - continued

Easements or profits à prendre rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

~~Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007~~

The implied rights and powers are hereby ~~[varied]~~ ~~[negatived]~~ ~~[added to]~~ or ~~[substituted]~~ by:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[the provisions set out in Annexure Schedule _____]~~

Covenant provisions

Delete phrases in [] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[Annexure Schedule 1]~~

ANNEXURE SCHEDULE 1

1. BACKGROUND

- 1.1 The Grantor is registered as proprietor of the Servient Tenement and the Grantee is registered as proprietor of the Dominant Tenement.
- 1.2 It is the Grantor's intention that the Servient Tenement shall be subject to Covenants given for the benefit of the Grantee as registered proprietor of the Dominant Tenement and that the Grantee of the Dominant Tenement shall be entitled to enforce the observance of such Covenants against the registered proprietor from time to time of the Servient Tenement.
- 1.3 Notwithstanding anything to the contrary contained herein, the Covenants contained herein shall only be enforceable by the registered proprietors of the Dominant Tenement from time to time against the Servient Tenement.

2. DEFINITIONS AND INTERPRETATION

- 2.1 In this Instrument unless the context otherwise requires, the following terms shall have the meanings set out beside them:

"Building" means any building, construction or structure (or part thereof) and in addition to its ordinary and usual meaning shall include the following:

- (a) any construction having a roof thereto;
- (b) any retaining wall or breast work exceeding 1 metre in height or any fence or wall exceeding 2 metres in height.

"Covenants" the covenants set out in Schedule 1 to this Instrument;

"Grantee" the registered proprietor(s) from time to time of the Dominant Tenement and includes that person(s), tenants, licensees and other invitees of the Grantee;

"Grantor" the registered proprietor(s) from time to time of the Servient Tenement and includes the agents, employees, contractors, tenants, licensee and other invitees of the Grantor.

- 2.2 **Interpretation:** Unless the context otherwise requires, the following provisions are applicable to the construction and interpretation of this Instrument:

(a) **General:**

- (i) Words denoting the singular shall include the plural and vice versa;
- (ii) References to sections, clauses and schedules are references to sections, clauses and schedules in this Instrument;
- (iii) A reference to this Instrument includes all modifications and amendments to this Instrument from time to time;

(iv) References to enactments, statutes, statutory requirements and regulatory controls include regulations made under any applicable statutes, notices under applicable statutes and regulations having an effect in law, and any amendments to such statutes and regulations and shall be deemed to include and also refer to any statutes and regulations (and any amendments to statutes and regulations) passed in substitution.

(b) **Obligations:** A covenant specified in this Instrument whereby:

(i) A party undertakes to do something, includes an obligation to ensure that the relevant obligation is properly performed by a suitably qualified, competent and responsible person with the requisite skills, qualifications and experience necessary and appropriate in the circumstances and not to suffer, permit or cause a breach of that obligation to occur; and

(ii) A party undertakes not to do something, includes an obligation not to authorise, permit or suffer a breach of that obligation, and to take all reasonable steps to prevent, restrain and, if necessary, remedy the consequences of a breach of that obligation.

3. COVENANTS

3.1 The Grantor for itself and its successors in title of the Servient Tenement covenants and agrees with the Grantee for the benefit of the Dominant Tenement to comply with the Covenants.

3.2 No power is implied in this Instrument to determine any Covenant for breach of any provisions in this Instrument, it being the intention that all Covenants shall subsist unless they are surrendered but without derogating from any other right or remedy available in the event of any breach.

3.3 Unless otherwise specified, the rights and the obligations specified in this Instrument include all rights and powers reasonably required in the circumstances for the reasonable and proper exercise and enjoyment of the relevant right or obligation.

3.4 If the Grantee does not comply with the Covenants then the Grantor hereby irrevocably authorises the Grantee to enter and remain upon the Servient Tenement to do anything necessary to remedy any breach of covenant at the Grantor's cost and without being liable for any damage or deterioration occasioned to the Servient Tenement in exercise of this power.

3.5 Notwithstanding anything to the contrary contained herein, the Grantee shall not be required to, nor obliged to, enforce all or any of the Covenants.

3.6 The Grantor covenants with the Grantee that it will at all times save harmless and keep indemnified the Grantee from all proceedings, costs, claims and demands in respect of any breach by the Grantor of any of the rights and powers conferred on the Grantee pursuant to this Instrument provided that the Grantor shall only be liable in respect of a breach of a Covenant committed whilst it was registered as proprietor of the relevant Servient Tenement.

3.7 Any dispute arising between the Grantor and the Grantee in relation to their respective rights and obligations pursuant to this Instrument which cannot be settled by negotiation shall:

(a) Firstly be referred to mediation to be conducted by an independent mediator appointed by the president for the time being of the New Zealand Law Society (or the successor of such Society); and

- (b) If such mediation does not satisfactorily resolve the issue, the dispute shall be determined by a single arbitrator. If the parties cannot agree upon the appointment of a single arbitrator within a reasonable time period, then either party may request that the president for the time being of the New Zealand Law Society (or the successor of that Society) shall appoint the arbitrator. The reference of such dispute shall be a submission to arbitration pursuant to the Arbitration Act 1996.

SCHEDULE 1

Covenants

1. The Grantor will not build, construct bring onto or otherwise allow any Building on the Servient Tenement.

View Instrument Details



Instrument No 9916739.5
Status Registered
Date & Time Lodged 21 May 2015 11:14
Lodged By Campbell, Helen Margaret
Instrument Type Easement Instrument



Affected Computer Registers	Land District
625239	Otago
625240	Otago
625241	Otago
625246	Otago
625251	Otago
627621	Otago
645666	Otago

Annexure Schedule: Contains 6 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Nicholas James Wilson as Grantor Representative on 21/05/2015 10:56 AM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Samuel William Nelson as Grantee Representative on 18/05/2015 02:50 PM

*** End of Report ***

Easement Instrument to create Land Covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

QUEENSTOWN GATEWAY (5M) LIMITED

Grantee

QUEENSTOWN AIRPORT CORPORATION LIMITED

Creation of Covenant

The Grantor being the registered proprietor of the relevant Servient Tenement described in Schedule A and the **Grantee** being the registered proprietor of the Dominant Tenement described in Schedule A **create** the covenants **set out** in Schedule A, with the rights and powers or provisions set out in the Schedule B

Schedule A

Purpose (Nature and extent) of covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
	DP 468142		
Land covenant (as set out in Schedule B)	All the land contained within the Servient Tenement	627621	645666, 625251, 625246, 625239, 625240, 625241

Covenant provisions

The provisions applying to the specified covenants are those set out in Schedule B

Schedule B

CONTINUATION OF COVENANT PROVISIONS

Background

- A. The Grantor is the registered proprietor of the relevant Servient Land.
- B. The Grantee is the registered proprietor of the relevant Dominant Land.
- C. The Grantor and Grantee have agreed that the Servient Land will be subject to the Covenants set out in this Instrument

1. Interpretation

- 1.1 In this Instrument unless the context otherwise requires:

"Activity Sensitive to Aircraft Noise (ASAN)" – means any residential activity, visitor accommodation, community activity and day care facility as defined in the Queenstown Lakes District Plan (as amended following resolution of Plan Change 35) including all outdoor spaces associated with any educational facility but excludes police stations, fire stations, courthouses, probation and detention centres, government and local government offices.

"Covenants" means the covenants set out in this Instrument.

"Dominant Land" means in relation to any Covenant the land described in Schedule A which has the benefit of that Covenant.

"Grantee" means the registered proprietor of the Dominant Land from time to time.

"Grantor" means the registered proprietor of the Servient Land from time to time.

"Instrument" means the front page of this Instrument together with all Schedules attached to it.

"Mechanical Ventilation System" means any ventilation or air circulation system which is designed to enable, or will have the effect (when installed and operating) of enabling, the maintenance of a specified internal design sound level within any critical listening environment of an ASAN, or any part of a building containing an ASAN, while all doors, windows and/or other apertures in any external wall of that building are closed as set out in Table 2 of Appendix 13 to the Queenstown Lakes District Plan.

"Operations" include operating as a 24 hour airport operation every day of every year.

"Proposed Airport Activities" means aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, fuel storage, general aviation and all activities associated with the foregoing list including (without limitation) buildings and airport infrastructure, navigational aids and lighting, vehicular movements, car parking including rental car depots and operations, offices and ancillary retail, food and beverage operations servicing customers of Queenstown Airport.

"**Queenstown Airport**" means the airport known as "Queenstown Airport" and includes all activities undertaken, or proposed to be undertaken, at or in association with that airport.

"**Servient Land**" means in relation to any Covenant the land described in Schedule A which is subject to that Covenant.

2. Covenants in Relation to Agreed Activities

2.1 The Grantor will not (whether directly or indirectly through another person) object to, complain about, bring any proceedings about, take any step in respect of or in any way restrict, constrain or prohibit noise from:

- a. any activity or practice lawfully conducted as part of or in connection with the Operations of Queenstown Airport, whether existing or a Proposed Airport Activity; or
- b. the activity described in clause 2.2a,

at or from the Dominant Land or for the benefit of the Dominant Land and Queenstown Airport, whether by the Grantee or any other person authorised by the Grantee.

2.2 Without derogating from the generality of clause 2.1:

- a. The Grantor acknowledges that clause 2.1 extends to and includes any proposal for, or the carrying out of, night-time aircraft activities at Queenstown Airport, including the landing and taking off of aircraft during the night;
- b. The Grantor does not, and will not in the future, have any right to claim compensation from the Grantee in respect of the aircraft activities referred to in 2.2a above and will make no such claim.

2.3 Without derogating from the generality of clause 2.2b, if the Grantor ever decides to install, or is required by a regulatory authority, the conditions of a resource consent or the rules of the district plan to install a Mechanical Ventilation System on the Grantor's land, the Grantor will be responsible for all costs associated with the Mechanical Ventilation System, and the Grantor shall not seek to recover from the Grantee any cost of installing the Mechanical Ventilation System, any cost of operating the Mechanical Ventilation System, or any related cost.

2.4 Should the Grantor breach any provision of this instrument, the Grantor acknowledges that damages would be an inadequate remedy and accordingly the Grantee is entitled in these circumstances to equitable relief (which includes the right to seek specific performance by the Grantor of its obligations under this instrument or injunctive relief to restrain a breach or continuing breach of any of the provisions of this instrument) and the Grantor undertakes that it will not claim that the breach is one which may not or ought not be the subject of equitable relief or seek from the Grantee any undertaking as to damages or other form of bond.

2.5 The Grantor indemnifies the Grantee from and against all costs, claims, damages, losses, liabilities or expenses (including legal expenses on a solicitor client basis) incurred by the Grantee arising directly from any breach of the terms of this Instrument by the Grantor.

- 2.6 Notwithstanding any other clause in this instrument, each Grantor:
- a. who owns a portion of the Servient Land is bound and is liable under this instrument only in relation to that portion of the Servient Land that is owned by that Grantor; and
 - b. is only liable under this Instrument for any breach that commenced while that Grantor was the registered proprietor of its Servient Land. A Grantor is not liable for any breach of this Instrument by any past or future registered proprietor or occupier of the Servient Land (or any part of it).
- 2.7 For the purposes of this instrument the Grantor and Grantee agree that this instrument binds and benefits their successors in title and also any lessee or occupier of the Servient or Dominant Land. The Grantee (including its successors in title) consents to the deposit of any survey plan ("**Survey Plan**") by the Grantor or any successor in title to the Grantor which has the effect of creating new titles including any freehold, leasehold or unit titles. The Grantee covenants that this clause shall be deemed to be the written consent of the Grantee to the deposit of the Survey Plan and that it will provide any written approval to this effect requested of it.
- 2.8 The Grantee (including its successors in title) consents to the deposit of any survey plan ("**Survey Plan**") by the Grantor or any successor in title to the Grantor which has the effect of vesting any land within the Servient Land in any local authority, territorial authority or the Crown. The Grantee agrees that the covenants in this instrument shall cease to apply in respect of the land to vest upon the date of lodgement with Land Information New Zealand (or any such replacement entity) of the required documents to deposit the Survey Plan. The Grantee covenants that this clause shall be deemed to be the written consent of the Grantee to the deposit of the Survey Plan.
- 2.9 If it is determined that further written consent is required from the Grantee in respect of the matters provided for under clause 2.8 (rather than deemed consent), then the Grantee will immediately, at the request of the Grantor, give that written consent.
- 2.10 Clause 2.8 shall also apply to any land which is dedicated in any local authority, territorial authority or the Crown, subject to paragraphs a to d below:
- a. The land must be dedicated for public purpose or benefit as legal road, recreation reserve or local purpose reserve for public utilities;
 - b. Subject to paragraph d below, the covenants in this Instrument will not apply in respect of that dedicated land while the land remains dedicated for, and is used for such purpose(s);
 - c. This clause 2.10 will cease to apply and the covenants in this Instrument will have full force and effect:
 - i. Where dedicated land is not used for a purpose listed in paragraph a and is used for any other activity, and in particular if that dedicated land is used for any Activity Sensitive to Aircraft Noise;
 - ii. On any land in respect of which the dedication is subsequently uplifted and is no longer of legal effect.

d. Clause 2.3 of this Instrument shall continue to apply to land which is dedicated for the purposes in paragraph a.

2.11 If any of the provisions of this Instrument is or becomes invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions will not in any way be affected or impaired.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier **659427**
Land Registration District **Otago**
Date Issued 13 October 2014

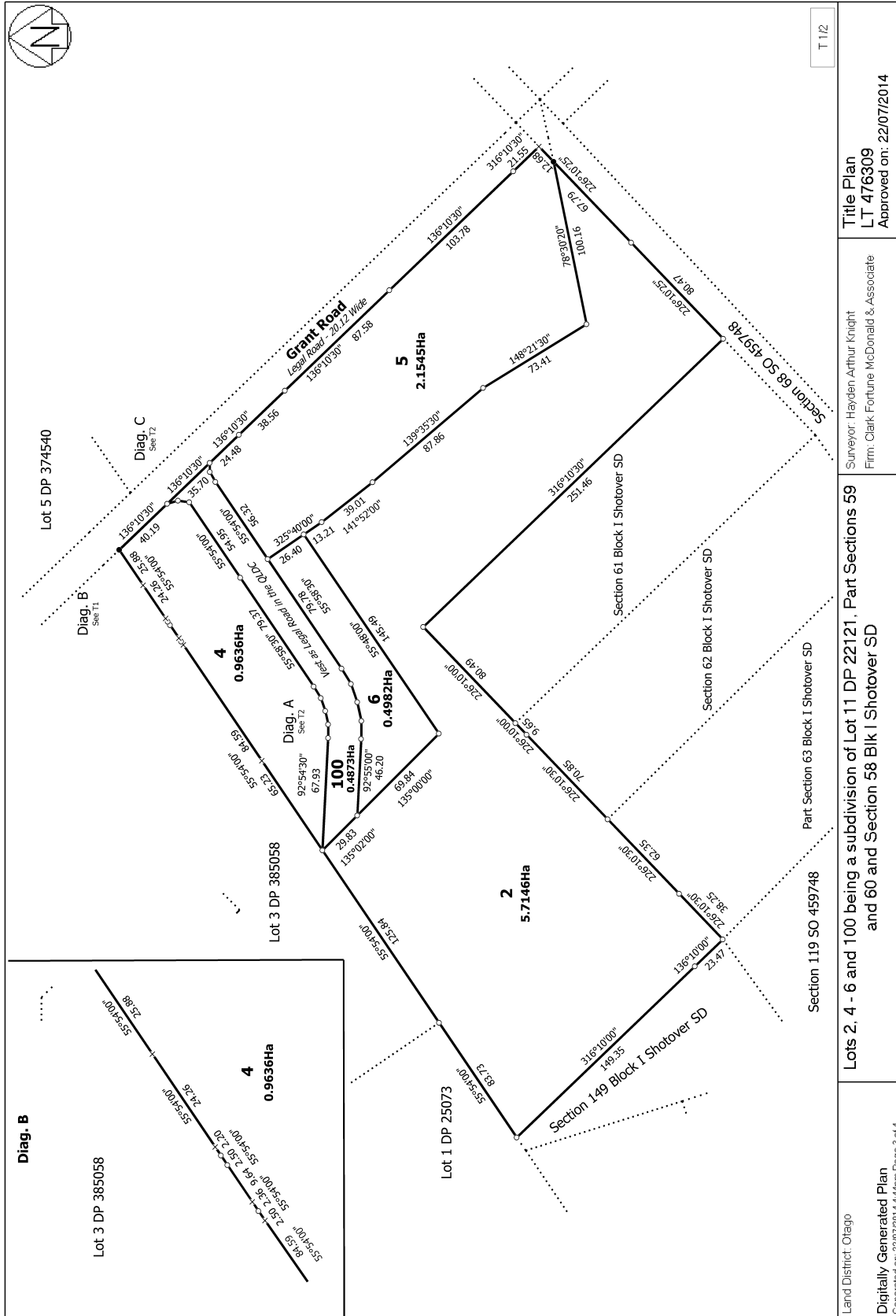
Prior References
OT17A/471

Estate Fee Simple
Area 24.5664 hectares more or less
Legal Description Section 49-50, 61-62 Block I Shotover
Survey District and Part Section 63 Block I
Shotover Survey District and Section 149
Block I Shotover Survey District and Lot 1
Deposited Plan 25073 and Lot 2 Deposited
Plan 476309

Registered Owners
Queenstown Lakes District Council

Interests

Subject to Section 241(2) Resource Management Act 1991 (affects DP 25073)
Subject to Section 59 Land Act 1948 (affects part Lot 2 DP 476309 formerly part Section 60 Block I Shotover SD)
416858 Gazette Notice declaring No. 6 State Highway (Blenheim to Invercargill) fronting part of the within land to be a limited access road - 21.1.1974 at 9:14 am (affects Lot 1 DP 25073)
Appurtenant to part Lot 2 DP 476309 formerly Lot 11 DP 22121 is a right to convey water created by Transfer 929901.2 - 16.5.1997 at 9:01 am
The easements created by Transfer 929901.2 are subject to Section 309 (1) (a) Local Government Act 1974
Subject to a right (in gross) to convey electricity over Lot 1 DP 25073 marked A, F and G and over Section 50 Blk I Shotover SD marked B, C, D and E and a right to transform electricity over Lot 1 DP 25073 marked G and over Section 50 Blk I Shotover SD marked E on DP 405417 in favour of Aurora Energy Limited created by Easement Instrument 7896547.2 - 4.8.2008 at 9:00 am
9775573.2 Partial removal of the right to convey water over Lot 1 DP 468142 CT627613 marked J, over Lot 4 DP 468142 CT627616 marked D, over Lot 5 DP 468142 CT627617 marked B, over Lot 8 DP 468142 CT627620 marked C, E, F and I, over Lot 100 DP 468142 CT627621 marked A and Y on DP 468142 appurtenant to part Lot 2 DP 476309 formerly Lot 11 DP 22121 created by Transfer 929901.2 - produced 11.9.2014 at 10:12 am and entered 18.11.2014 at 7:01 am
9794602.4 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.10.2014 at 12:01 pm (affects Lot 2 DP 476309)



T 1/2

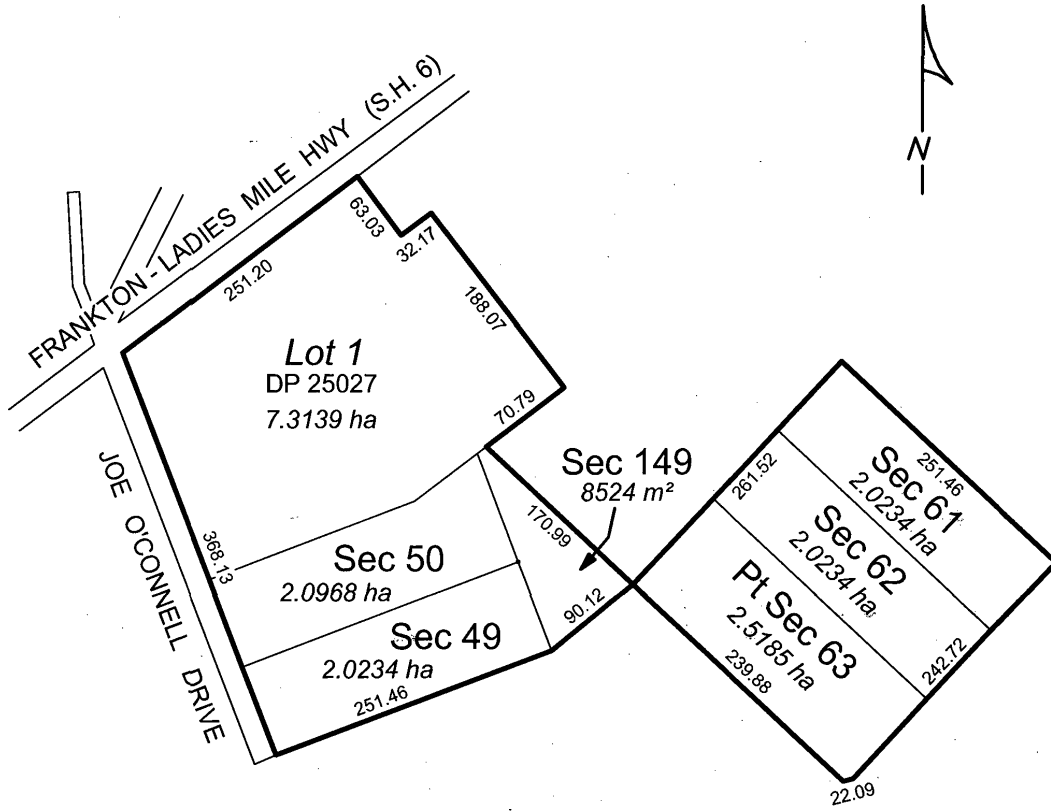
<p>Land District: Otago</p> <p>Digitally Generated Plan</p> <p>Generated on: 22/07/2014 4:46pm Page 3 of 4</p>	<p>Lots 2, 4 - 6 and 100 being a subdivision of Lot 11 DP 22121, Part Sections 59 and 60 and Section 58 Blk I Shotover SD</p>	<p>Surveyor: Hayden Arthur Knight</p> <p>Firm: Clark Fortune McDonald & Associate</p>	<p>Title Plan</p> <p>LT 476309</p> <p>Approved on: 22/07/2014</p>
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Title Diagram 659427

Cpy - 01/01, Pgs - 001, 20/11/14, 14:54



DocID: 213907290



Sections 49, 50, 61, 62, 149, Pt 63 are sections Blk I Shotover SD

Total Area: 18.8518 ha

View Instrument Details



Instrument No 9794602.4
Status Registered
Date & Time Lodged 13 October 2014 12:01
Lodged By Jack, Andrew Bryce
Instrument Type Consent Notice under s221(4)(a) Resource Management Act 1991



Affected Computer Registers	Land District
659427	Otago
659428	Otago
659429	Otago
659430	Otago

Annexure Schedule: Contains 2 Pages.

Signature

Signed by Andrew Bryce Jack as Territorial Authority Representative on 13/10/2014 11:58 AM

*** End of Report ***

IN THE MATTER of Lots 2, 4-6 &
100 being a Subdivision of Lot 11 DP
22121, Pt Section 59 & Sections 58 & 60
Blk I Shotover SD

AND

IN THE MATTER of Resource
Consent RM140129 Queenstown Lakes
District Council

**CONSENT NOTICE PURSUANT TO
SECTION 221 OF THE RESOURCE
MANAGEMENT ACT 1991**

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments: -

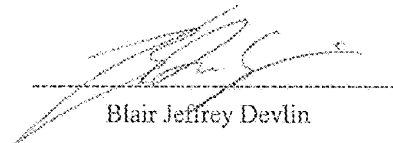
Lot 2 DP 476309 - CT 659427
Lot 4 DP 476309 - CT 659428
Lot 5 DP 476309 - CT 659429
Lot 6 DP 476309 - CT 659430

Conditions

- a) Lot 2 and Lots 4-6 are not currently serviced with water, wastewater, stormwater, power and telecommunication services and any future development or subdivision of these lots will require services be installed to Council standards.
- b) Lot 2 and Lots 4-6 are not provided with physical access to Councils roading network, at time of future development or subdivision a physical access to Councils road network shall be constructed in accordance with Council standards

Dated this 16th day of JUNE 2014

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Manager, Resource Consenting


Blair Jeffrey Devlin



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier **695482**
Land Registration District **Otago**
Date Issued 22 March 2016

Prior References

627613	627614	627615
627616	627618	627619
627620	659428	

Estate Fee Simple
Legal Description Lot 6 Deposited Plan 486920
Registered Owners
Queenstown Gateway (5M) Limited

Estate Fee Simple - 3/20 share
Legal Description Lot 8-9, 14 Deposited Plan 486920
Registered Owners
Queenstown Gateway (5M) Limited

Interests

For Area and Dimensions See DP 486920

Appurtenant to Lots 6, 8 and 9 DP 486920 herein is a right to drain foul sewage and stormwater created by Transfer 939910.2 - 21.11.1997 at 3:40 pm

The easements created by Transfer 939910.2 are subject to Section 309 (1) (a) Local Government Act 1974

7498079.5 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 10.8.2007 at 9:00 am (affects part Lot 8 DP 486920 formerly Lot 1 DP 374540)

7520232.6 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 29.8.2007 at 9:00 am (affects Lot 6 DP 486920)

8518096.1 Mortgage to Clearmont (Queenstown) Limited - 3.8.2010 at 3:50 pm (affects Lots 6, 8 and 9 DP 486920)

9533017.3 Mortgage to ANZ Bank New Zealand Limited - 18.10.2013 at 4:45 pm (affects Lots 6, 8 and 9 DP 486920)

9533017.4 Mortgage Priority Instrument making Mortgage 9533017.3 first priority and Mortgage 8518096.1 second priority - 18.10.2013 at 4:45 pm

Appurtenant to Lots 6, 8 and 9 DP 486920 herein is a right to convey gas, electricity, water, telecommunications and computer media and a right to drain water and sewage created by Easement Instrument 9581839.4 - 22.7.2014 at 4:56 pm

Land Covenant in Easement Instrument 9581839.5 - 22.7.2014 at 4:56 pm (affects Lots 6, 8 and 9 DP 486920)

9794602.4 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.10.2014 at 12:01 pm (affects Lot 14 DP 486920)

Land Covenant in Easement Instrument 9916739.4 - 21.5.2015 at 11:14 am (affects Lots 6, 8 and 9 DP 486920)

Appurtenant hereto is a right to drain water created by Easement Instrument 9916739.7 - 21.5.2015 at 11:14 am

9916739.9 Mortgage to ANZ Bank New Zealand Limited - 21.5.2015 at 11:14 am (affects Lot 14 DP 486920)

9916739.10 Mortgage to Clearmont (Queenstown) Limited - 21.5.2015 at 11:14 am (affects Lot 14 DP 486920)

10363193.3 Surrender of the right to convey gas, electricity, water, telecommunications and computer media and right to drain water and sewage as to markings C, E, F, H, I, M, N, O, P, Q, R, S, T, V, U, W and GA on DP 468142 created by Easement Instrument 9581839.4 - 22.3.2016 at 10:30 am

Subject to Section 241(2) and Sections 242(1) and (2) Resource Management Act 1991(affects DP 486920)

Subject to a right (in gross) to convey electricity over part Lot 8 DP 486920 marked Q, V, BJ, W, S, O, M and L and over part Lot 14 DP 486920 marked X and to transform electricity over part Lot 8 DP 486920 marked P and over part Lot 9 DP 486920 marked BF and BK all on DP 486920 in favour of Aurora Energy Limited created by Easement Instrument 10363193.6 - 22.3.2016 at 10:30 am

The easements created by Easement Instrument 10363193.6 are subject to Section 243 (a) Resource Management Act 1991

Subject to a Projection easement over part Lot 8 DP 486920 marked U, C, D, E, F, H, I and R and over part Lot 14 DP 486920 marked AD and a right of way (pedestrian traveller) over part Lot 8 DP 486920 marked G and over part Lot 9 DP 486920 marked BG and a right of way (pedestrian lift) over part Lot 9 DP 486920 marked BE and a right of way (pedestrian, fire escape egress) over part Lot 14 DP 486920 marked AE and AG and a support easement over part Lot 9 DP 486920 marked BH, BC, BA, BB, BD and BI and over part Lot 14 DP 486920 marked AI and AH and a right of way (with temporary parking in indicated spaces) and a right to convey gas, water, telecommunications and computer media and a right to drain water and sewage over part Lot 8 DP 486920 marked A, B, Q, V, W, S, O and BJ and over part Lot 9 DP 486920 marked BA, BB, BC, BD, BH and BI and over part Lot 14 DP 486920 marked X, AB, AI, AH, AA and AM all on DP 486920 created by Easement Instrument 10363193.7 - 22.3.2016 at 10:30 am

Appurtenant hereto is a right of way (pedestrian traveller) and a right of way (pedestrian lift) and a right of way (with temporary parking in indicated spaces) and a right to convey gas, water, telecommunications and computer media and a right to drain water and sewage and to Lot 8 DP 486920 is a projection easement and a support easement created by Easement Instrument 10363193.7 - 22.3.2016 at 10:30 am

The easements created by Easement Instrument 10363193.7 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right (in gross) to convey electricity over part Lot 8 DP 486920 marked A, B, Q, V, P, W, S, O, BJ, M and L and over part Lot 9 DP 486920 marked BA, BB, BC, BD, BH, BI, BF and BK and over part Lot 14 DP 486920 marked X, AB, AI, AH, AA and AM all on DP 486920 in favour of 5M Power Limited created by Easement Instrument 10363193.8 - 22.3.2016 at 10:30 am

The easements created by Easement Instrument 10363193.8 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right (in gross) to convey telecommunications and computer media over part Lot 8 DP 486920 marked A, B, Q, V, S and BJ and over part Lot 9 DP 486920 marked BF and BK all on DP 486920 in favour of Chorus New Zealand Limited created by Easement Instrument 10363193.9 - 22.3.2016 at 10:30 am

The easements created by Easement Instrument 10363193.9 are subject to Section 243 (a) Resource Management Act 1991

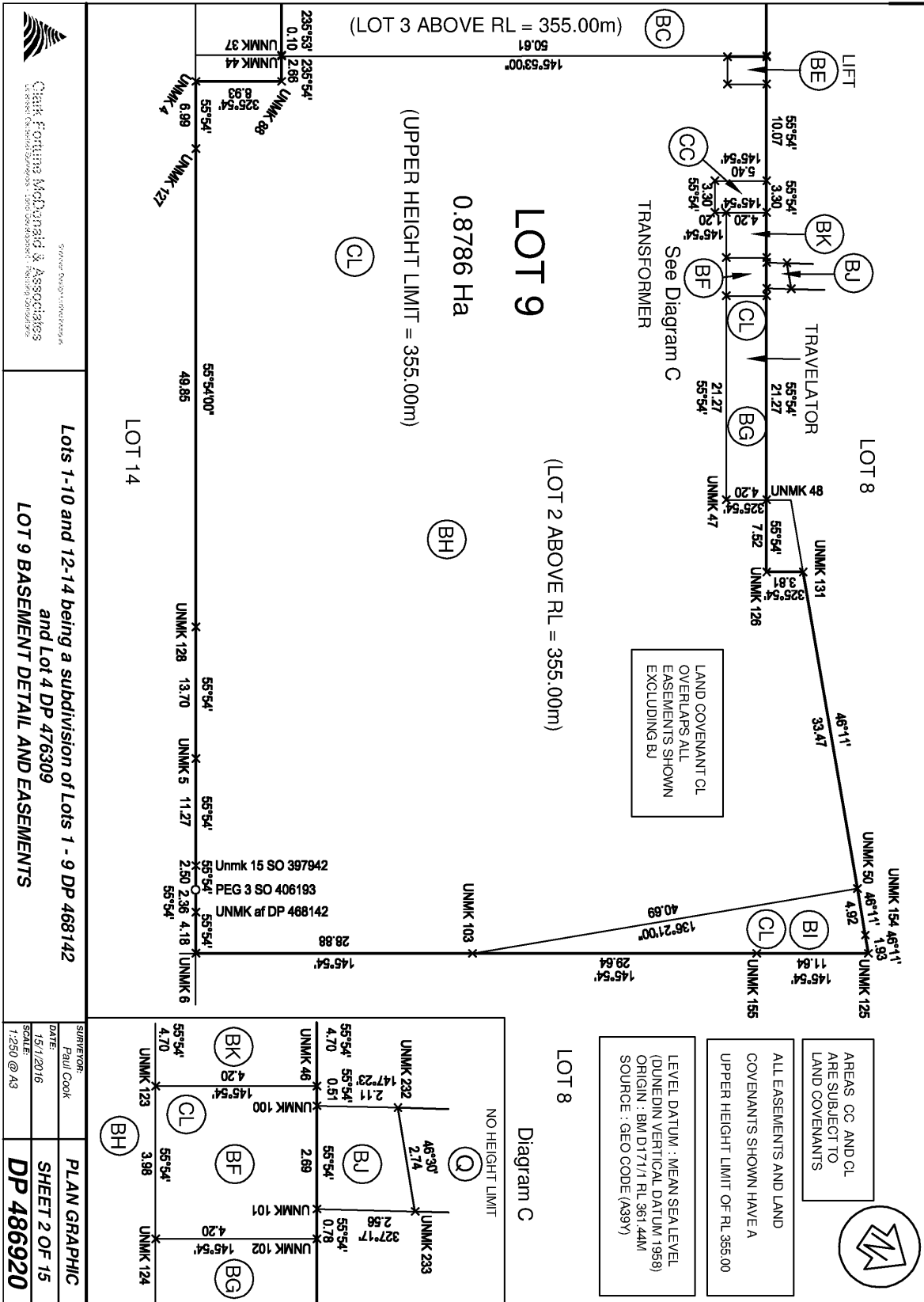
Land Covenant in Easement Instrument 10363193.10 - 22.3.2016 at 10:30 am

10363193.12 Variation of Consent Notice 7498079.5 pursuant to Section 221(5) Resource Management Act 1991 - 22.3.2016 at 10:30 am

11624776.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS RECORD OF TITLE IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS LOT 7 DP 486920 ON RECORD OF TITLE 695483) - 4.12.2019 at 3:33 pm

11698637.2 Variation of Mortgage 9916739.9 - 30.3.2020 at 4:11 pm

11698637.3 Variation of Mortgage 9533017.3 - 30.3.2020 at 4:11 pm

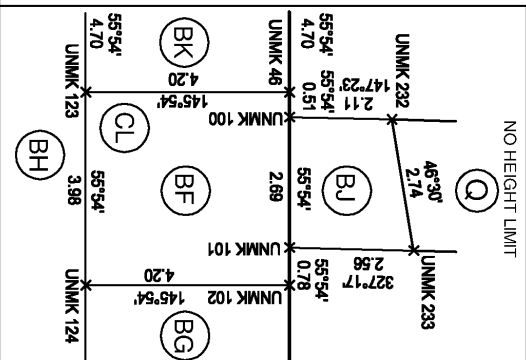


AREAS CC AND CL ARE SUBJECT TO LAND COVENANTS

ALL EASEMENTS AND LAND COVENANTS SHOWN HAVE A UPPER HEIGHT LIMIT OF RL 355.00

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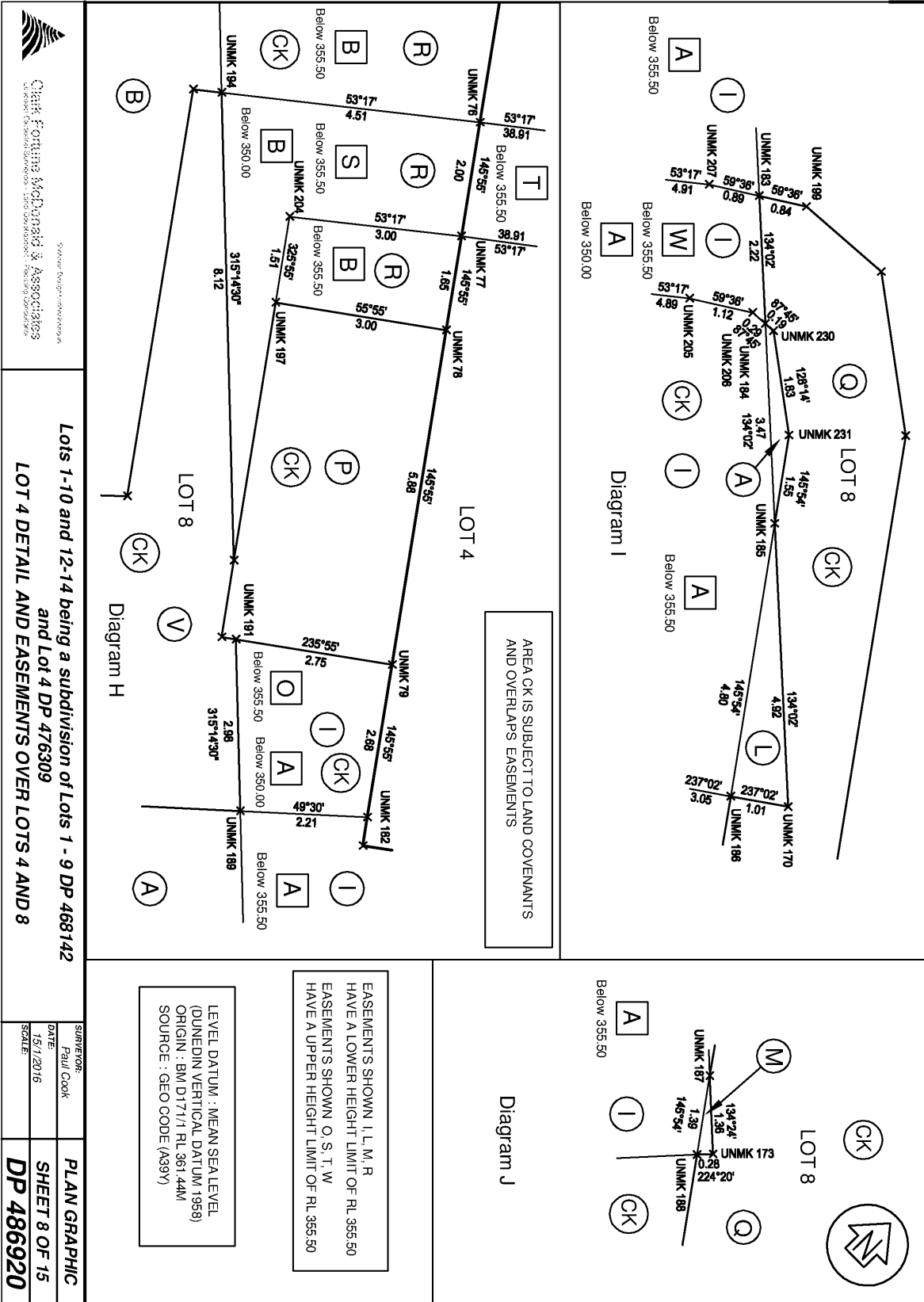
LOT 8
Diagram C

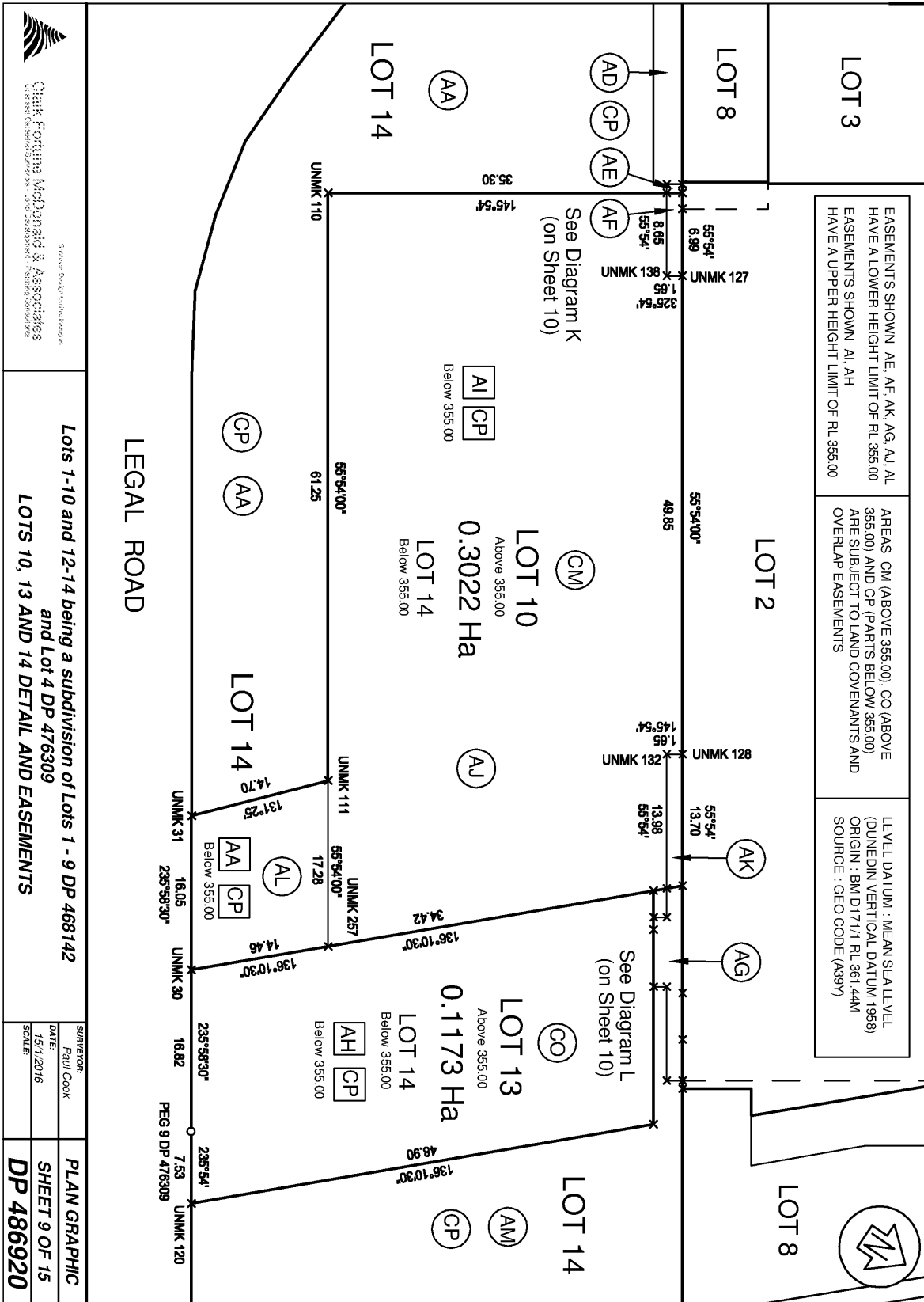


Check Fortified McDonald & Associates
 15/1/2016
 1:250 @ A3

Lots 1-10 and 12-14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309
 LOT 9 BASEMENT DETAIL AND EASEMENTS

PLAN GRAPHIC
 SHEET 2 OF 15
 DP 486920

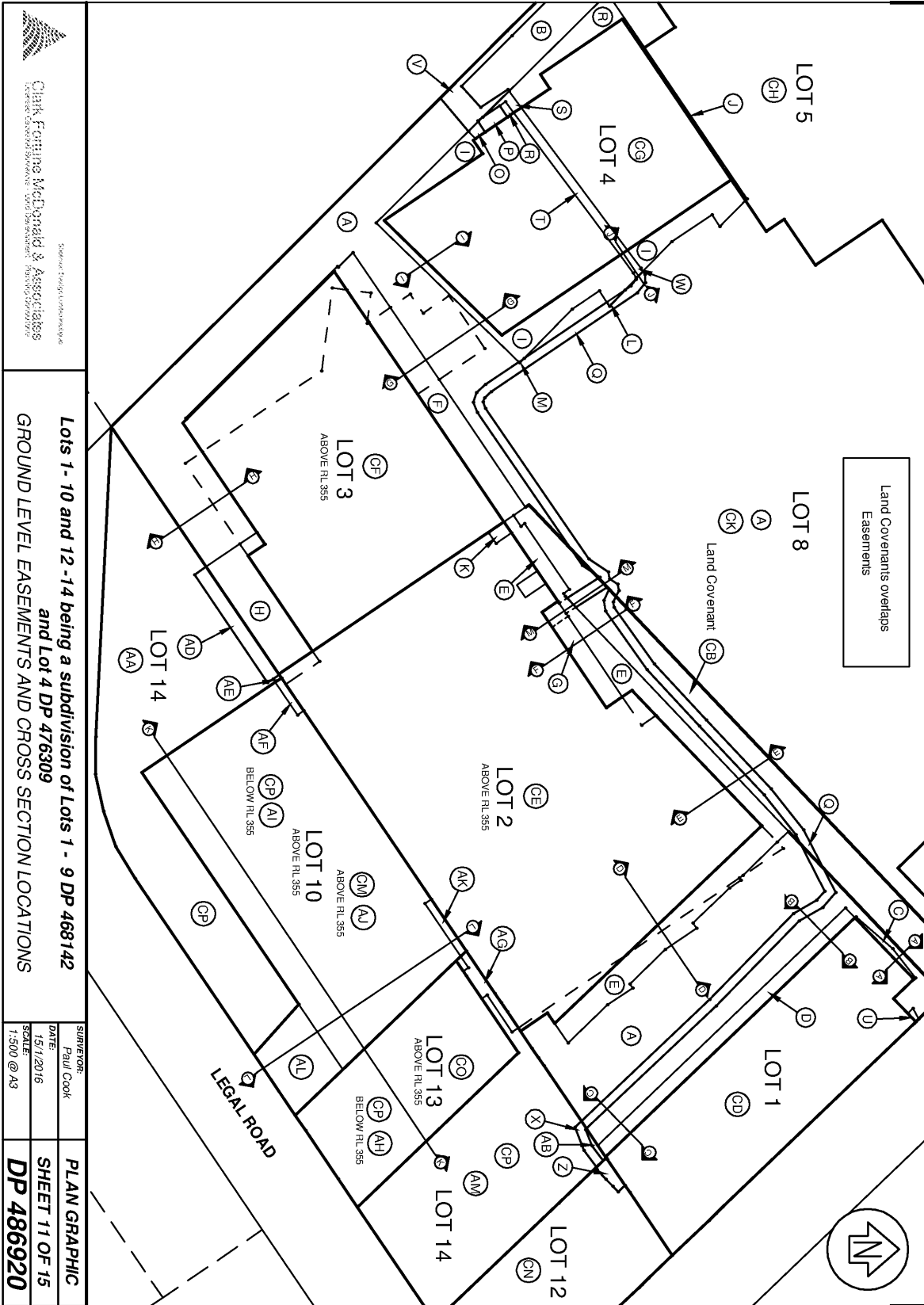




Check Forterra Ltd Domain & Associates
 151/120/16
 151/120/16

Lots 1-10 and 12-14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309
LOTS 10, 13 AND 14 DETAIL AND EASEMENTS

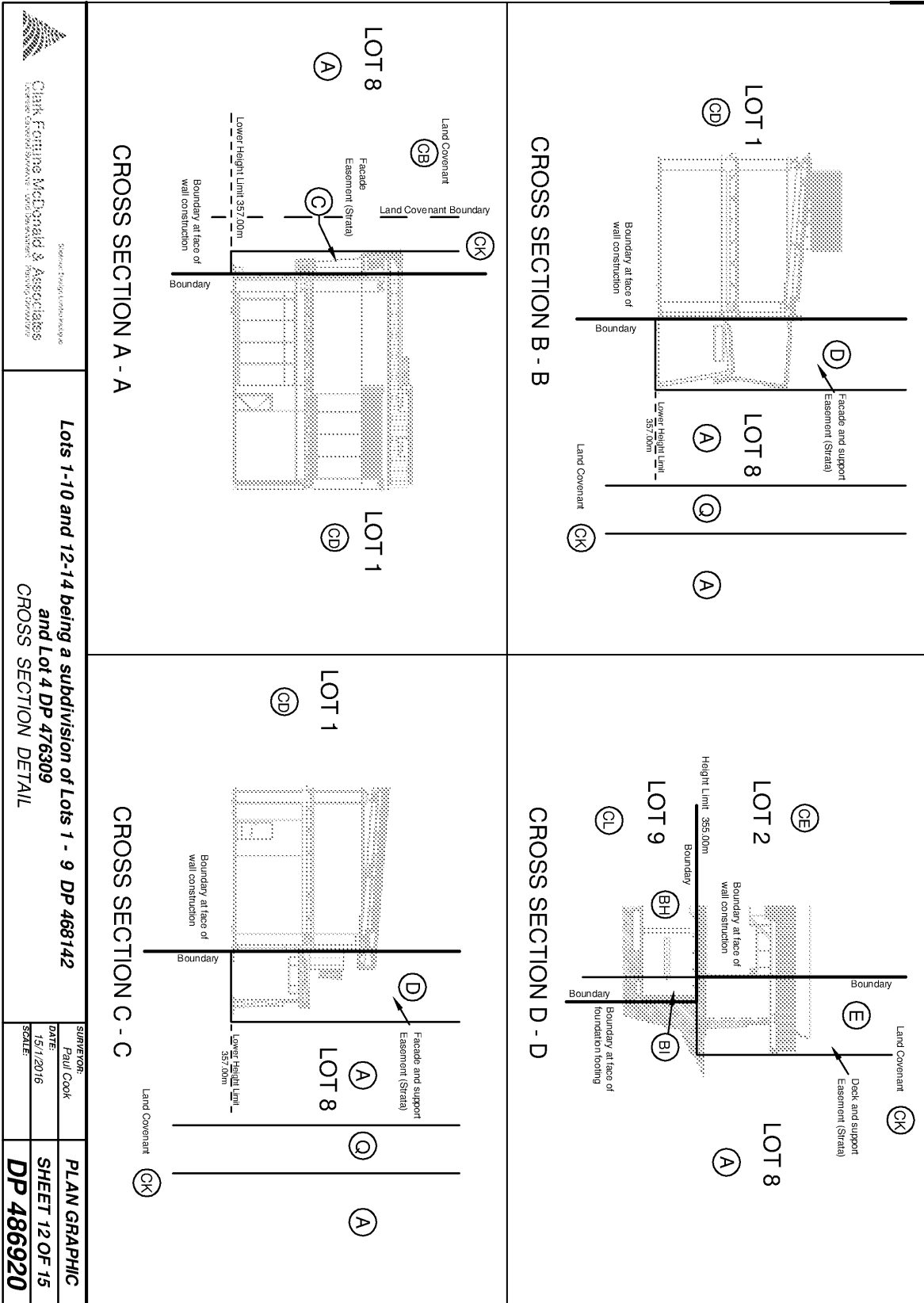
SUBMITTER: Paul Cook	PLAN GRAPHIC
DATE: 15/1/2016	SHEET 9 OF 15
SCALE:	DP 486920



Clark Forming McDaniel & Associates
 5000 14th Avenue S.W.
 Seattle, WA 98148
 (206) 462-1111

Lots 1 - 10 and 12 - 14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309
GROUND LEVEL EASEMENTS AND CROSS SECTION LOCATIONS

SUBMITTER: Paul Cook	PLAN GRAPHIC
DATE: 15/1/2016	SHEET 11 OF 15
SCALE: 1:500 @ A3	DP 486920

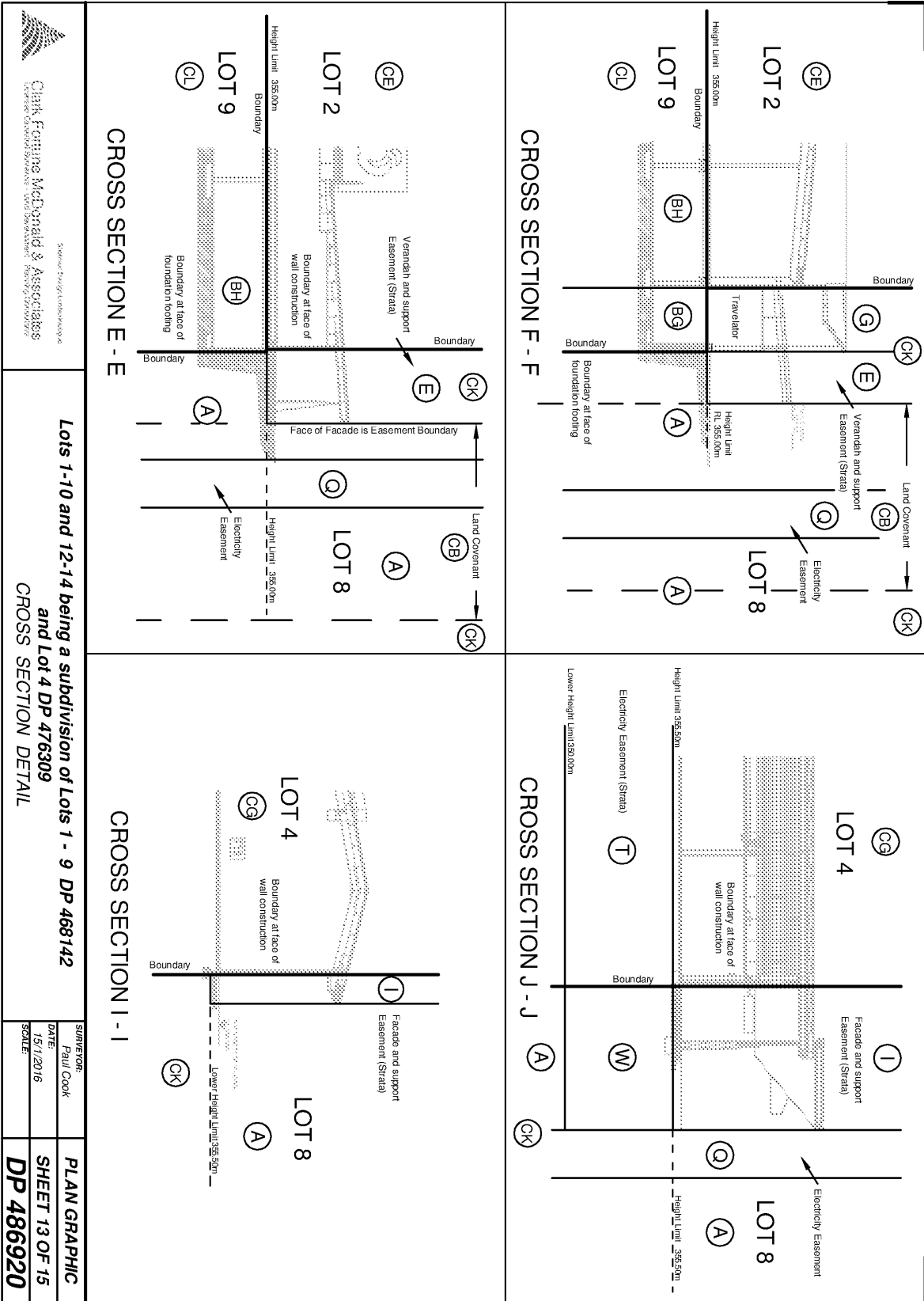



Clark Forming, McQuinn & Associates
 155/120/16
 155/120/16

Lots 1-10 and 12-14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309
CROSS SECTION DETAIL

PLAN GRAPHIC
SHEET 12 OF 15
DP 486920

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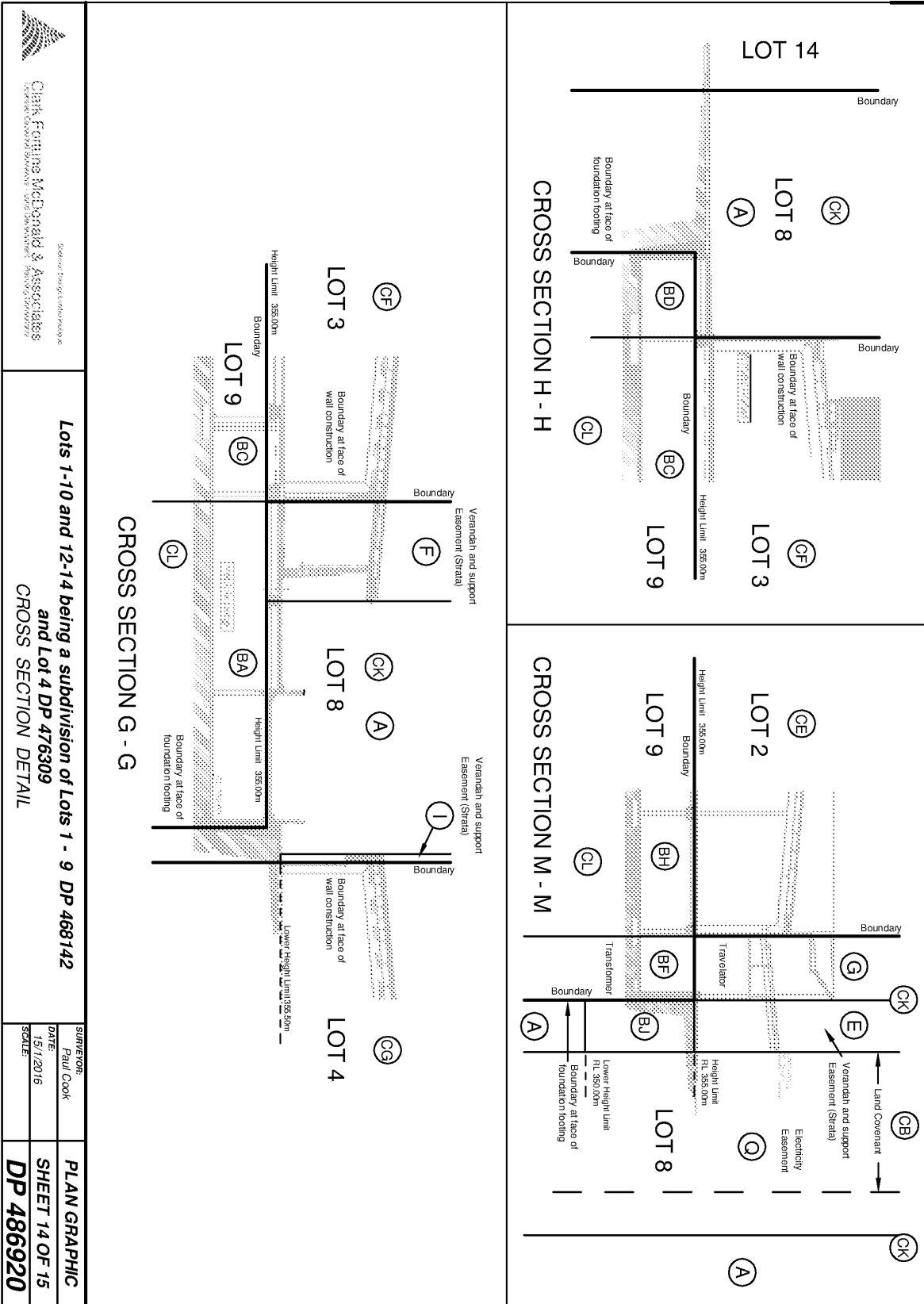


Clark Forming McDonald & Associates
 Chartered Surveyors, Engineers, Architects, Quantity Surveyors, Planning Consultants
 100, The Arcade, Perth, WA 6000
 Phone: (08) 9447 1111 Fax: (08) 9447 1112

Lots 1-10 and 12-14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309
CROSS SECTION DETAIL

SURVEYOR: Paul Cook	PLAN GRAPHIC
DATE: 15/1/2016	SHEET 13 OF 15
SCALE:	DP 486920

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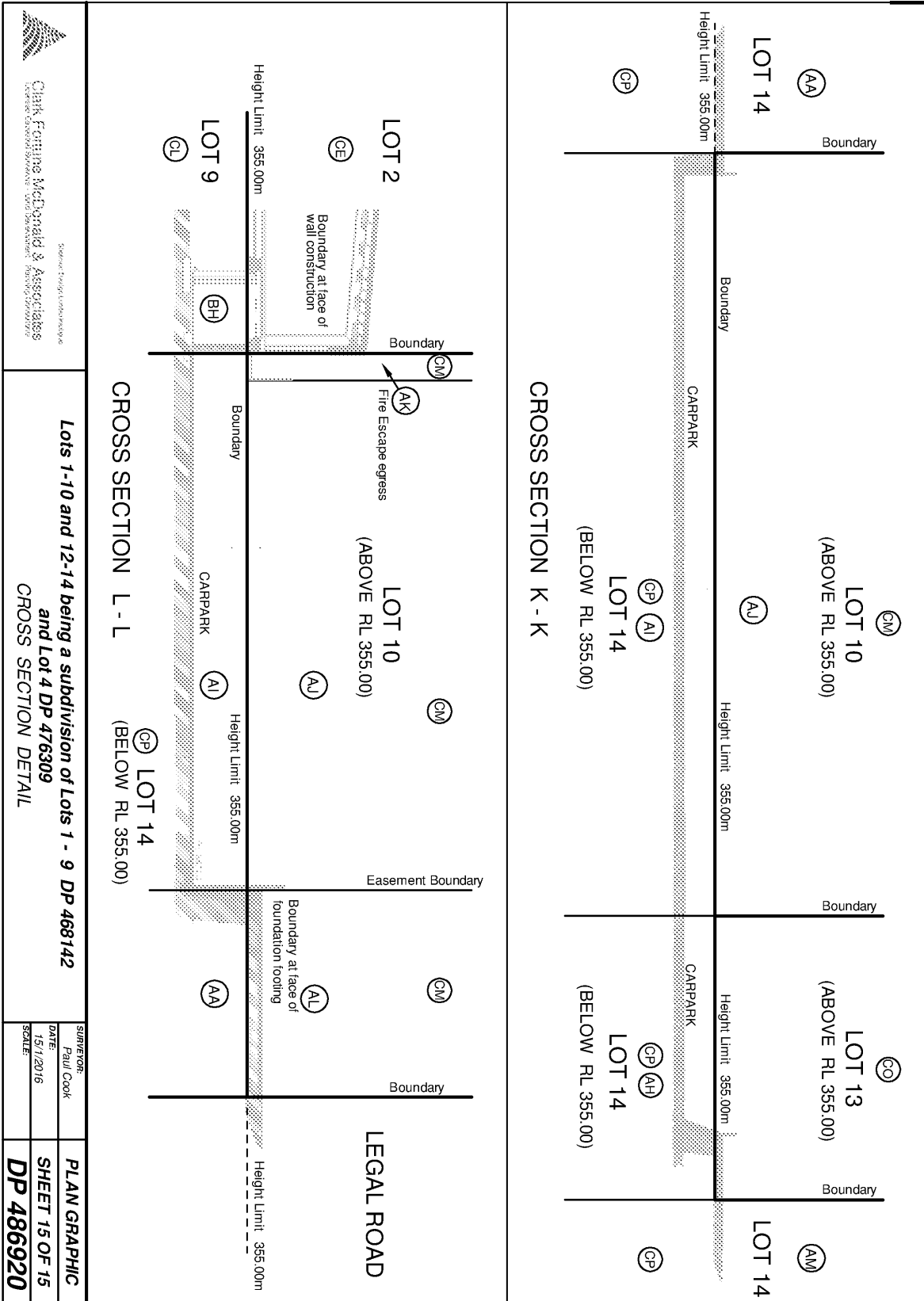


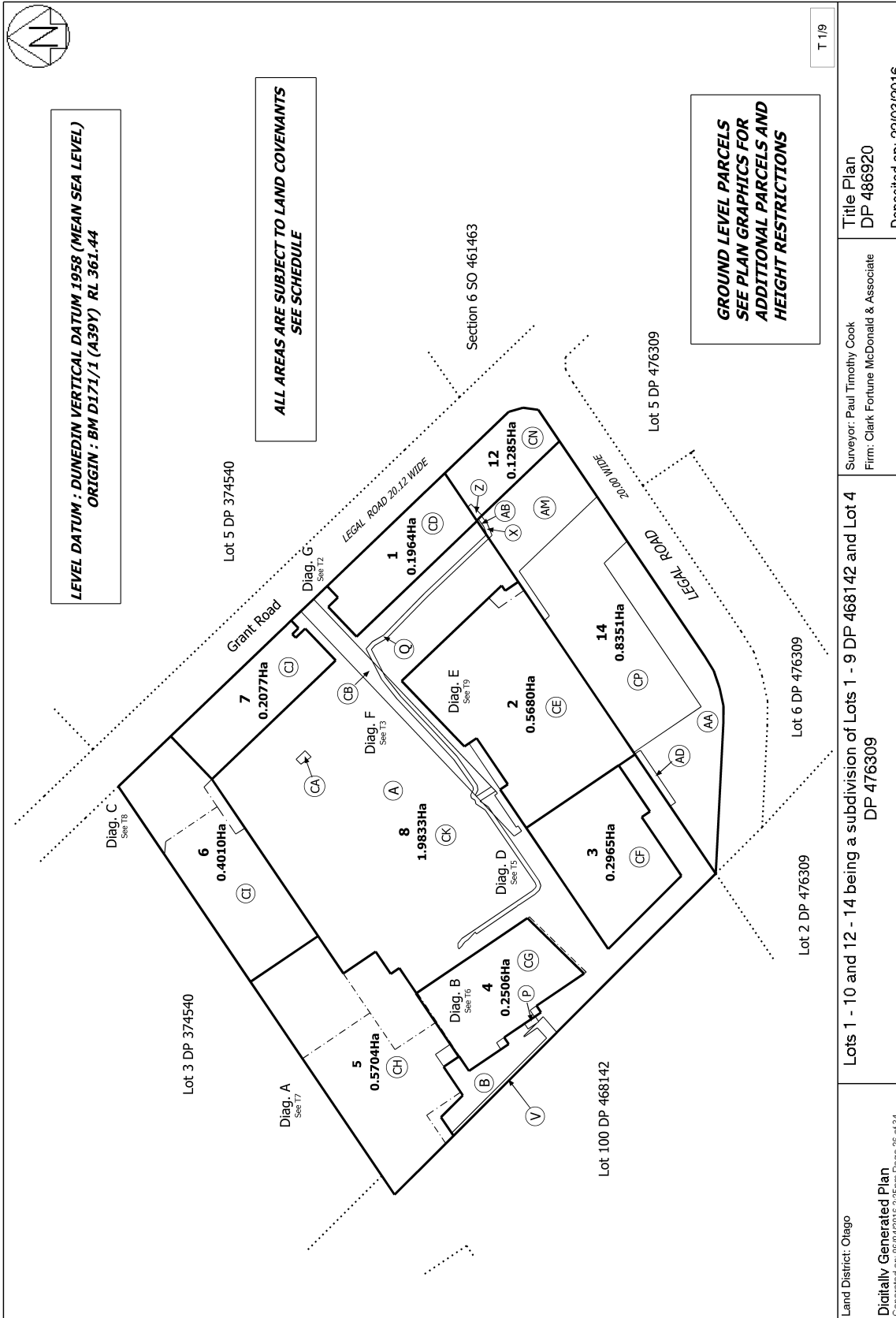
Survey: Project Under Review
 Clark Forming McDonald & Associates
 15/1/2016

Lots 1-10 and 12-14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309
CROSS SECTION DETAIL

PLAN GRAPHIC
 SHEET 14 OF 15
 DP 486920

SURVEYOR:
 Paul Cook
 DATE:
 15/1/2016
 SCALE:





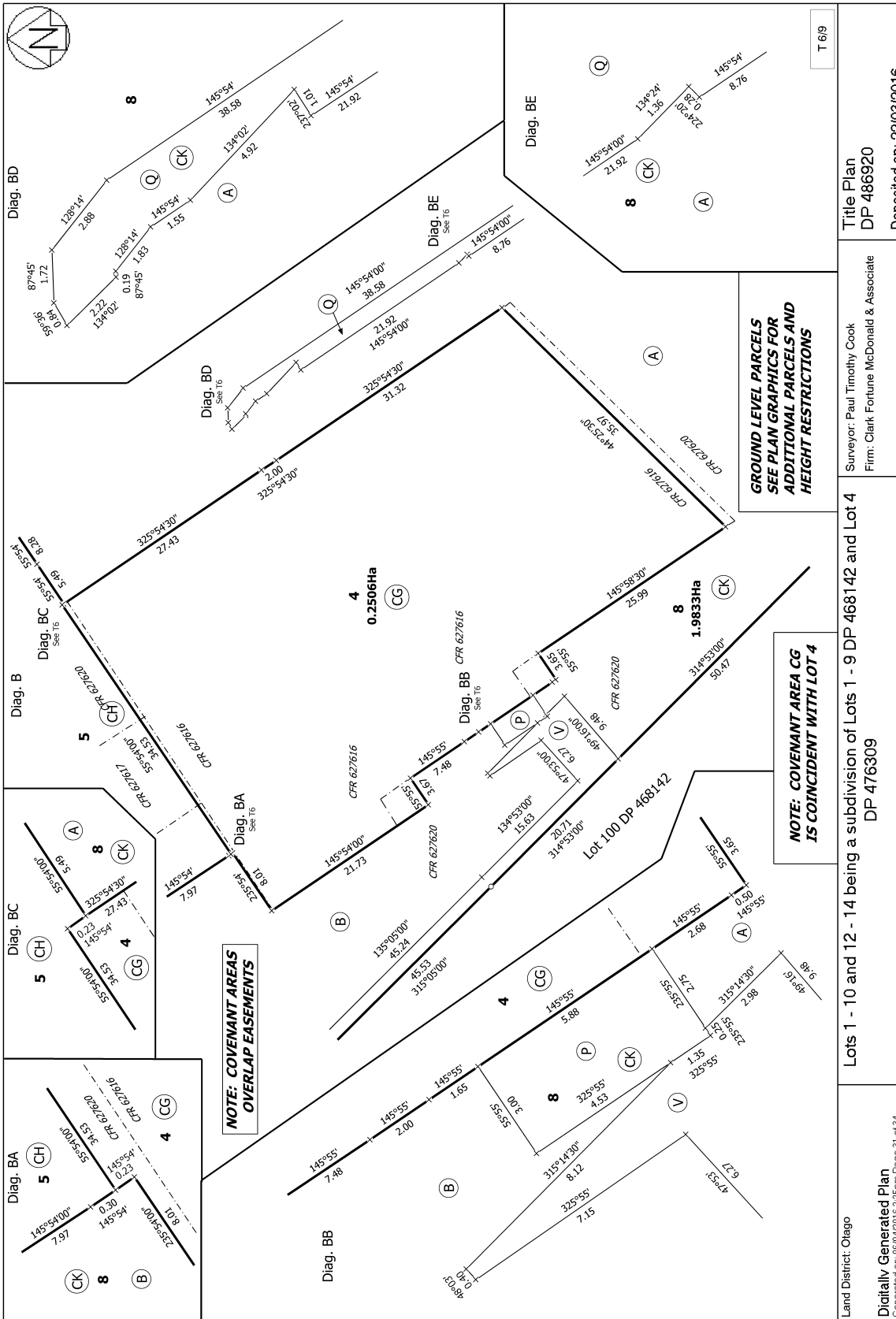
T 19

Surveyor: Paul Timothy Cook
Firm: Clark Fortune McDonald & Associate

Title Plan
DP 486920
Deposited on: 22/03/2016

Lots 1 - 10 and 12 - 14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309

Land District: Otago
Digitally Generated Plan
Generated on: 06/04/2016 2:28pm | Page 26 of 34



T 6/9

Title Plan
 DP 486920
 Deposited on: 22/03/2016

Surveyor: Paul Timothy Cook
 Firm: Clark Fortune McDonald & Associate

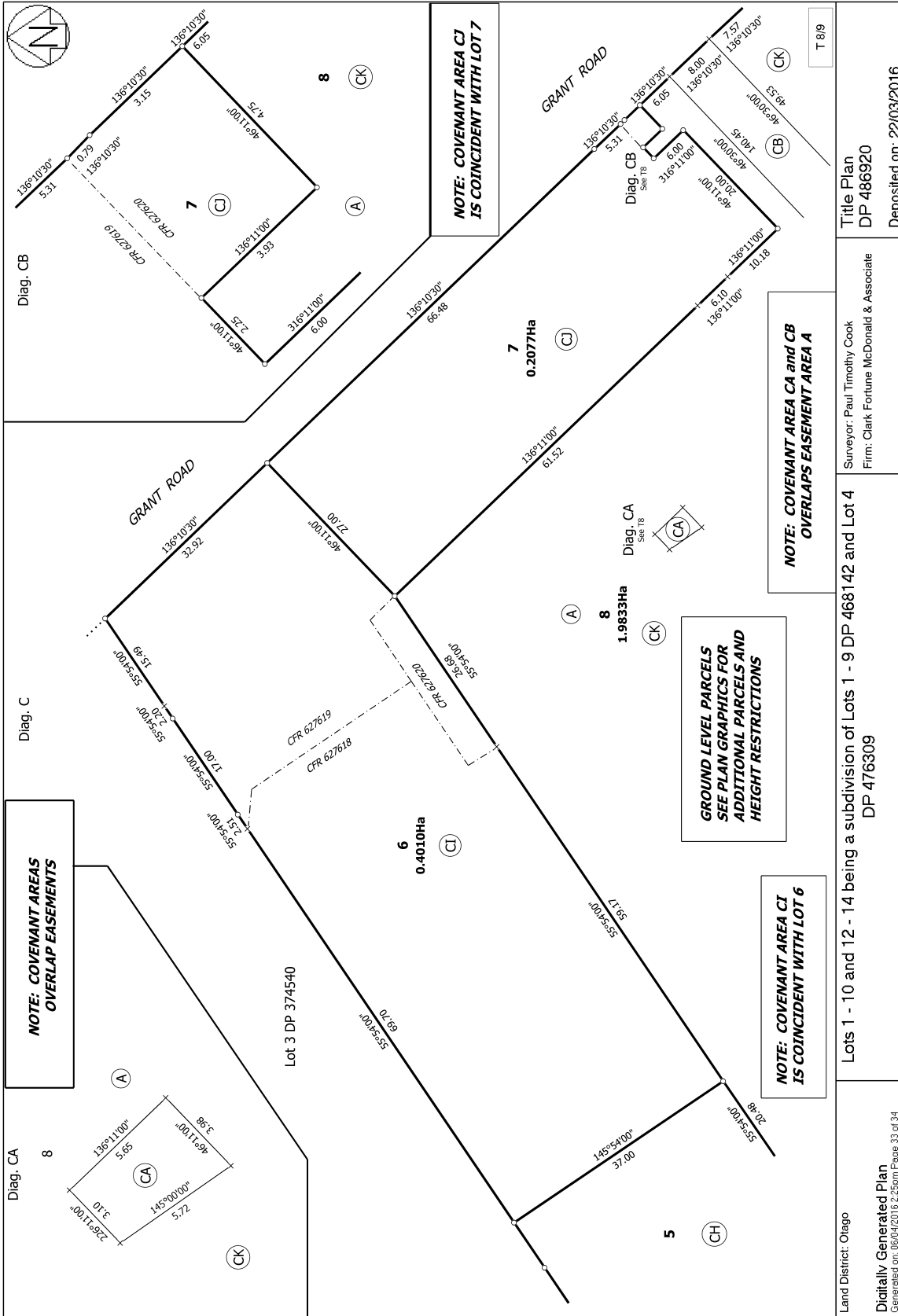
Lots 1 - 10 and 12 - 14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309

Land District: Otago
 Digitally Generated Plan
 Generated on: 06/04/2016 2:28pm Page 31 of 34

**GROUND LEVEL PARCELS FOR
 SEE PLAN GRAPHICS FOR
 ADDITIONAL PARCELS AND
 HEIGHT RESTRICTIONS**

**NOTE: COVENANT AREA CG
 IS COINCIDENT WITH LOT 4**

**NOTE: COVENANT AREAS
 OVERLAP EASEMENTS**



T 8/9

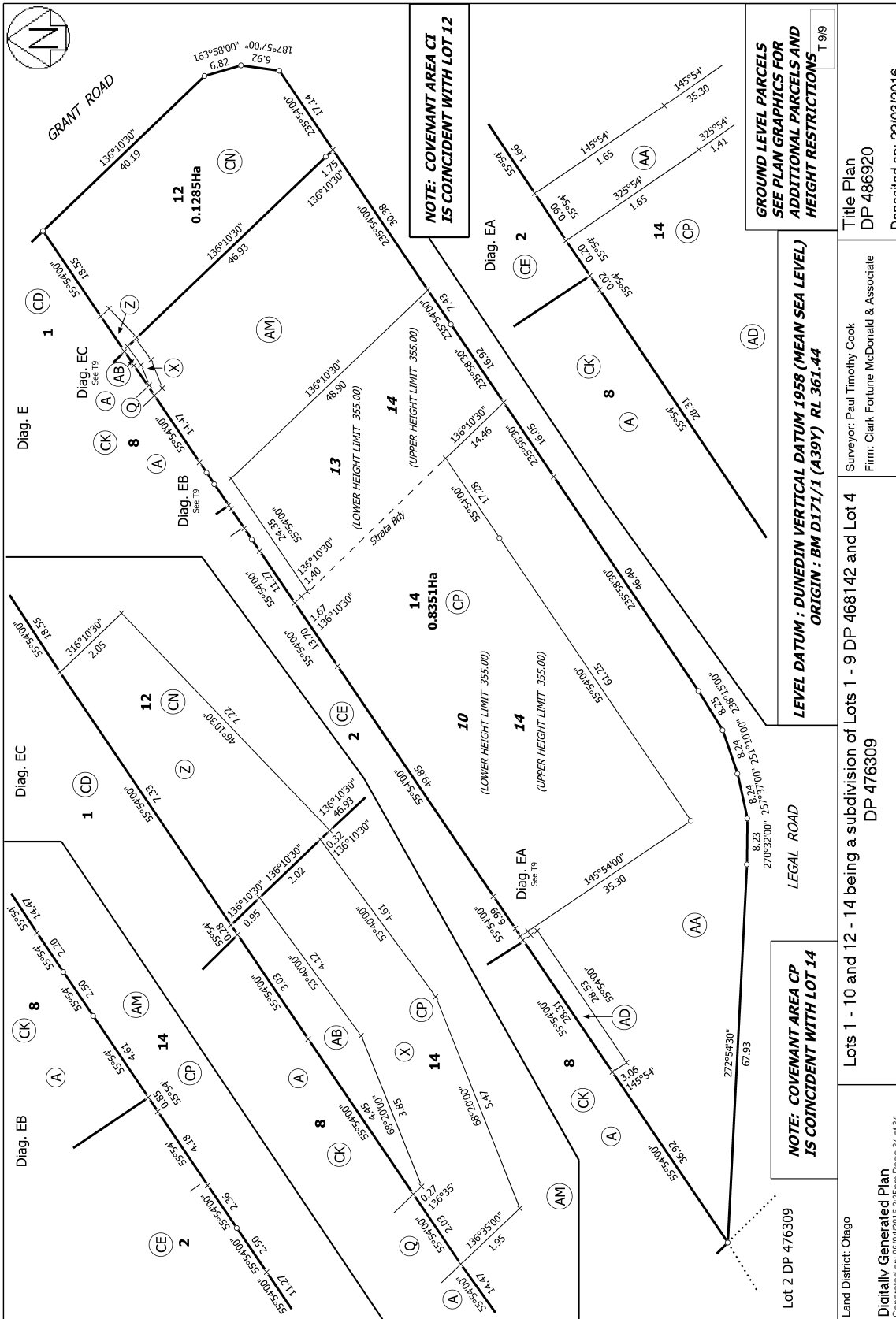
Title Plan
DP 486920

Deposited on: 22/03/2016

Surveyor: Paul Timothy Cook
Firm: Clark Fortune McDonald & Associate

Lots 1 - 10 and 12 - 14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309

Land District: Otago
Digitally Generated Plan
Generated on: 06/04/2016 2:25pm Page 33 of 34



Surveyor: Paul Timothy Cook
Firm: Clark Fortune McDonald & Associate

Title Plan
DP 468920
Deposited on: 22/03/2016

Lot 1 - 10 and 12 - 14 being a subdivision of Lots 1 - 9 DP 468142 and Lot 4 DP 476309

Land District: Otago
Digitally Generated Plan
Generated on: 06/04/2016 2:28pm | Page 34 of 34

Lot 2 DP 476309

CONO 7498079.5 Cor

Cpy - 01/01, Pgs - 002, 08/08/07, 11



DocID: 212037664

IN THE MATTER of Section 221 of the
Resource
Management Act
1991

AND

IN THE MATTER of an Application for
Subdivision Consent
by FIVE MILE
HOLDINGS
LIMITED RM060231

CONSENT NOTICE

BACKGROUND

- A. Five Mile Holdings Ltd applied to the Queenstown Lakes District Council pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land described as Lot 1 DP 23278 contained within Certificate of Title OT151/1073 and Part Lot 2 DP 25073 held within Certificate of Title OT17C/192.
- B. Council has granted consent (RM060231) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the Owner of the land being those conditions specified in the Operative Part hereof.

OPERATIVE PART A:

The following condition pertaining to this Consent Notice is to be registered against the titles issued for Lots 1 and 3 D.P 374540.

CONDITIONS A:

- a) Prior to any development on the site of the proposed Lot 1, the consent holder shall install all required services and pay to the Queenstown Lakes District Council any relevant contributions that may be required in terms of the Councils policy for financial and development contributions formulated under the Local Government Act 2002 for connection to the Councils water supply, sewage disposal and storm water infrastructure as well as the provision of reserves.
- b) Traffic access shall be prohibited from proposed Lots 1 and 3 directly onto the State Highway 6/Frankton-Ladies Mile Road.

Dated this 11 day of September 2006

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Principal Administrative Officer



CONO 7520232.6 Consen¹

Cpy - 01/01, Pgs - 002, 28/08/07, 10:31



DocID: 212047429

IN THE MATTER of Section 221 of the Resource
Management Act 1991

AND

IN THE MATTER of an Application for Subdivision
Consent by FIVE MILE
HOLDINGS LIMITED

CONSENT NOTICE

BACKGROUND

- A. FIVE MILE HOLDINGS LIMITED of Queenstown have applied to the Queenstown Lakes District Council pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised in Lots 1 and 2 DP 374540 and currently described in Certificate of Title OT 17C/912 (Otago Registry) ("the land").
- B. Council has granted consent (RM061186) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the Owner of the land being those conditions specified in the Operative Part hereon.

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments: -


Lot 1 DP 385058
Lot 2 DP 385058
Lot 3 DP 385058

CONDITION:

- 3 Prior to certification pursuant to Section 224 of the Act and in accordance with Section 221 of the Resource Management Act 1991, a consent notice shall be registered of the pertinent Certificate of Title for the performance of the following condition on a continuing basis:
 - a) Prior to the occupation of any building on Lots 1, 2 and 3 all necessary services shall be constructed and installed to the Lot in accordance with Queenstown Lakes District Council's policies and standards. (It is noted services have not been installed to the lots at the time of subdivision).

Dated this 6th day of June 200

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Principal Administrative Officer



View Instrument Details



Instrument No 9581839.5
Status Registered
Date & Time Lodged 22 July 2014 16:56
Lodged By Cameron, Carolyn Ann
Instrument Type Easement Instrument



Affected Computer Registers Land District

627613	Otago
627614	Otago
627615	Otago
627616	Otago
627617	Otago
627618	Otago
627619	Otago
627620	Otago
627621	Otago

Annexure Schedule: Contains 5 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

I certify that the Caveator under Caveat 9490555.1 has consented to this transaction, which is subject to the Caveat, and I hold that consent

I certify that the Mortgagee under Mortgage 8518096.1 has consented to this transaction and I hold that consent

I certify that the Mortgagee under Mortgage 9533017.3 has consented to this transaction and I hold that consent

Signature

Signed by Carolyn Ann Cameron as Grantor Representative on 22/07/2014 04:53 PM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Carolyn Ann Cameron as Grantee Representative on 22/07/2014 04:53 PM

*** End of Report ***

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

QUEENSTOWN GATEWAY (5M) LIMITED

Grantee

QUEENSTOWN GATEWAY (5M) LIMITED

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the Servient Tenement set out in Schedule A grants to the Grantee (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A

Annexure Schedule, if required

Continue in additional

Purpose (Nature and extent) of easement, <i>profit</i> or covenant	Shown (plan reference) LT 468142	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land Covenant	Lot 100	627621	627613-627620 (all inclusive)

Form B - continued

Easements or profits à prendre rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

~~Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007~~

The implied rights and powers are hereby ~~[varied]~~ ~~[negatived]~~ ~~[added to]~~ or ~~[substituted]~~ by:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[the provisions set out in Annexure Schedule _____]~~

Covenant provisions

Delete phrases in [] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[Annexure Schedule 1]~~

ANNEXURE SCHEDULE 1

1. BACKGROUND

- 1.1 The Grantor is registered as proprietor of the Servient Tenement and the Grantee is registered as proprietor of the Dominant Tenement.
- 1.2 It is the Grantor's intention that the Servient Tenement shall be subject to Covenants given for the benefit of the Grantee as registered proprietor of the Dominant Tenement and that the Grantee of the Dominant Tenement shall be entitled to enforce the observance of such Covenants against the registered proprietor from time to time of the Servient Tenement.
- 1.3 Notwithstanding anything to the contrary contained herein, the Covenants contained herein shall only be enforceable by the registered proprietors of the Dominant Tenement from time to time against the Servient Tenement.

2. DEFINITIONS AND INTERPRETATION

- 2.1 In this Instrument unless the context otherwise requires, the following terms shall have the meanings set out beside them:

"Building"	means any building, construction or structure (or part thereof) and in addition to its ordinary and usual meaning shall include the following: <ul style="list-style-type: none"> (a) any construction having a roof thereto; (b) any retaining wall or breast work exceeding 1 metre in height or any fence or wall exceeding 2 metres in height.
"Covenants"	the covenants set out in Schedule 1 to this Instrument;
"Grantee"	the registered proprietor(s) from time to time of the Dominant Tenement and includes that person(s), tenants, licensees and other invitees of the Grantee;
"Grantor"	the registered proprietor(s) from time to time of the Servient Tenement and includes the agents, employees, contractors, tenants, licensee and other invitees of the Grantor.

- 2.2 **Interpretation:** Unless the context otherwise requires, the following provisions are applicable to the construction and interpretation of this Instrument:

- (a) **General:**
- (i) Words denoting the singular shall include the plural and vice versa;
 - (ii) References to sections, clauses and schedules are references to sections, clauses and schedules in this Instrument;
 - (iii) A reference to this Instrument includes all modifications and amendments to this Instrument from time to time;

(iv) References to enactments, statutes, statutory requirements and regulatory controls include regulations made under any applicable statutes, notices under applicable statutes and regulations having an effect in law, and any amendments to such statutes and regulations and shall be deemed to include and also refer to any statutes and regulations (and any amendments to statutes and regulations) passed in substitution.

(b) **Obligations:** A covenant specified in this Instrument whereby:

(i) A party undertakes to do something, includes an obligation to ensure that the relevant obligation is properly performed by a suitably qualified, competent and responsible person with the requisite skills, qualifications and experience necessary and appropriate in the circumstances and not to suffer, permit or cause a breach of that obligation to occur; and

(ii) A party undertakes not to do something, includes an obligation not to authorise, permit or suffer a breach of that obligation, and to take all reasonable steps to prevent, restrain and, if necessary, remedy the consequences of a breach of that obligation.

3. COVENANTS

3.1 The Grantor for itself and its successors in title of the Servient Tenement covenants and agrees with the Grantee for the benefit of the Dominant Tenement to comply with the Covenants.

3.2 No power is implied in this Instrument to determine any Covenant for breach of any provisions in this Instrument, it being the intention that all Covenants shall subsist unless they are surrendered but without derogating from any other right or remedy available in the event of any breach.

3.3 Unless otherwise specified, the rights and the obligations specified in this Instrument include all rights and powers reasonably required in the circumstances for the reasonable and proper exercise and enjoyment of the relevant right or obligation.

3.4 If the Grantee does not comply with the Covenants then the Grantor hereby irrevocably authorises the Grantee to enter and remain upon the Servient Tenement to do anything necessary to remedy any breach of covenant at the Grantor's cost and without being liable for any damage or deterioration occasioned to the Servient Tenement in exercise of this power.

3.5 Notwithstanding anything to the contrary contained herein, the Grantee shall not be required to, nor obliged to, enforce all or any of the Covenants.

3.6 The Grantor covenants with the Grantee that it will at all times save harmless and keep indemnified the Grantee from all proceedings, costs, claims and demands in respect of any breach by the Grantor of any of the rights and powers conferred on the Grantee pursuant to this Instrument provided that the Grantor shall only be liable in respect of a breach of a Covenant committed whilst it was registered as proprietor of the relevant Servient Tenement.

3.7 Any dispute arising between the Grantor and the Grantee in relation to their respective rights and obligations pursuant to this Instrument which cannot be settled by negotiation shall:

(a) Firstly be referred to mediation to be conducted by an independent mediator appointed by the president for the time being of the New Zealand Law Society (or the successor of such Society); and

- (b) If such mediation does not satisfactorily resolve the issue, the dispute shall be determined by a single arbitrator. If the parties cannot agree upon the appointment of a single arbitrator within a reasonable time period, then either party may request that the president for the time being of the New Zealand Law Society (or the successor of that Society) shall appoint the arbitrator. The reference of such dispute shall be a submission to arbitration pursuant to the Arbitration Act 1996.

SCHEDULE 1

Covenants

1. The Grantor will not build, construct bring onto or otherwise allow any Building on the Servient Tenement.

View Instrument Details



Instrument No 9794602.4
Status Registered
Date & Time Lodged 13 October 2014 12:01
Lodged By Jack, Andrew Bryce
Instrument Type Consent Notice under s221(4)(a) Resource Management Act 1991



Affected Computer Registers	Land District
659427	Otago
659428	Otago
659429	Otago
659430	Otago

Annexure Schedule: Contains 2 Pages.

Signature

Signed by Andrew Bryce Jack as Territorial Authority Representative on 13/10/2014 11:58 AM

*** End of Report ***

IN THE MATTER of Lots 2, 4-6 &
100 being a Subdivision of Lot 11 DP
22121, Pt Section 59 & Sections 58 & 60
Blk I Shotover SD

AND

IN THE MATTER of Resource
Consent RM140129 Queenstown Lakes
District Council

**CONSENT NOTICE PURSUANT TO
SECTION 221 OF THE RESOURCE
MANAGEMENT ACT 1991**

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments: -

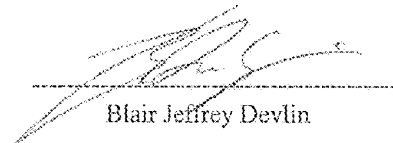
Lot 2 DP 476309 - CT 659427
Lot 4 DP 476309 - CT 659428
Lot 5 DP 476309 - CT 659429
Lot 6 DP 476309 - CT 659430

Conditions

- a) Lot 2 and Lots 4-6 are not currently serviced with water, wastewater, stormwater, power and telecommunication services and any future development or subdivision of these lots will require services be installed to Council standards.
- b) Lot 2 and Lots 4-6 are not provided with physical access to Councils roading network, at time of future development or subdivision a physical access to Councils road network shall be constructed in accordance with Council standards

Dated this 16th day of JUNE 2014

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Manager, Resource Consenting


Blair Jeffrey Devlin



View Instrument Details

Instrument No 9916739.4
Status Registered
Date & Time Lodged 21 May 2015 11:14
Lodged By Campbell, Helen Margaret
Instrument Type Easement Instrument



Affected Computer Registers	Land District
625239	Otago
625240	Otago
625241	Otago
625246	Otago
625251	Otago
627613	Otago
627614	Otago
627615	Otago
627616	Otago
627617	Otago
627618	Otago
627619	Otago
627620	Otago
627622	Otago
645666	Otago

Annexure Schedule: Contains 5 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Caveator under Caveat 9490555.1 has consented to this transaction, which is subject to the Caveat, and I hold that consent
- I certify that the Mortgagee under Mortgage 8518096.1 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 9533017.3 has consented to this transaction and I hold that consent

Signature

Signed by Nicholas James Wilson as Grantor Representative on 21/05/2015 10:55 AM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

Grantee Certifications

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Samuel William Nelson as Grantee Representative on 18/05/2015 02:49 PM

***** End of Report *****

Easement Instrument to create Land Covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

QUEENSTOWN GATEWAY (5M) LIMITED

Grantee

QUEENSTOWN AIRPORT CORPORATION LIMITED

Creation of Covenant

The Grantor being the registered proprietor of the relevant Servient Tenement described in Schedule A and the **Grantee** being the registered proprietor of the Dominant Tenement described in Schedule A **create** the covenants **set out** in Schedule A, with the rights and powers or provisions set out in the Schedule B

Schedule A

Purpose (Nature and extent) of covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land covenant (as set out in Schedule B)	DP 468142	627613 – 627620 (all inclusive), 627622	645666, 625251, 625246, 625239, 625240, 625241

Covenant provisions

The provisions applying to the specified covenants are those set out in Schedule B

Schedule B

CONTINUATION OF COVENANT PROVISIONS

Background

- A. The Grantor is the registered proprietor of the relevant Servient Land.
- B. The Grantee is the registered proprietor of the relevant Dominant Land.
- C. The Grantor and Grantee have agreed that the Servient Land will be subject to the Covenants set out in this Instrument

1. Interpretation

- 1.1 In this Instrument unless the context otherwise requires:

"Activity Sensitive to Aircraft Noise (ASAN)" – means any residential activity, visitor accommodation, community activity and day care facility as defined in the Queenstown Lakes District Plan (as amended following resolution of Plan Change 35) including all outdoor spaces associated with any educational facility but excludes police stations, fire stations, courthouses, probation and detention centres, government and local government offices.

"Covenants" means the covenants set out in this Instrument.

"Dominant Land" means in relation to any Covenant the land described in Schedule A which has the benefit of that Covenant.

"Grantee" means the registered proprietor of the Dominant Land from time to time.

"Grantor" means the registered proprietor of the Servient Land from time to time.

"Instrument" means the front page of this Instrument together with all Schedules attached to it.

"Mechanical Ventilation System" means any ventilation or air circulation system which is designed to enable, or will have the effect (when installed and operating) of enabling, the maintenance of a specified internal design sound level within any critical listening environment of an ASAN, or any part of a building containing an ASAN, while all doors, windows and/or other apertures in any external wall of that building are closed as set out in Table 2 of Appendix 13 to the Queenstown Lakes District Plan.

"Operations" include operating as a 24 hour airport operation every day of every year.

"Proposed Airport Activities" means aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, fuel storage, general aviation and all activities associated with the foregoing list including (without limitation) buildings and airport infrastructure, navigational aids and lighting, vehicular movements, car parking including rental car depots and operations, offices and ancillary retail, food and beverage operations servicing customers of Queenstown Airport.

“**Queenstown Airport**” means the airport known as “Queenstown Airport” and includes all activities undertaken, or proposed to be undertaken, at or in association with that airport.

“**Servient Land**” means in relation to any Covenant the land described in Schedule A which is subject to that Covenant.

2. Covenants in Relation to Agreed Activities

2.1 The Grantor will not (whether directly or indirectly through another person) object to, complain about, bring any proceedings about, take any step in respect of or in any way restrict, constrain or prohibit noise from:

- a. any activity or practice lawfully conducted as part of or in connection with the Operations of Queenstown Airport, whether existing or a Proposed Airport Activity; or
- b. the activity described in clause 2.2a,

at or from the Dominant Land or for the benefit of the Dominant Land and Queenstown Airport, whether by the Grantee or any other person authorised by the Grantee.

2.2 Without derogating from the generality of clause 2.1:

- a. The Grantor acknowledges that clause 2.1 extends to and includes any proposal for, or the carrying out of, night-time aircraft activities at Queenstown Airport, including the landing and taking off of aircraft during the night;
- b. The Grantor does not, and will not in the future, have any right to claim compensation from the Grantee in respect of the aircraft activities referred to in 2.2a above and will make no such claim.

2.3 Without derogating from the generality of clause 2.2b, if the Grantor ever decides to install, or is required by a regulatory authority, the conditions of a resource consent or the rules of the district plan to install a Mechanical Ventilation System on the Grantor’s land, the Grantor will be responsible for all costs associated with the Mechanical Ventilation System, and the Grantor shall not seek to recover from the Grantee any cost of installing the Mechanical Ventilation System, any cost of operating the Mechanical Ventilation System, or any related cost.

2.4 Should the Grantor breach any provision of this instrument, the Grantor acknowledges that damages would be an inadequate remedy and accordingly the Grantee is entitled in these circumstances to equitable relief (which includes the right to seek specific performance by the Grantor of its obligations under this instrument or injunctive relief to restrain a breach or continuing breach of any of the provisions of this instrument) and the Grantor undertakes that it will not claim that the breach is one which may not or ought not be the subject of equitable relief or seek from the Grantee any undertaking as to damages or other form of bond.

2.5 The Grantor indemnifies the Grantee from and against all costs, claims, damages, losses, liabilities or expenses (including legal expenses on a solicitor client basis) incurred by the Grantee arising directly from any breach of the terms of this Instrument by the Grantor.

- 2.6 Notwithstanding any other clause in this instrument, each Grantor:
- a. who owns a portion of the Servient Land is bound and is liable under this instrument only in relation to that portion of the Servient Land that is owned by that Grantor; and
 - b. is only liable under this Instrument for any breach that commenced while that Grantor was the registered proprietor of its Servient Land. A Grantor is not liable for any breach of this Instrument by any past or future registered proprietor or occupier of the Servient Land (or any part of it).
- 2.7 For the purposes of this instrument the Grantor and Grantee agree that this instrument binds and benefits their successors in title and also any lessee or occupier of the Servient or Dominant Land. The Grantee (including its successors in title) consents to the deposit of any survey plan ("**Survey Plan**") by the Grantor or any successor in title to the Grantor which has the effect of creating new titles including any freehold, leasehold or unit titles. The Grantee covenants that this clause shall be deemed to be the written consent of the Grantee to the deposit of the Survey Plan and that it will provide any written approval to this effect requested of it.
- 2.8 The Grantee (including its successors in title) consents to the deposit of any survey plan ("**Survey Plan**") by the Grantor or any successor in title to the Grantor which has the effect of vesting any land within the Servient Land in any local authority, territorial authority or the Crown. The Grantee agrees that the covenants in this instrument shall cease to apply in respect of the land to vest upon the date of lodgement with Land Information New Zealand (or any such replacement entity) of the required documents to deposit the Survey Plan. The Grantee covenants that this clause shall be deemed to be the written consent of the Grantee to the deposit of the Survey Plan.
- 2.9 If it is determined that further written consent is required from the Grantee in respect of the matters provided for under clause 2.8 (rather than deemed consent), then the Grantee will immediately, at the request of the Grantor, give that written consent.
- 2.10 If any of the provisions of this Instrument is or becomes invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions will not in any way be affected or impaired.

View Instrument Details



Instrument No 10363193.10
Status Registered
Date & Time Lodged 22 March 2016 10:30
Lodged By Cameron, Carolyn Ann
Instrument Type Easement Instrument



Affected Computer Registers Land District

659430	Otago
695477	Otago
695478	Otago
695479	Otago
695480	Otago
695481	Otago
695482	Otago
695483	Otago
713304	Otago
713305	Otago
713306	Otago

Annexure Schedule: Contains 19 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Mortgagee under Mortgage 9916739.10 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 9916739.9 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 8518096.1 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 9533017.3 has consented to this transaction and I hold that consent

Signature

Signed by Carolyn Ann Cameron as Grantor Representative on 08/03/2016 11:35 AM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Carolyn Ann Cameron as Grantee Representative on 08/03/2016 11:36 AM

*** End of Report ***

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

QUEENSTOWN GATEWAY (5M) LIMITED

Grantee

QUEENSTOWN GATEWAY (5M) LIMITED

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the Servient Tenement set out in Schedule A grants to the Grantee (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose (Nature and extent) of easement; <i>profit</i> or covenant	Shown (plan reference)	Servient Tenement(Computer Register) (all inclusive)	Dominant Tenement (Computer Register) or in gross(all inclusive)
Land Covenant	Lots 1 to 10 and Lots 12 to 14 on DP 486920 and Lot 6 on DP 476309 (all inclusive)	695477-695483, 713304 to 713306 659430	695477-695483, 713304 to 713306 659430

Form B - continued

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

~~Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Lot Law Act 2007~~

~~The implied rights and powers are hereby [varied] [negated] [added to] or [substituted] by:~~

~~{Memorandum number _____, registered under section 155A of the Land Transfer Act 1952}~~

~~{the provisions set out in Annexure Schedule _____}~~

Covenant provisions

Delete phrases in [] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

~~{Memorandum number _____, registered under section 155A of the Land Transfer Act 1952} Annexure Schedule 1~~

ANNEXURE SCHEDULE 1

1. BACKGROUND

- 1.1 As Grantor, Queenstown Gateway (5M) Limited has or is constructing on the Land an integrated shopping Centre.
- 1.2 The Grantor has subdivided the Land to provide separate fee simple titles to the Lots but with a view to the Lots continuing to operate as an integrated shopping centre with a shared carpark for the benefit of all Lots.
- 1.3 To better secure the foregoing and regulate the rights and obligations of each Grantor the parties have entered into this Instrument with the intention that the Lots shall be subject to Covenants given by the Grantor for the benefit of the Grantee as registered proprietor of the Lots so that the Grantee shall be entitled to enforce the observance of such Covenants against the registered proprietor from time to time of the Lots.

2. DEFINITIONS AND INTERPRETATION

In this Instrument unless the context otherwise requires, the following terms shall have the meanings set out beside them:

“Additional Carpark”	that part of Lot 6 on DP 476306 (if any) in respect of which notice is given pursuant to clause 3.1 of Schedule 3;
“Building Owners”	the registered proprietors from time to time of each of the Lots 1-7 and 10, 12-13 (all inclusive) on the Plan;
“Carpark Covenants”	the covenants contained in Schedule 2 which shall apply in respect of all Lots;
“Centre”	the shopping centre and development generally comprising the Lots.
“Covenants”	the GDL Covenants, the Development Covenants, the Carpark Covenants and the Management Covenant;
“Development Covenants”	the covenants contained in Schedule 3 which shall apply in respect of all Lots;
“GDL Covenants”	the covenants contained in Schedule 1 which shall apply in respect of Lots 1-10 and Lots 12-14 on the Plan;
“Grantee”	the registered proprietor(s) from time to time of the Dominant Tenement and includes that person(s), tenants, licensees and other invitees of the Grantee;
“Grantor”	the registered proprietor(s) from time to time of the Servient Tenement and includes the agents, employees, contractors, tenants, licensee and other invitees of the Grantor;
“Lease”	the deed of lease commencing on 21 October 2015 between Queenstown Gateway (5M) Limited as lessor and General Distributors Limited as lessee relating to part Lot 2 on deposited plan 486920.
“Lease Term”	the term of the Lease including all renewals thereunder having an expected final expiry date (if renewed) of 20 October 2050
“Lots”	the lots on the Plan, being lots 1-10 and 12 - 14 on DP486920 generally comprised in Identifiers 695477, 695478, 695479, 695480, 695481, 695482, 695483, 713304, 713305 and 713306 (and includes any titles derived therefrom) and, if notice is given in respect of the Additional Carpark in accordance with clause 3.1 of Schedule 3, includes that part of the Additional Carpark specified in the relevant notice;
“Management Agreement”	the agreement dated on or around the date of this Instrument between Queenstown Gateway 5M Limited as landowner and 5M Management Limited as manager, as varied from time to time together with any agreement in renewal or substitution therefore and thereafter any

management agreement entered into by the Building Owners in respect of the integrated management of the shopping centre on the Land, such agreement to be on such terms as the Building Owners may, at their discretion agree.

“Management Covenant” the covenants contained in Schedule 4 which shall apply in respect of all Lots;

“Manager” the manager pursuant to the Management Agreement from time to time;

“Plan” LT 486920.

2.1 In addition to the above, terms defined in each Schedule shall have the meaning given those terms in the relevant Schedule.

2.2 **Interpretation:** Unless the context otherwise requires, the following provisions are applicable to the construction and interpretation of this Instrument:

(a) **General:**

- (i) Words denoting the singular shall include the plural and vice versa;
- (ii) References to sections, clauses and schedules are references to sections, clauses and schedules in this Instrument;
- (iii) A reference to this Instrument includes all modifications and amendments to this Instrument from time to time;
- (iv) References to enactments, statutes, statutory requirements and regulatory controls include regulations made under any applicable statutes, notices under applicable statutes and regulations having an effect in law, and any amendments to such statutes and regulations and shall be deemed to include and also refer to any statutes and regulations (and any amendments to statutes and regulations) passed in substitution.

(b) **Obligations:** A covenant specified in this Instrument whereby:

- (i) A party undertakes to do something, includes an obligation to ensure that the relevant obligation is properly performed by a suitably qualified, competent and responsible person with the requisite skills, qualifications and experience necessary and appropriate in the circumstances and not to suffer, permit or cause a breach of that obligation to occur; and
- (ii) A party undertakes not to do something, includes an obligation not to authorise, permit or suffer a breach of that obligation, and to take all reasonable steps to prevent, restrain and, if necessary, remedy the consequences of a breach of that obligation.

2.3 To the extent that there is inconsistency between the Covenants:

- (a) The GDL Covenants shall prevail over all other Covenants;
- (b) The Development Covenants shall prevail over the Management Covenants and the Carpark Covenants; and
- (c) The Management Covenants shall prevail over the Carpark Covenants.

3. **COVENANTS**

- 3.1 The Grantor for itself and its successors in title of the Servient Tenement covenants and agrees with the Grantee for the benefit of the Dominant Tenement to comply with the Covenants.
- 3.2 Subject to clause 3.3, no power is implied in this Instrument to determine any Covenant for breach of any provisions in this Instrument, it being the intention that all Covenants shall subsist unless they are surrendered but without derogating from any other right or remedy available in the event of any breach.
- 3.3 The GDL Covenants shall expire as set out in the GDL Covenants at which time the GDL Covenants shall cease to have any effect, but without prejudice always to the continuance of the other Covenants, as applicable. The Development Covenants shall expire as set out in the Development Covenants at which time the Development Covenants shall cease to have any effect, but without prejudice always to the continuance of the other Covenants as applicable.
- 3.4 Unless otherwise specified, the rights and the obligations specified in this Instrument include all rights and powers reasonably required in the circumstances for the reasonable and proper exercise and enjoyment of the relevant right or obligation.
- 3.5 If the Grantor does not comply with the Covenants then the Grantor hereby irrevocably authorises the Grantee to enter and remain upon the Servient Tenement to do anything necessary to remedy any breach of covenant at the Grantor's cost and without being liable for any damage or deterioration occasioned to the Servient Tenement in exercise of this power.
- 3.6 Any dispute arising between the Grantor and the Grantee in relation to their respective rights and obligations pursuant to this Instrument which cannot be settled by negotiation shall:
- (a) Firstly be referred to mediation to be conducted by an independent mediator appointed by the president for the time being of the New Zealand Law Society (or the successor of such Society); and
 - (b) If such mediation does not satisfactorily resolve the issue, the dispute shall be determined by a single arbitrator. If the parties cannot agree upon the appointment of a single arbitrator within a reasonable time period, then either party may request that the president for the time being of the New Zealand Law Society (or the successor of that Society) shall appoint the arbitrator. The reference of such dispute shall be a submission to arbitration pursuant to the Arbitration Act 1996.
- 3.7 The provisions of the Covenants that confer any right, power and benefit on the Manager are intended to confer a benefit on the Manager for the purposes of the Contracts (Privity) Act 1982, which benefit is enforceable at the suit of the Manager.
- 3.8 Subject to clause 3.7, each Grantee may, at any time, nominate any other person or persons to exercise that Grantee's right of approval under the Covenants and in that event, any provisions in this Instrument relating to Grantee's approval will apply on the basis that any reference to the Grantee will be deemed to be a reference to that nominee from time to time.
- 3.9 For the purposes of clause 3.8, for so long as a Management Agreement is in place the Grantee irrevocably nominates the Manager to exercise the powers of the Grantee for the purposes of granting, or withholding, any approval or consent required under the Covenants, including where that consent or approval is needed to enable the registration of any instrument under the Land Transfer Act 1952, and the Grantee will not purport to exercise those powers.

4. **REMEDIES FOR BREACH OR NON-OBSERVANCE**

- 4.1 The Grantor covenants with the Grantee that it will at all times save harmless and keep indemnified the Grantee and the Manager from all proceedings, costs, claims and demands in respect of any breach by the Grantor of any of the rights and powers conferred on the Grantee or the Manager pursuant to this Instrument.
- 4.2 If there should be any breach or non-observance by the Grantor of any of the Covenants then without prejudice to any other liability which the Grantor may have to the Grantee or any person or persons having the benefit of the Covenants and restrictions, the Grantor will (upon written demand made by the Manager or the Grantee so claiming):
- (a) remove or cause to be removed from the Lot any offending item or desist from doing anything in breach or non-observance of the Covenants; and
 - (b) take all steps necessary to remedy the breach for non-observance of the Covenants if the breach is capable of remedy.
- 4.3 Notwithstanding clause 4.2, the Manager or any Grantee will be entitled to seek immediate injunctive relief or to seek specific performance if it considers damages may not be an adequate remedy for the breach any of Covenants, but without limiting any other rights at law or in equity available to the Manager or any Grantee.
- 4.4 Any expenses and costs incurred in enforcing the Covenants in this Instrument against the Grantor shall constitute a debt and any moneys due and payable by the Grantor shall be enforceable against that Grantor by the Manager or the Grantee claiming as if it were a debt.
- 4.5 Neither the Manager nor the Grantee shall be required or be liable to enforce all or any of the covenants stipulations or restrictions contained in this Instrument and on the part of the Grantor to be observed and performed.
- 4.6 Notwithstanding any rule of law or equity to the contrary:
- (a) The covenants contained in this Instrument have been made by the parties for themselves and their respective successors in title and any persons deriving title under them, including a subdivision of any part of any Lot by freehold allotment, leasehold, unit plan or otherwise and shall have effect as if those successors and other persons were expressed individually in this Instrument. Accordingly, the rights accruing to the Grantee or any party having the benefit of the covenants contained in this Instrument shall be enforceable at the suit of the Grantee or such person having the benefit of the covenants contained in this Instrument for so long as the Grantee or such person having the benefit of the covenants contained in this Instrument shall remain a registered proprietor of the any Lot, or any part of a Lot and upon transfer of such land or Lot to any third party, those rights shall be enforceable by any of their respective successors in title;
 - (b) the covenants contained in this Instrument shall be binding upon the Grantor and its successors in title as registered proprietor of the Lots , and shall enure for the benefit of the Grantee and the Grantee's successors in title;
 - (c) sections 23(2), 275 to 278 (inclusive) and 301 to 308 (inclusive) of the Property Law Act 2007 shall apply.
- 4.7 The Grantor shall have liability under this Instrument only in respect of breaches in respect of a Lot that occur while the Grantor is registered proprietor of that Lot. Notwithstanding that the Grantor may have granted a lease or licence or other right to occupy a Lot to any other party, the Grantor shall be liable to the Grantee or any party having the benefit of the covenants contained in this Instrument for and in respect of any breaches that shall be occasioned by any such lessee, licensee or occupier of that Lot.

- 4.8 For the purposes of clause 4.7, where a breach occurs in respect of any Lot which is jointly owned by one or more Owners pursuant to an amalgamation condition then no Grantor shall be liable for that breach solely by virtue of being registered as proprietor of any such commonly owned Lot to the intent that the Grantor(s) shall only be liable for breaches committed by that Grantor and its tenants, occupiers and invitees.
- 4.9 Notwithstanding anything to the contrary contained herein, where the Manager has any discretion pursuant to this Instrument, the Manager shall not exercise its discretion in a manner inconsistent with the rights of the lessee pursuant to the Lease or the GDL Covenants.
5. **GENERAL**
- 5.1 This Instrument is governed by and shall be construed in accordance with the laws of New Zealand, and the parties submit to the non-exclusive jurisdiction of the New Zealand Courts.
- 5.2 If any provision of this Instrument is, or becomes unenforceable, illegal or invalid for any reason it shall be deemed to be severed from this Instrument without affecting the validity of the remainder of this Instrument and shall not affect the enforceability, legality, validity or application of any other provision of this Instrument.

SCHEDULE 1

GDL Covenants

1. **FURTHER DEFINITIONS**

1.1 In this Schedule 1, in addition to the definitions contained in clause 2.1 above the following terms shall have the meanings set out beside them:

“Carpark”	the integrated carpark constructed on lots 8, 9 and 14 on the Plan together with: (a) any part of Lot 10 on the Plan; and (b) any part of the Additional Carpark; notice in respect of which is at any time given in accordance with clause 3.1 of Schedule 3;
“Carpark Ratio”	not less than 1 carpark for every 25.3m ² of Rentable Area of the Retail Area;
“Drop-off Parks”	the 3 carparks generally situated within Lot 8 at the eastern side of Lot 2 designated from time to time as being short stay carparks to be used from drop-off purposes;
“GDL Premises”	that part of Lot 2 operated or intended to operate as a Countdown supermarket as at the date of this Instrument;
“Lease”	the deed of lease commencing on 21 October 2015 between Queenstown Gateway (5M) Limited as lessor and General Distributors Limited as lessee relating to part Lot 2 on deposited plan 486920;
“Lease Term”	the term of the Lease including all renewals thereunder having an expected final expiry date (if renewed) of 20 October 2050;
“Longstay Carparks”	those carparks laid out from time to time within Lot 14 and designated with a 4 hour time stay restriction;
“Non-Retail Areas”	(a) that part of Lot 2, Lot 1, Lot 7 and Lot 12 used or intended to be used as at the date of this Instrument for non-retail uses including for the purposes of residential accommodation (including visitor accommodation), commercial offices or a daycare facility; and (b) any other part of a Lot used from time to time for non-retail purposes;
“Pharmacy”	a shop or hospital dispensary where medicinal drugs are prepared or sold;
“Rentable Area”	the rentable area of the Retail Areas measured in accordance with the then latest version of the Guide for

Measurement of Rentable Areas published by the New Zealand Property Council and the New Zealand Property Institute;

"Retail Area"

those parts of the Lots 1-7 and Lots 10 and 12-13 which, from time to time are used for retail purposes but excluding the Non-Retail Areas;

"Sight Line Area"

The area marked "CB" on the Plan;

"Supermarket"

a store which:

- (a) stocks, sells and supplies such general merchandise and services as provided for in Supermarkets anywhere in the world and includes, (but without limitation) general merchandise, products, goods and equipment and services under the following general headings: food and groceries such as meat, seafood, delicatessen, bakery, dairy, frozen, grocery, produce; alcoholic beverages; clothing, fashion, footwear and accessories for women, men, children and babies; bags and luggage; music, video, dvd and entertainment; toys and games; sports and fitness; electronics; computers and software; telecommunications; electrical appliances; small and large appliances; kitchenware; homeware, furniture and furnishings; bedding and décor; lighting; carpets and rugs; books, office supplies, stationary, greeting cards, magazines and newspapers; confectionary; art and crafts; pet food and products; tools, hardware and DIY; Manchester and linens; toiletries, and cosmetics; pharmaceuticals; optical ware; household cleaning and chemicals; health and beauty care; giftware; gardening, plants and flowers; motoring/automotive; jewellery; banking, financial, insurance and lending; and such other ancillary uses thereof and such new lines and products as may be introduced from time to time; and
- (b) includes (but without limitation) a coffee shop, café, restaurant; takeaway/fast food outlet; pharmacy; lotto outlet; newsagency; travel agency; optician; jewellers; photographic shop; pet shop; hairdresser; child care facility; shoe and key shop; post office; dry cleaners; automated teller machine; bank; internet/games café; home shopping on-line facilities.

2. RESTRICTIONS AFFECTING THE RETAIL LOTS

2.1 During the Lease Term the Grantor will not use or allow to be used:

- (a) Any part of Lot 2 or Lot 3 for the purpose of the Pharmacy;
- (b) Any part of Lot 2, Lot 3 or Lot 1 for the purposes of:
 - (i) the sale of fresh fruit or vegetables;

- (ii) the sale of fresh meat or wet fish other than a sushi or sashimi operator;
 - (iii) the sale of fresh breads (such as a bakery);
 - (iv) sale of wine and wine wholesaler/bottle shop; or
- (c) Any part of any Lot other than the GDL Premises for the sale of fresh produce provided that nothing in this clause shall prohibit a maximum of one unit within part of any of Lots 5-7 or 12 comprising an area of not greater than 200 square metres from being used as a boutique, gourmet food store containing an offering of products similar to Nosh;
- (d) Any part of any Lot other than the GDL Premises being used as a Supermarket;
- without first obtaining the prior written consent of the Manager.

3. VISIBILITY

- 3.1 No Grantor shall do or allow any development or other activity on any Lot which in the reasonable opinion of the Manager interferes with, impairs, obstructs or impedes the visibility of or sight lines to the GDL Premises or GDL's signage on any Lot from the Sight Line Area to the intent that there shall be maintained at all times clear visibility and clear sight lines from the Sight Line Area to the GDL Premises and all signage maintained by GDL within or on the GDL Premises.
- 3.2 If the registered proprietor of Lot 10 from time to time undertakes any future development on Lot 10 that obstructs the visibility and sight lines of the GDL signage existing at the date of this deed on the exterior south-east wall of the building erected on Lot 2, the registered proprietor of Lot 10 will, if requested by GDL, relocate the existing GDL signage to the south-east wall of the proposed building or development on Lot 10, in a position to be agreed in good faith between the parties. The registered proprietor of Lot 10 will meet all costs associated with the re-establishment of any signage.

4. CARPARKING

- 4.1 The Grantor shall, unless otherwise agreed by GDL:
- (a) ensure that the Carpark Ratio is maintained at all times;
 - (b) ensure the Non Retail Areas do not use the Carparks provided that nothing in this clause shall prevent that part of Lot 2 being used from time to time as a daycare from using the Drop-off Parks;
 - (c) covenant that if at any time:
 - (i) any Non Retail Area shall be used for retail use; or
 - (ii) any part of a Lot that is neither a Retail Area nor a Non Retail area is developed for retail use:

then the Grantor creating such additional retail area shall ensure that a carpark ratio of 1 carpark per 20.0m shall be provided and maintained on the Servient Tenement for all such changed or developed areas. For the avoidance of doubt the provisions of this clause shall not affect the requirement to achieve the Carpark Ratio as it applies to the Retail Areas as at the date of this Instrument;
 - (d) covenant that if at any time any part of the Lots 1-7 not comprising a Non Retail Area as at the date of this Instrument is used for additional non retail uses then the Grantor

creating such additional Non Retail Area shall ensure that any additional car parking that is otherwise required is provided for such additional area either:

- (i) outside of the Carpark altogether in accordance with the then applicable District Plan car parking requirements; or
 - (ii) within the Carpark in accordance with the Carpark Ratio.
- (e) Ensure that, other than the Longstay Carparks, all Carparks shall be subject to a maximum parking time of two hours. Longstay Carparks shall be subject to a maximum parking time of 4 hours.

5. KIOSKS AND CASUAL LEASING

5.1 The Grantor shall not:

- (a) permit or allow any kiosk or other structure, or place or allow any barrow, display board or furniture on any part of the Carpark;
- (b) allow any form of sidewalk sales within any part of the Carpark adjoining Lot 2; or
- (c) allow any casual letting within any part of the Carpark;

without the prior written consent of the Manager provided that the Manager shall not exercise its discretion in a manner inconsistent with the GDL Covenants or the rights of the lessee pursuant to the Lease.

6. TERM

6.1 The GDL Covenants shall apply during the Lease Term.

SCHEDULE 2

Carpark Covenants

1. **FURTHER DEFINITIONS**

1.1 In this Schedule 2, in addition to the definitions contained in clause 2 above the following terms shall have the meanings set out beside them:

- "Carpark"** the integrated carpark constructed on lots 8, 9 and 14 on the Plan together with:
- (a) that part of Lot 10 on the Plan; and
 - (b) any part of the Additional Carpark;
- notice in respect of which notice is at any time given in accordance with clause 3.1 of Schedule 3;
- "Landscaping Strip"** lot 3 on DP 374540;
- "Lift"** the lift situated within Lot 2 and Lot 9 as at the date of this Instrument and includes any lift in substitution, renewal or replacement therefor;
- "Centre"** all the shopping centre premises situated at Grant Road, Queenstown being more particularly described in Certificates of Title 695477- 6965483, 713305, and 713306 together with any title derived therefrom.
- "Expense Share"** that proportion of the Operating Expenses that the Rentable Area of each of Lots 1-7, 10 and 12-13 bears to the Total Rentable Area of the Centre from time to time.
- "Management Agreement"** the agreement dated on or around the date of this Instrument between Queenstown Gateway 5M Limited as landowner and manager, as varied from time to time together with any agreement in renewal or substitution therefore, whether with Queenstown Gateway 5M Limited or a third party as manager.
- "Operating Expenses"** the total of all outgoing costs and expenses now or later properly assessed, charged or chargeable, paid or payable or otherwise incurred in respect of the Lift, Travellator, Carpark and Landscape Strip including costs incurred by engaging independent contractors or employing or engaging personnel (but excluding those outgoing specifically chargeable against or paid directly by any other particular Grantor) and in particular but without limiting the generality of the foregoing will include:
- (a) all costs (inclusive of all wages and other remuneration for employees or contractors) of:

- (i) cleaning and removing garbage from the Carpark and Landscaping Strip and marking the parking area;
 - (ii) engaging suitable contractors for such works; and
 - (iii) purchasing, maintaining and replacing machinery and equipment employed for the above purposes;
- (b) all costs and expenses associated with the effective operation, repair and maintenance of parking areas, roads, pavements and any extensions thereof from time to time available in the Carpark inclusive of any amounts paid to any contractors, parking attendants security patrols, caretakers, night-watchmen or others engaged to operate in such areas;
- (c) all costs and expenses associated with the effective operation, repair and maintenance, replacement or renovation of the Lift and Travellator from time to time inclusive of the costs of any service maintenance contract, replacement parts of any sort and, when the Lift and/or Travellator have reached the end of their economic life, a comparable replacement Lift or Travellator as the case may be;
- (d) all costs and expenses of gardening, landscaping and providing and maintaining decorative features in the Carpark and Landscape Strip;
- (e) all costs and expenses of caretaking and security in respect of the Carpark and Landscape Strip;
- (f) all sums payable to the Manager pursuant to the Management Agreement from time to time;
- (g) all costs incurred and payable consequential on or incidental to the obtaining and supply to the relevant authority of any and all building warrants of fitness and the obtaining of any and all reports required by section 108 of the Building Act 2004 and all other costs incurred and payable by any Owner under the Building Act 2004 in respect of the use, occupation or operation of Lifts and/or the Travellator;
- (h) water rates (except where separately invoiced directly to, and paid by a Building Owner);
- (i) all charges for gas, oil, electricity, light, power, fuel, telephone, sewerage and other services supplied to the Carpark, Travellator or Lift or any illuminated signage within the Carpark;
- (j) such sum in each Accounting Period not exceeding 5% of all of the above Operating Expenses as the Manager decides ought to be paid as a fund to cover repairs, renovations, replacements and maintenance of an infrequent or irregular nature the cost of which the Manager (in its sole discretion) determines should be spread over more than the Operating Expenses paid by all Owners in a single year. The Manager will be the sole judge as to whether such repair renovation replacement or maintenance is of

an infrequent or irregular nature. No expenditure by the Manager which is reimbursed out of the fund will form part of the Operating Expenses although expenditure of such nature may be deemed an Operating Expense if otherwise provided herein, to the extent of any deficiency in the fund;

but, notwithstanding anything to the contrary:

- (i) excludes any rates or other land taxes in respect of any part of the Carpark comprising Lots 8,9, 14 and 10 which will be levied directly to, and payable by, individual Building Owners; and
- (ii) includes any rates or other land taxes levied in respect of the Additional Carpark.

“Rentable Area”

the rentable area measured in accordance with the then latest version of the Guide for Measurement of Rentable Areas published by the New Zealand Property Council and the New Zealand Property Institute provided that for so long as the GDL Covenants apply, then for the purpose of calculating the rentable area of any Lot, any part of any Lot which is, from time to time, excluded from using the Carpark pursuant to the GDL Covenants shall be excluded for the purposes of accessing the rentable area of that Lot.

“Travellator”

the travellator situated within Lot 8 and Lot 9 as at the date of this Instrument and includes any travellator in substitution, renewal or replacement therefor.

2. INTEGRATED CARPARK

- 2.1 The Carpark shall be laid out, maintained, operated and managed as a single integrated and comprehensively managed carpark so that it appears through layout, landscaping, paving, roading and other means as though the buildings constructed on the Lot 1-7, 10 and 12-13 (all inclusive) are integrated and form part of a common shopping centre with a common carpark.
- 2.2 Subject to any provision contained in the GDL Covenant to the contrary, clause 2.5 and clause 4 below, the Grantors acknowledge and accept that the Carpark shall be used by the Building Owners (together with its lessees (if any) and other invitees) principally for the purpose of parking vehicles on a non-exclusive basis together with such other ancillary uses as may be consistent with the usual use of an integrated carpark within shopping centres within New Zealand from time to time. For so long as there is a Manager, no such ancillary use shall be undertaken without the prior written approval of the Manager.
- 2.3 No part of the Carpark shall be fenced, barricaded or configured in such a manner as to prevent or hinder access to it by any party entitled to use it.
- 2.4 The Carpark shall be maintained in a like manner and at the same times to promote consistency of appearance throughout the Carpark.
- 2.5 No Grantor shall:
 - (a) construct on the Carpark any structure without the prior written consent of the Manager (or if there is no Manager, the Grantees);

(b) relocate or otherwise interfere with the trolley bays laid out on the Carpark as at the date of this Instrument as added to or varied by the Manager (if any) from time to time.

2.6 The Grantors shall comply with the reasonable directions of the Manager from time to time in respect of:

(a) Traffic circulation within the Carpark including compliance with any "no stopping" signs erected by the Manager from time to time;

(b) The allocation amongst the Grantors and use of shared signage within the Carpark including any sign at the entrance to the Centre.

3. **EXPENSES**

3.1 The Owners of Lots 1 to 7 and 12 to 13 (all inclusive) shall be responsible for the costs of maintaining the Carpark, Landscape Strip and the Lift.

3.2 Each of the Owners of Lots 1 to 7 and 12 to 13 (all inclusive) shall pay an Expense Share of the Operating Expenses relating to the Carpark, Landscape Strip and Lift provided that where the need to carry out any work or incur any cost is partly attributable to the act or omission of any Owner or Owner(s) (or those for whom that Owner is responsible) (together referred to as the "Contributing Owners") to the exclusion of any other Owners then those Contributing Owner(s) shall pay the portion of costs so incurred that is attributable to that act or omission.

3.3 For so long as a Management Agreement is in place, each Owner shall pay its share of the Operating Expenses to the Manager in such manner and at such times as may be specified in the Management Agreement.

4. **LOADING DOCK**

4.1 Subject to clause 4.2 below, no Grantor other than the registered proprietor of Lot 2 (together with its lessees and invitees) shall use that part of the Lot shown marked "H" on the Plan to the intent that the Owner of Lot 2 shall be entitled to the exclusive use of that area.

4.2 Nothing in clause 4.1 above shall prejudice the rights of the grantee pursuant to the "Right of Encroachment (Building Support and Façade easement) to be registered over that part of the Land shown as area "H" and "AD" on the plan.

5. **INTEGRATION OF THE CENTRE**

5.1 Each Building Owner will operate its Lot as part of the Centre so that the Centre is operated, to the extent reasonably practicable, as a single integrated and comprehensively managed retail and business centre. However except as expressly otherwise stated in this Instrument:

(a) Each Building Owner is entitled to occupy, derive income from or otherwise enjoy only its Lot, and bears the risks of ownership in relation to only its Lot; and

(b) The Building Owner is not the agent, representative or partner of any other Building Owner or the Manager by virtue of this Instrument.

6. **ACCESS FOR MAINTENANCE**

6.1 The Grantors shall provide to the Grantees access from time to time and at all reasonable times across their Lots with or without vehicles, tools, machinery, architects or engineers or workmen and allow any Grantee to remain thereon for the purposes of inspecting and doing all things necessary for the accessing, cleaning, maintaining, repairing or replacing or any part of any building or structure located on the Grantee's Lot.

SCHEDULE 3

Development Covenants

1. FURTHER DEFINITIONS

1.1 In this Schedule 3, in addition to the definitions contained in clause 2.1 above the following terms shall have the meanings set out beside them:

"Carpark"	the integrated carpark constructed on lots 8, 9 and 14 on the Plan together with: (a) any part of Lot 10 on the Plan; and (b) any part of the Additional Carpark; notice in respect of which is at any time given in accordance with clause 3.1 of Schedule 3;
"Q5ML"	Queenstown Gateway (5M) Limited together with its successor's in title;
"Q5ML Land"	such parts of the Servient tenement as are owned, controlled or managed by Q5ML or its nominee from time to time;
"RMA"	the Resource Management Act 1991;
"Subdivision and/or Development Work"	shall include, but not be limited to, the subdivision and development (including construction) of all or part of the Q5ML Land in such manner and at such times as Q5ML at its sole discretion may decide.

2. FURTHER DEVELOPMENT

2.1 The Grantor acknowledges that:

- (a) Q5ML may from time to time undertake Subdivision and/or Development Work on Q5ML's Land which may require resource consents (as that term is defined in section 87 of the RMA) and that applications for such consents may require approvals of adjoining landowners under the RMA;
- (b) The Grantee is the owner of land adjacent to the Q5ML's Land. Q5ML is concerned to ensure that the Grantee and its successors in title to the Lots (other than those comprising Q5ML Land) and any part of, or interest in, that land be restricted, in accordance with the terms of this covenant:
 - (i) in their ability to object to or hinder any lawfully authorised Subdivision and/or Development Work carried on, or as may be proposed to be carried on, upon Q5ML's Land from time to time; or
 - (ii) in their rights as adjoining landowners or potentially affected parties to withhold consent to any Subdivision and/or Development Work that may require written approvals under the RMA, the Building Act 2004 or any other legislation.

2.2 The Grantor further acknowledges:

- (a) that the undertaking of Subdivision and/or Development Work necessarily involves or may involve operational or construction noise, disturbance, traffic movements and other environmental effects which the Grantee may find disturbing and inconvenient from time to time; and
- (b) that Q5ML is entitled to carry out Subdivision and/or Development Work from time to time.

2.3 The Grantor covenants and agrees that it will not:

- (a) object to, prevent, prohibit or in any way interfere with or restrain any Subdivision and/or Development Work carried out by Q5ML on Q5ML's Land;
- (b) not lodge or permit, support or procure any third party to lodge with the Queenstown Lakes District Council or any other authority or agency from whom Q5ML may require approvals, permits or consents in order to undertake Subdivision and/or Development Work, (or renewals of such approvals, permits or consents to continue Subdivision and/or Development Work) any submission objecting to the conducting of existing or future Subdivision and/or Development Work on Q5ML's Land;
- (c) make or lodge, be party to, procure, assist or support, finance or contribute to the cost of any submission or proceeding (under RMA or otherwise) designed or intended to or having the effect of limiting, preventing or restricting:
 - (i) any rezoning or amendment to the provisions of the District Plan or proposed plan relevant to Q5ML's Land; or
 - (ii) any activity being undertaken or proposed to be undertaken on Q5ML's Land; or
 - (iii) any construction activities being carried out on Q5ML's Land.

2.4 With respect to Subdivision and/or Development Work not currently undertaken by Q5ML on Q5ML's Land but which may in the future be proposed to be carried out and implemented on such land:

- (a) the Grantor hereby covenants and agrees that pursuant to the RMA or any legislation replacing the RMA, that it approves of and consents to those activities occurring on Q5ML's Land and will, if called upon to do so by Q5ML, promptly execute all documents or do all things as may be necessary to evidence that approval and consent in writing to any consent authority when called upon to do so by Q5ML.
- (b) without limiting the foregoing, the Grantor agrees and accepts that presentation of a copy of this Instrument to any body having jurisdiction over the Q5ML Land shall be deemed to be sufficient evidence of the Grantor's consent and may be relied upon by any body having jurisdiction in respect of the Q5ML's Land;
- (c) the Grantor will not:
 - (i) object to prevent or otherwise seek to restrict access over or use of such parts of the Carpark as may be reasonably required for the purpose of construction or otherwise carrying out any Subdivision and/or Development Work on any part of the Q5ML Land;
 - (ii) seek or support any injunction against or claim damages from Q5ML for any inconvenience caused to any other Owner in respect of the development of any part of the Q5ML Land including all related construction activities; or

- (iii) lodge any complaint to the relevant authority in respect of the development of any part of the Q5ML Land including all related construction activities; and
- (d) the Grantor will, as and when required by the Q5ML:
 - (i) provide such consent(s) or other support as may be necessary or desirable (in the Q5ML's sole discretion) in order for Q5ML to carry out the development of any the Q5ML Land including all related construction activities; and
 - (ii) grant such easements in favour of Q5ML over the Carpark as are required by Q5ML to develop the Q5ML Land.

2.5 The Grantor hereby covenants that it shall throughout the term save harmless and keep indemnified Q5ML from all proceedings, costs, claims and demands in respect of breaches by the Grantor of the covenants and restrictions herein contained and implied on behalf of the Grantor which occurred while the Grantor was the registered proprietor of a Lot or any part of or interest in the Lots.

3. ADDITIONAL PARKING – LOT 10 AND ADDITIONAL CARPARK

3.1 The Grantors acknowledge that Q5ML may construct additional car parking on some or all of Lot 10 and/or the Additional Carpark with a view of that or those carpark areas becoming part of the Carpark. At the direction of Q5ML the Grantors shall each take title to that part of Lot 10 and or the Additional Carpark in respect of which Q5ML gives notice and in such shares as Q5ML shall direct provided that:

- (a) Q5ML shall not require any Grantor to take title to any part of Lot 10 or the Additional Carpark until such time as any required code compliance certificate has issued in respect of any structure then built on or comprising the relevant part of Lot 10 or Additional Carpark; and
- (b) Title to the relevant part of Lot 10 and/or the Additional Carpark shall be transferred to the Grantee(s) free of any mortgage.

3.2 For the avoidance of doubt, the Grantees acknowledge and agree that:

- (a) Q5ML is not obliged to give notice in respect of any part of Lot 10 or the Additional Carpark;
- (b) Q5ML reserves the right to construct on any part of Lot 10 or the Additional Carpark in respect of which notice is not given, any structure whatsoever.

4. SUCCESSORS

4.1 The Grantor shall obtain from any intended purchaser or transferee of its Lot a deed of covenant in favour of the Q5ML confirming that the intended purchaser or transferee will comply with the obligations set out in these Development Covenants.

5. TERM

5.1 These Development Covenants shall apply until such time as the Q5ML Land is fully developed.

SCHEDULE 4

Management Covenants

1. **DEFINITIONS**

- 1.1 In this Schedule 4, in addition to the definitions contained in clause 2.1 above the following terms shall have the meanings set out beside them:

"GDL Lease"	the deed of lease commencing on 21 October 2015 between Queenstown Gateway (5M) Limited as lessor and General Distributors Limited as lessee relating to part Lot 2 on deposited plan 486920.
"Management Agreement"	the agreement dated on or around the date of this Instrument between Queenstown Gateway 5M Limited as landowner and 5M Management Limited as manager, as varied from time to time together with any agreement in renewal or substitution thereof and thereafter any management agreement entered into by the Building Owners in respect of the integrated management of the shopping centre on the Land, such agreement to be on such terms as the Building Owners may, at their discretion agree.

2. **COMPLIANCE WITH MANAGEMENT AGREEMENT**

- 2.1 The Grantor covenants with the Grantee and the Manager to comply with the Management Agreement from time to time.

3. **EXERCISE OF MANAGER'S DISCRETION**

- 3.1 The Manager shall not exercise its discretion in a manner inconsistent with the rights of the lessee pursuant to the GDL Lease.



View Instrument Details

Instrument No 10363193.12
Status Registered
Date & Time Lodged 22 March 2016 10:30
Lodged By Cameron, Carolyn Ann
Instrument Type



Affected Computer Registers **Land District**

Affected Instrument

Annexure Schedule:

Signature

***** End of Report *****

IN THE MATTER of Resource
Consent RM150628 & RM150961
Queenstown Lakes District Council

AND

IN THE MATTER of an
application to Vary Consent Notice
7498079.5

VARIATION TO CONSENT NOTICE

BACKGROUND

- A. **5 Mile Holdings Limited** of Queenstown applied to the Queenstown Lakes District Council ("Council") pursuant to certain provisions of the Resource Management Act 1991 for consent to subdivide land comprised and described in Certificates of Title OT17C/192 ("the Land").
- B. Council granted consent (RM060231) to the proposed subdivision subject to certain conditions.
- C. **Queenstown Gateway (5M) Limited** has now been granted consent (RM150628) to vary consent notice 7498079.5 as detailed in the operative part hereof.
- D. **Queenstown Gateway (5M) Limited** was granted a further consent (RM150961) to vary consent notice 7498079.5 further.

VARIATION TO OPERATIVE PART

The following variation of consent notice 7498079.5 is to be registered against:

Lot 1 DP 486920, identifier 695477

Lot 2 DP 486920, identifier 695478

Lot 3 DP 486920, identifier 695479

Lot 4 DP 486920, identifier 695480

Lot 8 DP 486920, identifiers 695477-695483 (inclusive), 713305 and 713306

Lot 9 DP 486920, identifiers 695477-695483 (inclusive), 713305 and 713306

Consent Notice 798079.5 is hereby varied by:

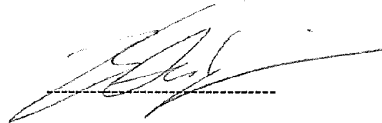
1. Condition (a) is deleted as follows:

~~1. Prior to any development on the site of the proposed Lot 1, the consent holder shall install all required services and pay to the Queenstown Lakes District Council any relevant contributions that may be required in terms of Council's policy for financial and development contributions formulated under the Local Government Act 2002 for connection to the Council's water supply, sewage disposal and stormwater infrastructure as well as the provision of reserves.~~

2. Condition (b) remains unchanged.

Dated this 9th day of FEBRUARY 2016

SIGNED for and on behalf of
QUEENSTOWN LAKES DISTRICT
COUNCIL, under delegated authority
by its Manager, Planning Practice



Blair Jeffrey Devlin



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 764774
Land Registration District Otago
Date Issued 23 November 2016

Prior References
34093 OT3A/1093

Estate Fee Simple
Area 8.9964 hectares more or less
Legal Description Lot 2 Deposited Plan 497316
Registered Owners
Universal Developments Limited

Interests

416858 Gazette Notice declaring No. 6 State Highway (Blenheim to Invercargill) fronting the within land to be a limited access road - 21.1.1974 at 9.14 am

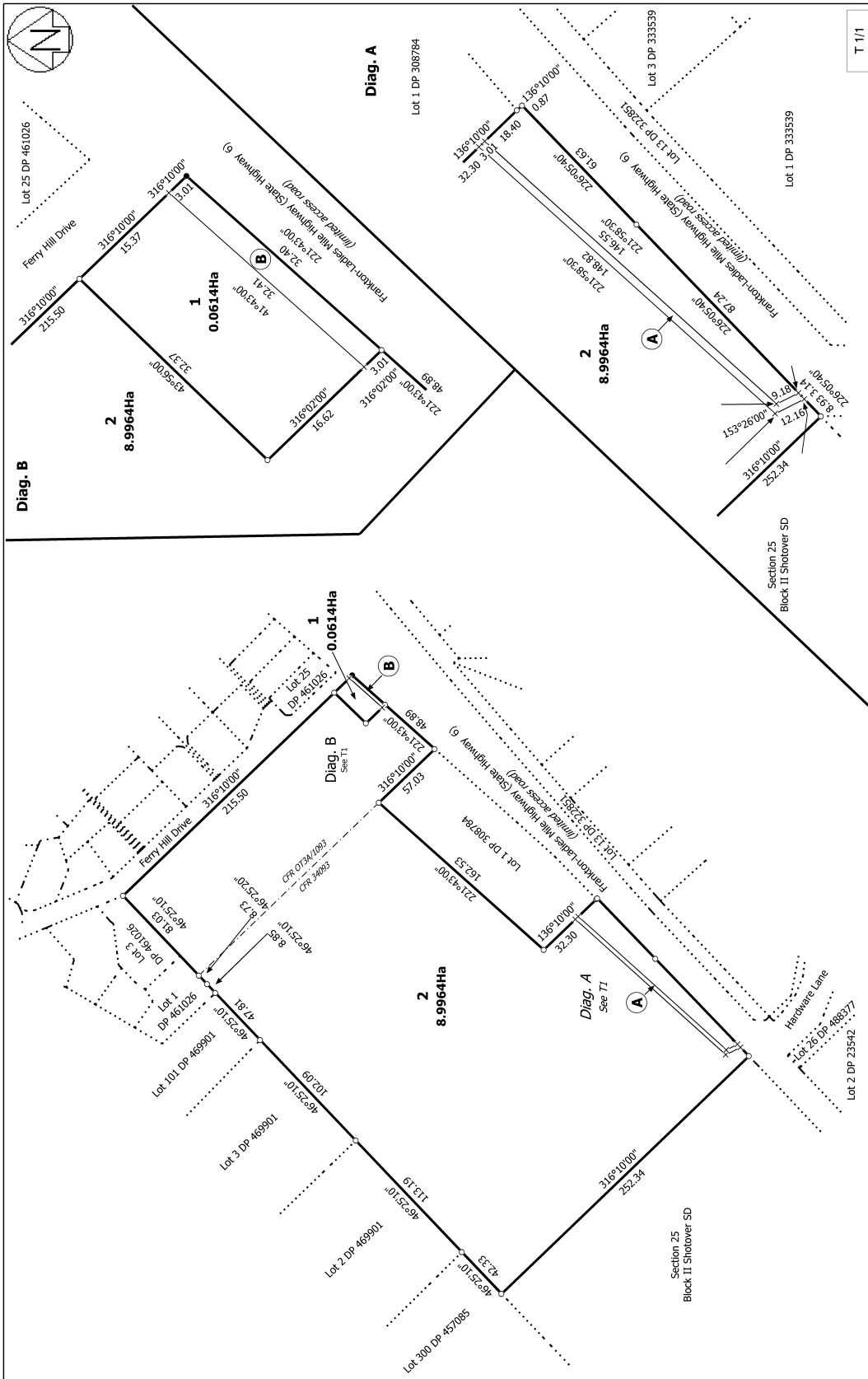
Subject to a right to convey water over part marked A on DP 497316 created by Easement Instrument 5385122.3 - 29.10.2002 at 9:00 am

Appurtenant to part formerly Lot 2 DP 308784 is a right to convey stormwater created by Easement Instrument 5385122.3 - 29.10.2002 at 9:00 am

The easements created by Easement Instrument 5385122.3 are subject to Section 243 (a) Resource Management Act 1991 Land Covenant in Easement Instrument 8850148.3 - 13.9.2011 at 4:02 pm

Appurtenant hereto is a right to drain water and sewage, right to convey water, electricity, telecommunications and computer media created by Easement Instrument 10633413.2 - 23.11.2016 at 4:05 pm

The easements created by Easement Instrument 10633413.2 are subject to Section 243 (a) Resource Management Act 1991 Land Covenant in Easement Instrument 10642363.1 - 15.12.2016 at 2:38 pm



<p>Land District: Otago</p> <p>Digitally Generated Plan</p> <p>Generated on: 01/12/2016 08:44am Page 3 of 3</p>	<p>Lots 1 & 2 being a subdivision of Lot 2 DP 308784 & Pt Section 20 Blk II Shotover SD</p>	<p>Surveyor: Stuart John Taylor Firm: Southern Land Limited</p>	<p>Title Plan DP 497316</p> <p>Deposited on: 23/11/2016</p>
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View Instrument Details



Instrument No 8850148.3
Status Registered
Date & Time Lodged 13 September 2011 16:02
Lodged By Chase, Linda Roslyn
Instrument Type Easement Instrument



Affected Computer Registers	Land District
1729	Otago
292078	Otago
34093	Otago
471851	Otago
533777	Otago
OT3A/1093	Otago

Annexure Schedule: Contains 10 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Mortgagee under Mortgage 964895.4 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 964895.3 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 525173.3 has consented to this transaction and I hold that consent
- I certify that the Encumbrancee under Encumbrance 8837856.1 has consented to this transaction and I hold that consent

Signature

Signed by Kerry Amanda ODonnell as Grantor Representative on 13/09/2011 03:55 PM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Kerry Amanda ODonnell as Grantee Representative on 13/09/2011 03:55 PM

*** End of Report ***

Easement instrument to create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

Brian James Thompson and Nelda Lenora Thompson (as to the land contained in CT34093)
 James Edward Thompson and June Mabel Thompson (as to the land contained in CT OT3A/1093)
 Quail Rise Estate Limited (as to the balance land)

Grantee

Brian James Thompson and Nelda Lenora Thompson (as to the land contained in CT34093)
 James Edward Thompson and June Mabel Thompson (as to the land contained in CT OT3A/1093)
 Quail Rise Estate Limited (as to the balance land)

Creation of Covenant

The Grantor being the registered proprietor of the relevant servient tenement described in Schedule A and the Grantee being the registered proprietor of the relevant dominant tenement described in Schedule A create the covenants set out in Schedule A, with the rights and powers or provisions set out in the Schedule B

Schedule A

Purpose (Nature and extent) of covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land covenants (as set out in Schedule B)	All that land contained within the Servient Tenement	Lot 3 DP435845 (CT533777)	Lot 2 DP308784 (CT34093)
		Lot 2 DP372232 (Part of CT471851) Lot 1 DP372232 (CT292078) Lot 8 DP22166 (CT1729)	Section 20 Block II Shotover Survey District (CTOT3A/1093)
		Lot 2 DP308784 (CT34093) Section 20 Block II Shotover Survey District (CTOT3A/1093)	Lot 3 DP435845 (CT533777) Lot 2 DP372232 (Part of CT471851) Lot 1 DP372232 (CT292078) Lot 8 DP22166 (CT1729)

Easement instrument to create land covenant

Covenant provisions

The provisions applying to the specified covenants are those set out in Schedule B

Schedule B

CONTINUATION OF COVENANT PROVISIONS

Background

- A. The Grantor is the registered proprietor of the relevant Servient Tenement.
- B. The Grantee is the registered proprietor of the relevant Dominant Tenement.
- C. The Grantor and Grantee have agreed that the Servient Tenement will be subject to the Covenants set out in this Instrument
- D. It is intended that this Instrument shall be and remain registered against the titles to each of the Servient and Dominant Tenement so that:
 - a. owners and occupiers for the time being of the Servient Tenement shall be bound by the provisions of this Instrument;
 - b. owners or occupiers for the time being of any of the Dominant Tenement can enforce the observance of the provisions of this Instrument by the owners or occupiers for the time being of any of the Servient Tenement in equity or otherwise; and
 - c. the obligations and covenants of the Grantor and Grantee under this Instrument are for the benefit of the Grantor and Grantee respectively.

1. Interpretation

1.1 In this Instrument unless the context otherwise requires:

"Agreed Activities" means the development and/or use of land, buildings and other improvements for:

- i. existing activities that occur or can occur on the Dominant Tenement as at the date of this Instrument pursuant to an existing resource consent or an existing use right or as permitted activities under the District Plan;
- ii. residential activities on the Dominant Tenement provided that those activities comply with the relevant site and zone standards in the Low Density Residential Zone in the District Plan;

Easement instrument to create land covenant

- iii. commercial activities on the Dominant Tenement provided that those activities meet the relevant site and zone standards in the Business Zone in the District Plan; and
- iv. industrial activities on the Dominant Tenement provided that those activities meet the relevant site and zone standards in the Industrial Zone in the District Plan.

For the purposes of the above "Agreed Activities" definition the terms "residential activities", "commercial activities", and "industrial activities" mean as defined in the District Plan.

"Covenants" means the covenants set out in this Instrument.

"District Plan" means the operative Queenstown-Lakes District Council District Plan (or equivalent successor plan).

"Dominant Tenement" means in relation to any Covenant the land described in Schedule A which has the benefit of that Covenant.

"Grantee" means the registered proprietor of the Dominant Tenement from time to time.

"Grantor" means the registered proprietor of the Servient Tenement from time to time.

"Instrument" means the front page of this Instrument together with all Schedules attached to it.

"Lodge any Submission" means (without limitation), personally or through any agent or servant (including by being a member of any group or society, whether incorporated or not), to directly or indirectly lodge or support in any way any objection or submission to any Planning Proposal and includes (without limitation) taking any part in a planning hearing, appeal or reference arising in respect of a Planning Proposal whether as a party or otherwise.

"Planning Proposal" means any consent or approval (and any application for such consent or approval) and includes (without limitation) any application for:

- a. resource consent;
- b. change to the District Plan;
- c. variation of any nature under or to the District Plan; and/or
- d. variation of any existing resource consent.

"RMA" means the Resource Management Act 1991.

"Servient Tenement" means in relation to any Covenant the land described in Schedule A which is subject to that Covenant.

Easement instrument to create land covenant

- 1.2 For the avoidance of doubt:
- a. Words importing the singular number include the plural and vice versa.
 - b. References to the parties are references to the Grantor and the Grantee.
 - c. A covenant to do something is also a covenant to permit or cause that thing to be done and a covenant not to do something is also a covenant not to permit or cause that thing to be done.
 - d. This Instrument binds and benefits the parties and their heirs, executors, successors and assigns in perpetuity and also any lessee or occupier of the Servient Tenement and the Dominant Tenement.
 - e. A reference to a statute, regulation or by-law includes all statutes, regulations, or by-laws varying, consolidating or replacing them, and a reference to a statute includes all regulations or by-laws issued under that statute.
2. **General Covenants**
- 2.1 The Grantor covenants and agrees:
- a. to observe and perform all the Covenants at all times;
 - b. that the Covenants shall run with and bind the Servient Tenement for the benefit of the Dominant Tenement;
 - c. to do all things necessary to ensure that any invitees of the Grantor on the Servient Tenement and any mortgagees, lessees or occupiers of the Servient Tenement comply with the provisions of this instrument;
 - d. in addition to all obligations under clause 2.1(c), to include the provisions of this Instrument in any occupation agreement, (including, but not limited to any lease, licence or tenancy agreement) in respect of the Servient Tenement so that all references to "Grantor" are replaced with "occupier". The Grantor will at the request of the Grantee enforce such provisions;
 - e. to pay the Grantee's legal costs (as between solicitor and client) of and incidental to the enforcement or attempted enforcement of the Grantee's rights, remedies and powers under this Instrument; and
 - f. to indemnify the Grantee against all claims and proceedings arising out of a breach by the Grantor of any of its obligations set out in this Instrument.
3. **Covenants in Relation to Agreed Activities**
- 3.1 The Grantor covenants and agrees with the Grantee that the Grantor will:
- a. not make any claim, proceeding, complaint, objection, or similar action in relation to the use, or effects of the use, of the Dominant Tenement for any lawfully conducted Agreed Activities;

Easement instrument to create land covenant

- b. not at any time Lodge any Submission against any Planning Proposal by the Grantee for any Agreed Activities to be carried out on the Dominant Tenement;
 - c. be deemed to have given written approval for any Planning Proposal referred to in (b) above;
 - d. within 20 days of written request from the Grantee served on the Grantor, sign and give irrevocable written approval to the Grantee ("Written Approval") under the RMA in respect of any Planning Proposal referred to in (b) above.
- 3.2 In the event the Grantor does not provide such Written Approval in accordance with clause 3.1(d), then the Grantor is deemed to have irrevocably appointed the Grantee to be the attorney of the Grantor (in the name and at the cost of the Grantor) to execute any Written Approval on behalf of the Grantor as contemplated by clause 3.1(d).
- 3.3 The Grantor and Grantee agree that the Grantor's obligations and covenants contained in this Instrument are for the benefit of the Grantee and the Grantee's successors in title to the Dominant Tenement.
- 3.4 The parties acknowledge and agree that:
- a. the covenants contained within this Instrument will attach to and run with the Servient Tenement and as a burden on that land to the extent that they restrict the Grantor from acting in relation to the Servient Tenement by exercising rights under the RMA which arise from ownership of the Servient Tenement and which the Grantor would otherwise have been able to exercise for the benefit of the Servient Tenement.
 - b. the burden placed upon the Servient Tenement by this Instrument is for the benefit of the Dominant Tenement.
4. **Vesting of roads and reserves**
- 4.1 The Grantee consents to the deposit of any survey plan ("Survey Plan") by the Grantor or any successor in title to the Grantor in respect of the Servient Tenement which has the effect of vesting any road or reserve in any local authority, territorial authority or the Crown. The Grantee agrees that the covenants in this Instrument shall cease to apply in respect of the land within such road or other reserve upon the date of lodgement with Land Information New Zealand (or any such replacement entity) of the required documents to deposit the Survey Plan and this clause will be deemed to be the consent of the Grantee to the deposit of the Survey Plan.
- 4.2 If it is determined that further written consent is required from the Grantee in respect of the matters provided for under clause 4.1 to deposit a Survey Plan (rather than deemed consent), then the Grantee will immediately, at the request of the Grantor, give that written consent.

Easement instrument to create land covenant

- 4.3 The Grantee hereby irrevocably appoints the Grantor or its successor in title as its attorney to sign any consents necessary under clause 4.2 provided that the Grantor shall not be entitled to exercise its rights to sign any such consent under this clause unless:
- a. the Grantor has requested written consent from the Grantee under clause 4.2; and
 - b. the Grantee has failed or refused to provide such written consent to the Grantor within 7 days of the date of such request being served on the Grantor.

5. General

- 5.1 Subject to clause 5.2, any notice required to be served on any party shall be served in accordance with the Property Law Act 2007.
- 5.2 If the Grantee or Grantor is required to serve notice under clause 3.1(d) or 4.3(b) on a Grantor or Grantee that is a person ("Person"), then the address for service of notices for that Person will be the current address to which the Council sends rates demands for that Person's Servient or Dominant Tenement. If the Council does not disclose that address for a Person's Servient or Dominant Tenement, then any notice conspicuously placed on that relevant Person's Servient or Dominant Tenement shall be deemed to have been served on that Person on the day on which it is affixed.
- 5.3 Any failure by a party to enforce any clause of this Instrument, or any forbearance, delay or indulgence granted by that party to any other party will not be construed as a waiver of the first party's rights under this Instrument.
- 5.4 The Grantor will not seek to have this Instrument removed from the title to the Servient Tenement due to any lack of proximity between the Servient Tenement and the Dominant Tenement.
- 5.5 No provision of this Instrument shall be construed as imposing liability on any Grantor where that Grantor has complied with its obligations under this Instrument in relation to its Servient Tenement, so that a Grantor shall only be liable for acts and omissions in relation to its own Servient Tenement under this Instrument.

6. Severability

- 6.1 If any of the provisions of this Instrument are judged invalid, unlawful or unenforceable for any reason whatsoever by a Court of competent jurisdiction, such invalidity, unenforceability or illegality will not affect the operation, construction or interpretation of any other provision of this Instrument to the intent that the invalid, unenforceable or illegal provisions will be treated for all purposes as severed from this Instrument. In the event of any such severance the parties will use reasonable endeavours to negotiate with the intent that the Instrument shall achieve the economic, legal and commercial objectives of the unenforceable term, covenant or obligation.

Easement instrument to create land covenant

7. Dispute Resolution

- 7.1 If a party has any dispute with the other party in connection with this Instrument:
- a. That party will promptly give full written particulars of the dispute to the others.
 - b. The parties will promptly meet together and in good faith try and resolve the dispute.
- 7.2 If the dispute is not resolved within 14 days of written particulars being given (or any longer period agreed to by the parties) the dispute will be referred to mediation.
- 7.3 A party must use the mediation procedure to resolve a dispute before commencing arbitration or legal proceedings.
- 7.4 The mediation procedure is:
- a. The parties will appoint a mediator and if they fail to agree the mediator will be appointed by the president of the New Zealand Law Society or the president's nominee.
 - b. The parties must co-operate with the mediator in an effort to resolve the dispute.
 - c. If the dispute is settled, the parties must sign a copy of the terms of the settlement.
 - d. If the dispute is not resolved within 28 days after the mediator has been appointed, or within any extended time that the parties agree to in writing, the mediation must cease.
 - e. Each party must pay a half share of the costs of the mediator's fee and costs including travel, room hire, refreshments etc.
- 7.5 The terms of settlement are binding on the parties and override the terms of this Instrument if there is any conflict.
- 7.6 The terms of settlement may be tendered in evidence in any mediation or legal proceedings.
- 7.7 The parties agree that written statements given to the mediator or to one another, and any discussions between the parties or between the parties and the mediator during the mediation period are not admissible in any arbitration or legal proceedings.
- 7.8 Either party may commence arbitration proceedings when mediation ceases under clause 7.4d.

Easement instrument to create land covenant

- 7.9 If the dispute is referred to arbitration:
- a. The arbitration will be conducted by one arbitrator appointed by the parties.
 - b. If the parties cannot agree on an arbitrator within 14 days the appointment will be made by the president of the New Zealand Law Society or the president's nominee.
 - c. The arbitration will be conducted in accordance with the Rules in Schedules 1 and 2 of the Arbitration Act 1996.
- 7.10 Neither party will unreasonably delay the dispute resolution procedures in this clause 7.
- 7.11 This clause 7 does not apply to:
- a. Any dispute arising in connection with any attempted renegotiation of this Instrument; or
 - b. An application by either party for urgent interlocutory relief.
- 7.12 Pending resolution of any dispute the parties will perform this Instrument in all respects including performance of the matter which is the subject of dispute.

Approved by Registrar-General of Land under No. 2003/6150
Annexure Schedule - Consent Form
 Land Transfer Act 1952 section 238(2)



Insert type of instrument
 "Caveat", "Mortgage" etc

Mortgage

Page 1 of 1 pages

Consentor
 Surname must be underlined or in CAPITALS

Capacity and interest of Consentor
 (eg. Caveator under Caveat no./Mortgagee under Mortgage no.)

Bank of New Zealand	Mortgagee under Mortgage No. 964895.4 and 964895.3
---------------------	--

Consent
 Delete Land Transfer Act 1952, if inapplicable, and insert name and date of application Act.
 Delete words in [] if inconsistent with the consent.
 State full details of the matter for which consent is required.

Pursuant to [section 238(2) of the Land Transfer Act 1952]
~~section~~ of the ~~Act~~
 [Without prejudice to the rights and powers existing under the interest of the Consentor]
 the Consentor hereby consents to:
 the registration of the attached land covenant

 (Thompson)

Dated this 9th day of June 2011

Attestation

SIGNED for and on behalf of BANK OF NEW ZEALAND by its Attorney William Michael Perez	Signed in my presence by the Consentor Signature of Witness Witness to complete in BLOCK letters (unless legibly printed) Witness name SHARON ANNE HADFIELD Occupation BANK OFFICER Address BANK OF NEW ZEALAND WELLINGTON
	Signature of Consentor

An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.



**CERTIFICATE OF NON-REVOCATION
OF POWER OF ATTORNEY**

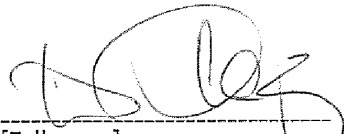
William Michael Perez

I, _____, Quality Assurance Officer of Wellington, New Zealand certify:

1. That by deed dated 12 July 2005, Bank of New Zealand, of Level 4, 80 Queen Street, Auckland, New Zealand, appointed me its attorney.
2. A copy of the deed is deposited in the North Auckland registration district of Land Information New Zealand as dealing No. 6508607.1
3. That I have not received notice of any event revoking the power of attorney.

SIGNED at Wellington this

30 JUNE 2011



[Full name] William Michael Perez

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

Universal Developments Limited

Grantee

Universal Developments Limited

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A grants to the Grantee (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A

Continue in additional Annexure Schedule, if required

Purpose (Nature and extent) of easement, <i>profit</i> or covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land Covenant as detailed in annexure schedule.		Lot 1 Deposited Plan 497316 CFR 764773	Lot 2 Deposited Plan 497316 CFR 764774

Form B - continued

Easements or profits à prendre rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007

The implied rights and powers are hereby ~~[varied]~~ ~~[negatived]~~ ~~[added to]~~ or ~~[substituted]~~ by:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[the provisions set out in Annexure Schedule B]~~

Covenant provisions

Delete phrases in [] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[Annexure Schedule 2]~~

Form L

Annexure Schedule

Page of Pages

*Continue in additional Annexure Schedule, if required***Annexure Schedule 2**

The Grantor and its successors in title covenants and agrees with the Grantee and its successors in title as a covenant intended to be binding on the relevant servient lands and run with the relevant dominant land as detailed in Covenant hereunder

COVENANT

No Servient Proprietor shall at any time hereafter:-

- (a) Directly or indirectly submit in opposition to, or support any submission in opposition to:
 - (i) Any present or future application for any resource consent or other consent made by Universal Developments Limited or made on Universal Developments Limited's behalf or supported in part or in full by Universal Developments Limited that relates wholly or in part to the dominant land;
 - (ii) Any change to or variation or review of any District Plan or Proposed District Plan or Regional Plan or Proposed Regional Plan promoted by a Local Authority and which Universal Developments Limited supports or which is promoted by Universal Developments Limited, and nor will it permit or suffer any agent or employee or other representative of the Servient Proprietor to do so;
- (b) Directly or indirectly oppose Universal Developments Limited's interest in any appeal arising from any application, and nor will it permit or suffer any agent or employee or tenant or other representative of the Servient Proprietor to do so;
- (c) Make any complaint or objection or permit or suffer any agent or employee or tenant or other representative to make any complaint or objection in respect of effects of subdivision or construction activities, including but not by way of limitation dust and noise, where the same are undertaken by Universal Developments Ltd or its contractors or workmen, or anyone to whom Universal Developments Limited has by Deed revocably or irrevocably delegated transferred or assigned its benefits and entitlements under this covenant.
- (d) Universal Developments Limited may at any time by Deed revocably or irrevocably delegate or transfer or assign any or all of its benefits and entitlements under this covenant to any other company or person.
- (e) In this Covenant "Application" means any application, change variation or review of the nature described in (a) (i) and (ii) above.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 804356
Land Registration District Otago
Date Issued 31 August 2017

Prior References
OT47/188

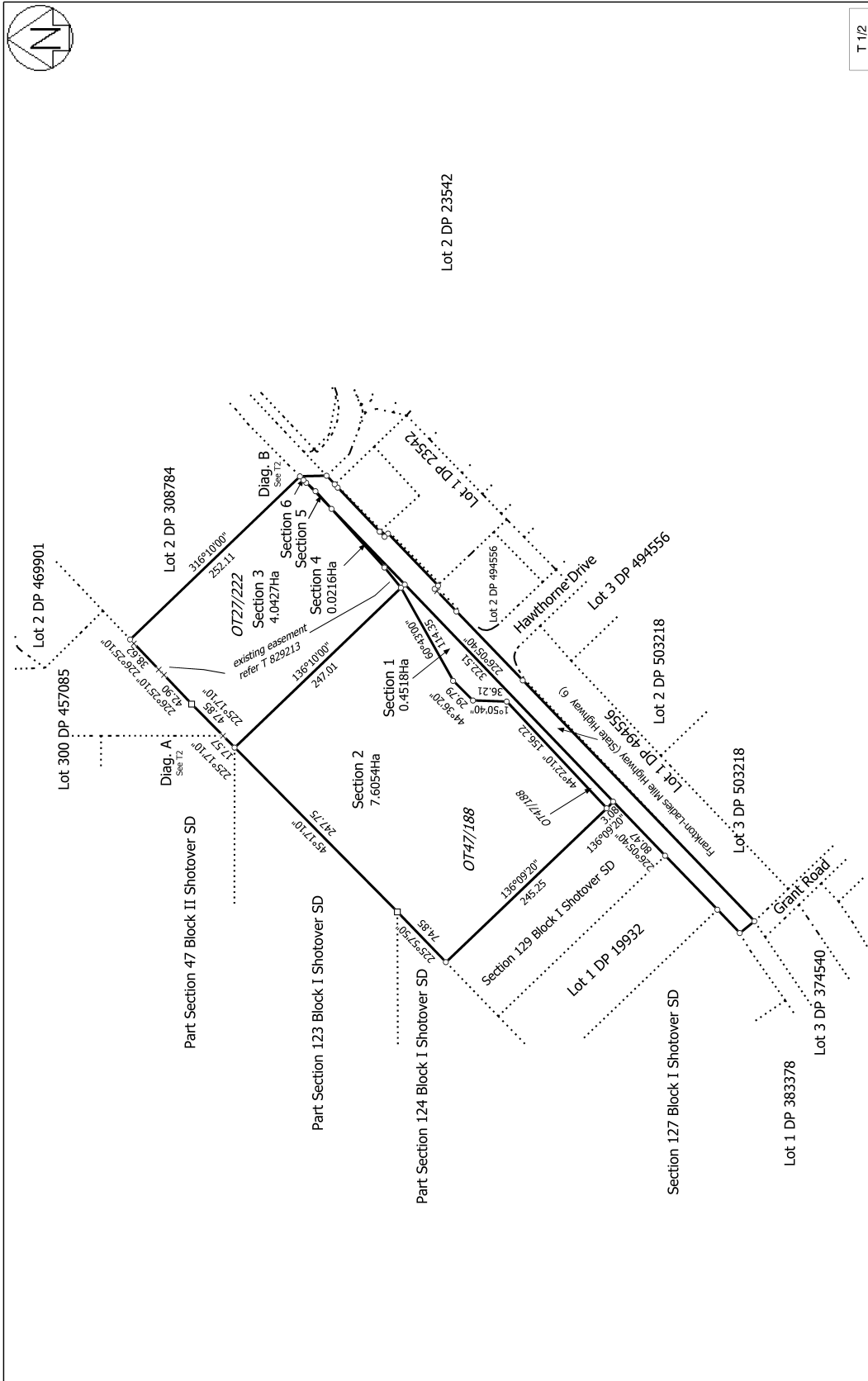
Estate Fee Simple
Area 7.6054 hectares more or less
Legal Description Section 2 Survey Office Plan 502556

Registered Owners

Lynley Grace Hansen and Walter John Rutherford as to a 1/4 share
Lynley Grace Hansen, Walter John Rutherford and Tarbert Trustees (2022) Limited as to a 1/4 share
Lynley Grace Hansen, Walter John Rutherford and Tarbert Trustees (2022) Limited as to a 1/4 share
Lynley Grace Hansen, Walter John Rutherford and Tarbert Trustees (2022) Limited as to a 1/4 share

Interests

416858 Gazette Notice declaring No 6 State Highway (Blenheim to Invercargill) fronting the within land to be a limited access road - 21.1.1974 at 9:14 am
Land Covenant in Covenant Instrument 11417590.12 - 10.5.2022 at 9:27 am
Land Covenant in Covenant Instrument 11717383.8 - 23.6.2022 at 4:09 pm



T 1/2

Land District: Otago	Surveyor: Bruce Allan McLeod Firm: Aurum Survey Consultants Ltd (Quee	Sections 1 - 6
Digitally Generated Plan Generated on: 31/10/2016 11:00am Page 3 of 4	Title Plan SO 502556 Approved on: 31/10/2016	

View Instrument Details



Instrument No 8850148.3
Status Registered
Date & Time Lodged 13 September 2011 16:02
Lodged By Chase, Linda Roslyn
Instrument Type Easement Instrument



Affected Computer Registers	Land District
1729	Otago
292078	Otago
34093	Otago
471851	Otago
533777	Otago
OT3A/1093	Otago

Annexure Schedule: Contains 10 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Mortgagee under Mortgage 964895.4 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 964895.3 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 525173.3 has consented to this transaction and I hold that consent
- I certify that the Encumbrancee under Encumbrance 8837856.1 has consented to this transaction and I hold that consent

Signature

Signed by Kerry Amanda ODonnell as Grantor Representative on 13/09/2011 03:55 PM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Kerry Amanda ODonnell as Grantee Representative on 13/09/2011 03:55 PM

*** End of Report ***

Easement instrument to create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

Brian James Thompson and Nelda Lenora Thompson (as to the land contained in CT34093)
 James Edward Thompson and June Mabel Thompson (as to the land contained in CT OT3A/1093)
 Quail Rise Estate Limited (as to the balance land)

Grantee

Brian James Thompson and Nelda Lenora Thompson (as to the land contained in CT34093)
 James Edward Thompson and June Mabel Thompson (as to the land contained in CT OT3A/1093)
 Quail Rise Estate Limited (as to the balance land)

Creation of Covenant

The Grantor being the registered proprietor of the relevant servient tenement described in Schedule A and the Grantee being the registered proprietor of the relevant dominant tenement described in Schedule A create the covenants set out in Schedule A, with the rights and powers or provisions set out in the Schedule B

Schedule A

Purpose (Nature and extent) of covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land covenants (as set out in Schedule B)	All that land contained within the Servient Tenement	Lot 3 DP435845 (CT533777)	Lot 2 DP308784 (CT34093)
		Lot 2 DP372232 (Part of CT471851) Lot 1 DP372232 (CT292078) Lot 8 DP22166 (CT1729)	Section 20 Block II Shotover Survey District (CTOT3A/1093)
		Lot 2 DP308784 (CT34093) Section 20 Block II Shotover Survey District (CTOT3A/1093)	Lot 3 DP435845 (CT533777) Lot 2 DP372232 (Part of CT471851) Lot 1 DP372232 (CT292078) Lot 8 DP22166 (CT1729)

Easement instrument to create land covenant

Covenant provisions

The provisions applying to the specified covenants are those set out in Schedule B

Schedule B

CONTINUATION OF COVENANT PROVISIONS

Background

- A. The Grantor is the registered proprietor of the relevant Servient Tenement.
- B. The Grantee is the registered proprietor of the relevant Dominant Tenement.
- C. The Grantor and Grantee have agreed that the Servient Tenement will be subject to the Covenants set out in this Instrument
- D. It is intended that this Instrument shall be and remain registered against the titles to each of the Servient and Dominant Tenement so that:
 - a. owners and occupiers for the time being of the Servient Tenement shall be bound by the provisions of this Instrument;
 - b. owners or occupiers for the time being of any of the Dominant Tenement can enforce the observance of the provisions of this Instrument by the owners or occupiers for the time being of any of the Servient Tenement in equity or otherwise; and
 - c. the obligations and covenants of the Grantor and Grantee under this Instrument are for the benefit of the Grantor and Grantee respectively.

1. Interpretation

1.1 In this Instrument unless the context otherwise requires:

"Agreed Activities" means the development and/or use of land, buildings and other improvements for:

- i. existing activities that occur or can occur on the Dominant Tenement as at the date of this Instrument pursuant to an existing resource consent or an existing use right or as permitted activities under the District Plan;
- ii. residential activities on the Dominant Tenement provided that those activities comply with the relevant site and zone standards in the Low Density Residential Zone in the District Plan;

Easement instrument to create land covenant

- iii. commercial activities on the Dominant Tenement provided that those activities meet the relevant site and zone standards in the Business Zone in the District Plan; and
- iv. industrial activities on the Dominant Tenement provided that those activities meet the relevant site and zone standards in the Industrial Zone in the District Plan.

For the purposes of the above "Agreed Activities" definition the terms "residential activities", "commercial activities", and "industrial activities" mean as defined in the District Plan.

"Covenants" means the covenants set out in this Instrument.

"District Plan" means the operative Queenstown-Lakes District Council District Plan (or equivalent successor plan).

"Dominant Tenement" means in relation to any Covenant the land described in Schedule A which has the benefit of that Covenant.

"Grantee" means the registered proprietor of the Dominant Tenement from time to time.

"Grantor" means the registered proprietor of the Servient Tenement from time to time.

"Instrument" means the front page of this Instrument together with all Schedules attached to it.

"Lodge any Submission" means (without limitation), personally or through any agent or servant (including by being a member of any group or society, whether incorporated or not), to directly or indirectly lodge or support in any way any objection or submission to any Planning Proposal and includes (without limitation) taking any part in a planning hearing, appeal or reference arising in respect of a Planning Proposal whether as a party or otherwise.

"Planning Proposal" means any consent or approval (and any application for such consent or approval) and includes (without limitation) any application for:

- a. resource consent;
- b. change to the District Plan;
- c. variation of any nature under or to the District Plan; and/or
- d. variation of any existing resource consent.

"RMA" means the Resource Management Act 1991.

"Servient Tenement" means in relation to any Covenant the land described in Schedule A which is subject to that Covenant.

Easement instrument to create land covenant

- 1.2 For the avoidance of doubt:
- a. Words importing the singular number include the plural and vice versa.
 - b. References to the parties are references to the Grantor and the Grantee.
 - c. A covenant to do something is also a covenant to permit or cause that thing to be done and a covenant not to do something is also a covenant not to permit or cause that thing to be done.
 - d. This Instrument binds and benefits the parties and their heirs, executors, successors and assigns in perpetuity and also any lessee or occupier of the Servient Tenement and the Dominant Tenement.
 - e. A reference to a statute, regulation or by-law includes all statutes, regulations, or by-laws varying, consolidating or replacing them, and a reference to a statute includes all regulations or by-laws issued under that statute.
2. **General Covenants**
- 2.1 The Grantor covenants and agrees:
- a. to observe and perform all the Covenants at all times;
 - b. that the Covenants shall run with and bind the Servient Tenement for the benefit of the Dominant Tenement;
 - c. to do all things necessary to ensure that any invitees of the Grantor on the Servient Tenement and any mortgagees, lessees or occupiers of the Servient Tenement comply with the provisions of this instrument;
 - d. in addition to all obligations under clause 2.1(c), to include the provisions of this Instrument in any occupation agreement, (including, but not limited to any lease, licence or tenancy agreement) in respect of the Servient Tenement so that all references to "Grantor" are replaced with "occupier". The Grantor will at the request of the Grantee enforce such provisions;
 - e. to pay the Grantee's legal costs (as between solicitor and client) of and incidental to the enforcement or attempted enforcement of the Grantee's rights, remedies and powers under this Instrument; and
 - f. to indemnify the Grantee against all claims and proceedings arising out of a breach by the Grantor of any of its obligations set out in this Instrument.
3. **Covenants in Relation to Agreed Activities**
- 3.1 The Grantor covenants and agrees with the Grantee that the Grantor will:
- a. not make any claim, proceeding, complaint, objection, or similar action in relation to the use, or effects of the use, of the Dominant Tenement for any lawfully conducted Agreed Activities;

Easement instrument to create land covenant

- b. not at any time Lodge any Submission against any Planning Proposal by the Grantee for any Agreed Activities to be carried out on the Dominant Tenement;
 - c. be deemed to have given written approval for any Planning Proposal referred to in (b) above;
 - d. within 20 days of written request from the Grantee served on the Grantor, sign and give irrevocable written approval to the Grantee ("Written Approval") under the RMA in respect of any Planning Proposal referred to in (b) above.
- 3.2 In the event the Grantor does not provide such Written Approval in accordance with clause 3.1(d), then the Grantor is deemed to have irrevocably appointed the Grantee to be the attorney of the Grantor (in the name and at the cost of the Grantor) to execute any Written Approval on behalf of the Grantor as contemplated by clause 3.1(d).
- 3.3 The Grantor and Grantee agree that the Grantor's obligations and covenants contained in this Instrument are for the benefit of the Grantee and the Grantee's successors in title to the Dominant Tenement.
- 3.4 The parties acknowledge and agree that:
- a. the covenants contained within this Instrument will attach to and run with the Servient Tenement and as a burden on that land to the extent that they restrict the Grantor from acting in relation to the Servient Tenement by exercising rights under the RMA which arise from ownership of the Servient Tenement and which the Grantor would otherwise have been able to exercise for the benefit of the Servient Tenement.
 - b. the burden placed upon the Servient Tenement by this Instrument is for the benefit of the Dominant Tenement.
4. **Vesting of roads and reserves**
- 4.1 The Grantee consents to the deposit of any survey plan ("Survey Plan") by the Grantor or any successor in title to the Grantor in respect of the Servient Tenement which has the effect of vesting any road or reserve in any local authority, territorial authority or the Crown. The Grantee agrees that the covenants in this Instrument shall cease to apply in respect of the land within such road or other reserve upon the date of lodgement with Land Information New Zealand (or any such replacement entity) of the required documents to deposit the Survey Plan and this clause will be deemed to be the consent of the Grantee to the deposit of the Survey Plan.
- 4.2 If it is determined that further written consent is required from the Grantee in respect of the matters provided for under clause 4.1 to deposit a Survey Plan (rather than deemed consent), then the Grantee will immediately, at the request of the Grantor, give that written consent.

Easement instrument to create land covenant

- 4.3 The Grantee hereby irrevocably appoints the Grantor or its successor in title as its attorney to sign any consents necessary under clause 4.2 provided that the Grantor shall not be entitled to exercise its rights to sign any such consent under this clause unless:
- a. the Grantor has requested written consent from the Grantee under clause 4.2; and
 - b. the Grantee has failed or refused to provide such written consent to the Grantor within 7 days of the date of such request being served on the Grantor.

5. General

- 5.1 Subject to clause 5.2, any notice required to be served on any party shall be served in accordance with the Property Law Act 2007.
- 5.2 If the Grantee or Grantor is required to serve notice under clause 3.1(d) or 4.3(b) on a Grantor or Grantee that is a person ("Person"), then the address for service of notices for that Person will be the current address to which the Council sends rates demands for that Person's Servient or Dominant Tenement. If the Council does not disclose that address for a Person's Servient or Dominant Tenement, then any notice conspicuously placed on that relevant Person's Servient or Dominant Tenement shall be deemed to have been served on that Person on the day on which it is affixed.
- 5.3 Any failure by a party to enforce any clause of this Instrument, or any forbearance, delay or indulgence granted by that party to any other party will not be construed as a waiver of the first party's rights under this Instrument.
- 5.4 The Grantor will not seek to have this Instrument removed from the title to the Servient Tenement due to any lack of proximity between the Servient Tenement and the Dominant Tenement.
- 5.5 No provision of this Instrument shall be construed as imposing liability on any Grantor where that Grantor has complied with its obligations under this Instrument in relation to its Servient Tenement, so that a Grantor shall only be liable for acts and omissions in relation to its own Servient Tenement under this Instrument.

6. Severability

- 6.1 If any of the provisions of this Instrument are judged invalid, unlawful or unenforceable for any reason whatsoever by a Court of competent jurisdiction, such invalidity, unenforceability or illegality will not affect the operation, construction or interpretation of any other provision of this Instrument to the intent that the invalid, unenforceable or illegal provisions will be treated for all purposes as severed from this Instrument. In the event of any such severance the parties will use reasonable endeavours to negotiate with the intent that the Instrument shall achieve the economic, legal and commercial objectives of the unenforceable term, covenant or obligation.

Easement instrument to create land covenant

7. Dispute Resolution

- 7.1 If a party has any dispute with the other party in connection with this Instrument:
- a. That party will promptly give full written particulars of the dispute to the others.
 - b. The parties will promptly meet together and in good faith try and resolve the dispute.
- 7.2 If the dispute is not resolved within 14 days of written particulars being given (or any longer period agreed to by the parties) the dispute will be referred to mediation.
- 7.3 A party must use the mediation procedure to resolve a dispute before commencing arbitration or legal proceedings.
- 7.4 The mediation procedure is:
- a. The parties will appoint a mediator and if they fail to agree the mediator will be appointed by the president of the New Zealand Law Society or the president's nominee.
 - b. The parties must co-operate with the mediator in an effort to resolve the dispute.
 - c. If the dispute is settled, the parties must sign a copy of the terms of the settlement.
 - d. If the dispute is not resolved within 28 days after the mediator has been appointed, or within any extended time that the parties agree to in writing, the mediation must cease.
 - e. Each party must pay a half share of the costs of the mediator's fee and costs including travel, room hire, refreshments etc.
- 7.5 The terms of settlement are binding on the parties and override the terms of this Instrument if there is any conflict.
- 7.6 The terms of settlement may be tendered in evidence in any mediation or legal proceedings.
- 7.7 The parties agree that written statements given to the mediator or to one another, and any discussions between the parties or between the parties and the mediator during the mediation period are not admissible in any arbitration or legal proceedings.
- 7.8 Either party may commence arbitration proceedings when mediation ceases under clause 7.4d.

Easement instrument to create land covenant

- 7.9 If the dispute is referred to arbitration:
- a. The arbitration will be conducted by one arbitrator appointed by the parties.
 - b. If the parties cannot agree on an arbitrator within 14 days the appointment will be made by the president of the New Zealand Law Society or the president's nominee.
 - c. The arbitration will be conducted in accordance with the Rules in Schedules 1 and 2 of the Arbitration Act 1996.
- 7.10 Neither party will unreasonably delay the dispute resolution procedures in this clause 7.
- 7.11 This clause 7 does not apply to:
- a. Any dispute arising in connection with any attempted renegotiation of this Instrument; or
 - b. An application by either party for urgent interlocutory relief.
- 7.12 Pending resolution of any dispute the parties will perform this Instrument in all respects including performance of the matter which is the subject of dispute.

Approved by Registrar-General of Land under No. 2003/6150
Annexure Schedule - Consent Form
 Land Transfer Act 1952 section 238(2)



Insert type of instrument
 "Caveat", "Mortgage" etc

Mortgage

Page 1 of 1 pages

Consentor
 Surname must be underlined or in CAPITALS

Capacity and interest of Consentor
 (eg. Caveator under Caveat no./Mortgagee under Mortgage no.)

Bank of New Zealand	Mortgagee under Mortgage No. 964895.4 and 964895.3
---------------------	--

Consent
 Delete Land Transfer Act 1952, if inapplicable, and insert name and date of application Act.
 Delete words in [] if inconsistent with the consent.
 State full details of the matter for which consent is required.

Pursuant to [section 238(2) of the Land Transfer Act 1952]
~~section~~ of the ~~Act~~ Act]
 [Without prejudice to the rights and powers existing under the interest of the Consentor]
 the Consentor hereby consents to:
 the registration of the attached land covenant

 (Thompson)

Dated this 9th day of June 2011

Attestation

SIGNED for and on behalf of BANK OF NEW ZEALAND by its Attorney William Michael Perez	Signed in my presence by the Consentor
	Signature of Witness Witness to complete in BLOCK letters (unless legibly printed) Witness name SHARON ANNE HADFIELD Occupation BANK OFFICER Address BANK OF NEW ZEALAND WELLINGTON
Signature of Consentor	

An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.



**CERTIFICATE OF NON-REVOCATION
OF POWER OF ATTORNEY**

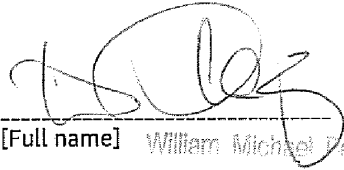
William Michael Perez

I, _____, Quality Assurance Officer of Wellington, New Zealand certify:

1. That by deed dated 12 July 2005, Bank of New Zealand, of Level 4, 80 Queen Street, Auckland, New Zealand, appointed me its attorney.
2. A copy of the deed is deposited in the North Auckland registration district of Land Information New Zealand as dealing No. 6508607.1
3. That I have not received notice of any event revoking the power of attorney.

SIGNED at Wellington this

30 JUNE 2011



[Full name] William Michael Perez



View Instrument Details

Instrument No 10642363.1
Status Registered
Date & Time Lodged 15 December 2016 14:38
Lodged By Castiglione, Karen Elizabeth
Instrument Type Easement Instrument



Affected Computer Registers **Land District**

764773 Otago

764774 Otago

Annexure Schedule: Contains 3 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Michael Martin O'Neill as Grantor Representative on 15/12/2016 12:55 PM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Michael Martin O'Neill as Grantee Representative on 15/12/2016 12:55 PM

*** End of Report ***

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

Universal Developments Limited

Grantee

Universal Developments Limited

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A grants to the Grantee (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A

Continue in additional Annexure Schedule, if required

Purpose (Nature and extent) of easement, <i>profit</i> or covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land Covenant as detailed in annexure schedule.		Lot 1 Deposited Plan 497316 CFR 764773	Lot 2 Deposited Plan 497316 CFR 764774

Form B - continued

Easements or profits à prendre rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007

The implied rights and powers are hereby ~~[varied]~~ ~~[negatived]~~ ~~[added to]~~ or ~~[substituted]~~ by:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[the provisions set out in Annexure Schedule B]~~

Covenant provisions

Delete phrases in [] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]~~

~~[Annexure Schedule 2]~~

Form L

Annexure Schedule

Page of Pages

*Continue in additional Annexure Schedule, if required***Annexure Schedule 2**

The Grantor and its successors in title covenants and agrees with the Grantee and its successors in title as a covenant intended to be binding on the relevant servient lands and run with the relevant dominant land as detailed in Covenant hereunder

COVENANT

No Servient Proprietor shall at any time hereafter:-

- (a) Directly or indirectly submit in opposition to, or support any submission in opposition to:
 - (i) Any present or future application for any resource consent or other consent made by Universal Developments Limited or made on Universal Developments Limited's behalf or supported in part or in full by Universal Developments Limited that relates wholly or in part to the dominant land;
 - (ii) Any change to or variation or review of any District Plan or Proposed District Plan or Regional Plan or Proposed Regional Plan promoted by a Local Authority and which Universal Developments Limited supports or which is promoted by Universal Developments Limited, and nor will it permit or suffer any agent or employee or other representative of the Servient Proprietor to do so;
- (b) Directly or indirectly oppose Universal Developments Limited's interest in any appeal arising from any application, and nor will it permit or suffer any agent or employee or tenant or other representative of the Servient Proprietor to do so;
- (c) Make any complaint or objection or permit or suffer any agent or employee or tenant or other representative to make any complaint or objection in respect of effects of subdivision or construction activities, including but not by way of limitation dust and noise, where the same are undertaken by Universal Developments Ltd or its contractors or workmen, or anyone to whom Universal Developments Limited has by Deed revocably or irrevocably delegated transferred or assigned its benefits and entitlements under this covenant.
- (d) Universal Developments Limited may at any time by Deed revocably or irrevocably delegate or transfer or assign any or all of its benefits and entitlements under this covenant to any other company or person.
- (e) In this Covenant "Application" means any application, change variation or review of the nature described in (a) (i) and (ii) above.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 806429
Land Registration District Otago
Date Issued 14 September 2017

Prior References
OT27/222

Estate Fee Simple
Area 4.0443 hectares more or less
Legal Description Section 3, 5 Survey Office Plan 502556
Registered Owners
FII Holdings Limited

Interests

416858 Gazette Notice declaring No.6 State Highway (Blenheim-Invercargill) fronting the within land to be a limited access road - 21.1.1974 at 9:14 am

Subject to a right (in gross) to convey water over Section 3 SO 502556 in favour of Arrow Irrigation Limited created by Transfer 829213 - 6.5.1993 at 9:23 am

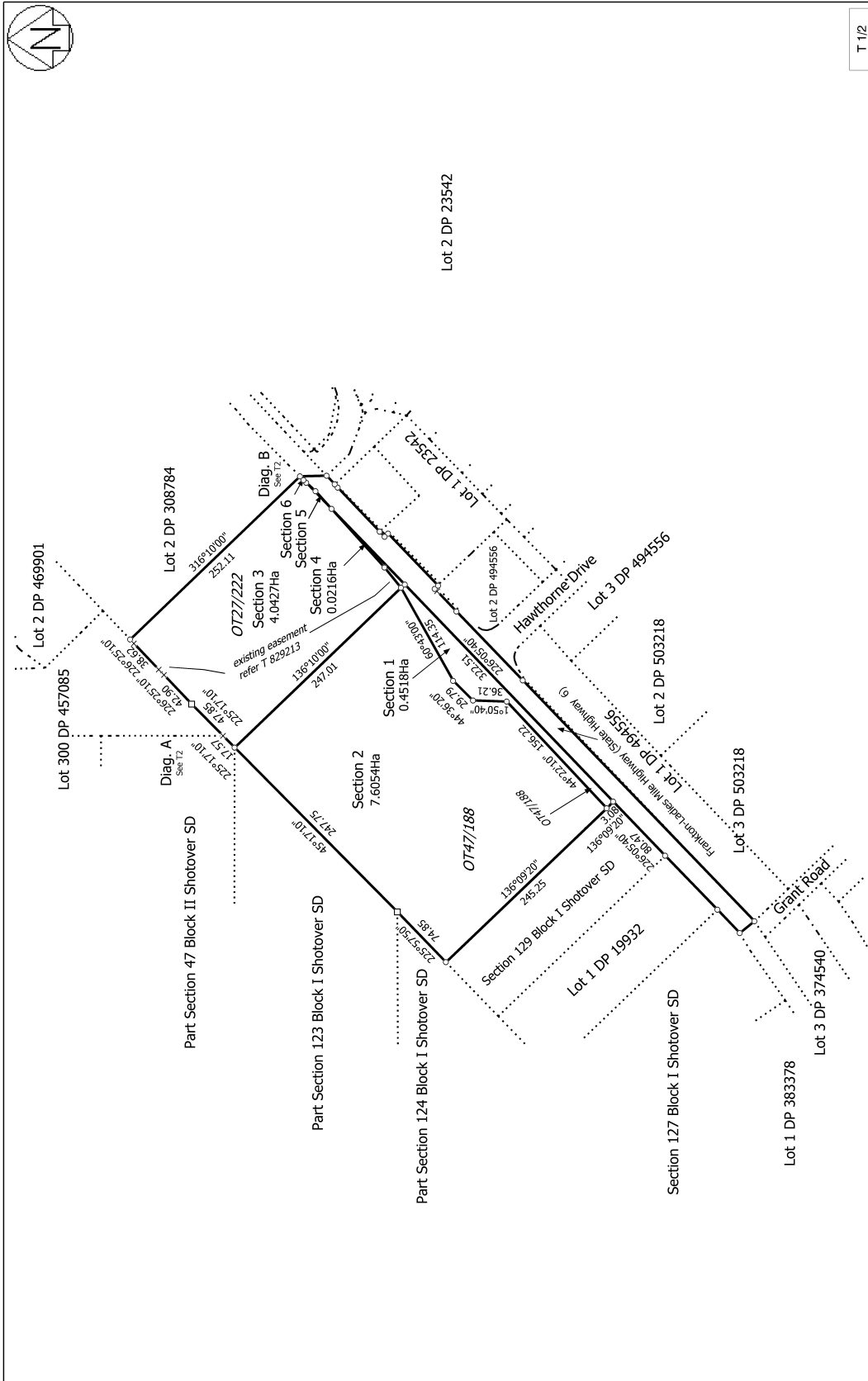
8120447.3 Mortgage to Bank of New Zealand - 4.5.2009 at 9:25 am

Land Covenant in Easement Instrument 8903605.1 - 19.12.2011 at 3:15 pm

10863406.1 CAVEAT BY AURORA ENERGY LIMITED - 31.7.2017 at 3:44 pm

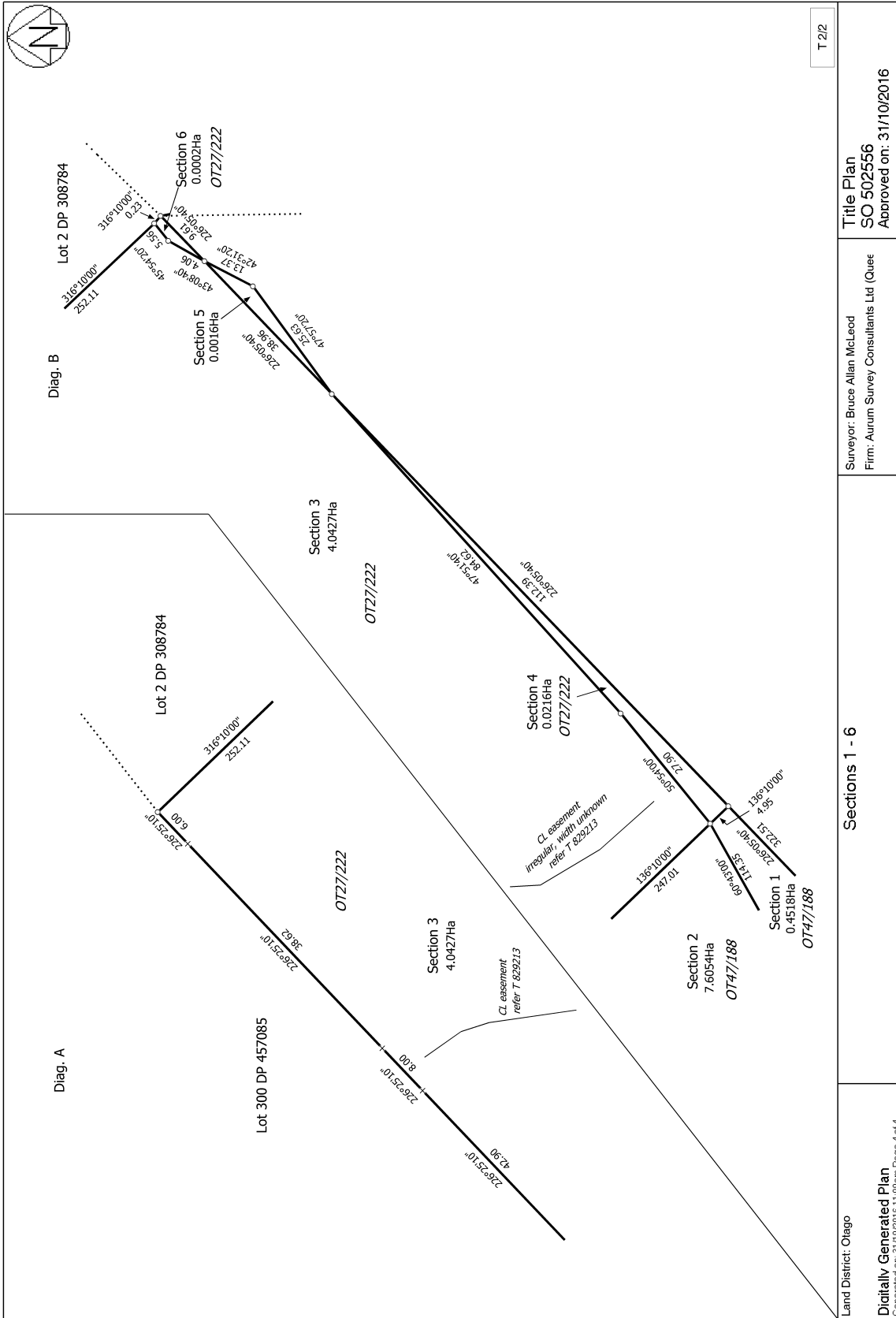
12446495.1 CAVEAT BY AURORA ENERGY LIMITED - 3.5.2022 at 2:46 pm

12556321.1 Variation of Mortgage 8120447.3 - 15.9.2022 at 10:31 am



T 1/2

Land District: Otago	Surveyor: Bruce Allan McLeod Firm: Aurum Survey Consultants Ltd (Quee	Sections 1 - 6
Digitally Generated Plan Generated on: 31/10/2016 11:00am Page 3 of 4	Title Plan SO 502556 Approved on: 31/10/2016	



View Instrument Details



Instrument No 8903605.1
Status Registered
Date & Time Lodged 19 December 2011 15:15
Lodged By Chase, Linda Roslyn
Instrument Type Easement Instrument



Affected Computer Registers Land District

1729	Otago
292078	Otago
471851	Otago
533777	Otago
OT27/222	Otago

Annexure Schedule: Contains 13 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Caveator under Caveat 8893628.1 has consented to this transaction, which is subject to the Caveat, and I hold that consent
- I certify that the Mortgagee under Mortgage 964895.4 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 964895.3 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 8120447.3 has consented to this transaction and I hold that consent
- I certify that the Encumbrancee under Encumbrance 8837856.1 has consented to this transaction and I hold that consent

Signature

Signed by Matthew John Edwards as Grantor Representative for FII Holdings Limited on 16/12/2011 12:09 PM

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Caveator under Caveat 8893628.1 has consented to this transaction, which is subject to the Caveat, and I hold that consent
- I certify that the Mortgagee under Mortgage 964895.4 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 964895.3 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 8120447.3 has consented to this transaction and I hold that consent

Grantor Certifications

I certify that the Encumbrancee under Encumbrance 8837856.1 has consented to this transaction and I hold that consent

Signature

Signed by Kerry Amanda O'Donnell as Grantor Representative for Quail Rise Estate Limited on 19/12/2011 10:08 AM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Matthew John Edwards as Grantee Representative for FII Holdings Limited on 16/12/2011 12:09 PM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Kerry Amanda O'Donnell as Grantee Representative for Quail Rise Estate Limited on 19/12/2011 10:09 AM

*** End of Report ***

Easement instrument to create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

FII Holdings Limited (as to the land contained in CT OT27/222)
 Quail Rise Estate Limited (as to the balance land)

Grantee

FII Holdings Limited (as to the land contained in CT OT27/222)
 Quail Rise Estate Limited (as to the balance land)

Creation of Covenant

The Grantor being the registered proprietor of the relevant servient tenement described in Schedule A and the Grantee being the registered proprietor of the relevant dominant tenement described in Schedule A create the covenants set out in Schedule A, with the rights and powers or provisions set out in the Schedule B

Schedule A

Purpose (Nature and extent) of covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land covenants (as set out in Schedule B)	All that land contained within the Servient Tenement	Section 25-26 Block II Shotover Survey District (CTOT27/222)	Lot 3 DP435845 (CT533777) Lot 2 DP372232 (Part of CT471851) Lot 1 DP372232 (CT292078) Lot 8 DP22166 (CT1729)
		Lot 3 DP435845 (CT533777) Lot 2 DP372232 (Part of CT471851) Lot 1 DP372232 (CT292078) Lot 8 DP22166 (CT1729)	Section 25-26 Block II Shotover Survey District (CTOT27/222)

Easement instrument to create land covenant

Covenant provisions

The provisions applying to the specified covenants are those set out in Schedule B

Schedule B

CONTINUATION OF COVENANT PROVISIONS

Background

- A. The Grantor is the registered proprietor of the relevant Servient Tenement.
- B. The Grantee is the registered proprietor of the relevant Dominant Tenement.
- C. The Grantor and Grantee have agreed that the Servient Tenement will be subject to the Covenants set out in this Instrument
- D. It is intended that this Instrument shall be and remain registered against the titles to each of the Servient and Dominant Tenement so that:
 - a. owners and occupiers for the time being of the Servient Tenement shall be bound by the provisions of this Instrument;
 - b. owners or occupiers for the time being of any of the Dominant Tenement can enforce the observance of the provisions of this Instrument by the owners or occupiers for the time being of any of the Servient Tenement in equity or otherwise; and
 - c. the obligations and covenants of the Grantor and Grantee under this Instrument are for the benefit of the Grantor and Grantee respectively.

1. Interpretation

1.1 In this Instrument unless the context otherwise requires:

"Agreed Activities" means the development and/or use of land, buildings and other improvements for:

- i. existing activities that occur or can occur on the Dominant Tenement as at the date of this Instrument pursuant to an existing resource consent or an existing use right or as permitted activities under the District Plan;
- ii. residential activities on the Dominant Tenement provided that those activities comply with the relevant site and zone standards in the Low Density Residential Zone in the District Plan;

Easement instrument to create land covenant

- iii. commercial activities on the Dominant Tenement provided that those activities meet the relevant site and zone standards in the Business Zone in the District Plan; and
- iv. industrial activities on the Dominant Tenement provided that those activities meet the relevant site and zone standards in the Industrial Zone in the District Plan.

For the purposes of the above "Agreed Activities" definition the terms "residential activities", "commercial activities", and "industrial activities" mean as defined in the District Plan.

"Covenants" means the covenants set out in this Instrument.

"District Plan" means the operative Queenstown-Lakes District Council District Plan (or equivalent successor plan).

"Dominant Tenement" means in relation to any Covenant the land described in Schedule A which has the benefit of that Covenant.

"Grantee" means the registered proprietor of the Dominant Tenement from time to time.

"Grantor" means the registered proprietor of the Servient Tenement from time to time.

"Instrument" means the front page of this Instrument together with all Schedules attached to it.

"Lodge any Submission" means (without limitation), personally or through any agent or servant (including by being a member of any group or society, whether incorporated or not), to directly or indirectly lodge or support in any way any objection or submission to any Planning Proposal and includes (without limitation) taking any part in a planning hearing, appeal or reference arising in respect of a Planning Proposal whether as a party or otherwise.

"Planning Proposal" means any consent or approval (and any application for such consent or approval) and includes (without limitation) any application for:

- a. resource consent;
- b. change to the District Plan;
- c. variation of any nature under or to the District Plan; and/or
- d. variation of any existing resource consent.

"RMA" means the Resource Management Act 1991.

"Servient Tenement" means in relation to any Covenant the land described in Schedule A which is subject to that Covenant.

Easement instrument to create land covenant

"Working Day" has the same meaning as defined in the Property Law Act 2007.

1.2 For the avoidance of doubt:

- a. Words importing the singular number include the plural and vice versa.
- b. References to the parties are references to the Grantor and the Grantee.
- c. A covenant to do something is also a covenant to permit or cause that thing to be done and a covenant not to do something is also a covenant not to permit or cause that thing to be done.
- d. This Instrument binds and benefits the parties and their heirs, executors, successors and assigns in perpetuity and also any lessee or occupier of the Servient Tenement and the Dominant Tenement.
- e. A reference to a statute, regulation or by-law includes all statutes, regulations, or by-laws varying, consolidating or replacing them, and a reference to a statute includes all regulations or by-laws issued under that statute.

2. **General Covenants**

2.1 The Grantor covenants and agrees:

- a. to observe and perform all the Covenants at all times;
- b. that the Covenants shall run with and bind the Servient Tenement for the benefit of the Dominant Tenement;
- c. to do all things necessary to ensure that any invitees of the Grantor on the Servient Tenement and any mortgagees, lessees or occupiers of the Servient Tenement comply with the provisions of this Instrument;
- d. in addition to all obligations under clause 2.1(c), to include the provisions of this Instrument in any occupation agreement, (including, but not limited to any lease, licence or tenancy agreement) in respect of the Servient Tenement so that all references to "Grantor" are replaced with "occupier". The Grantor will at the request of the Grantee enforce such provisions;
- e. to pay the Grantee's legal costs (as between solicitor and client) of and incidental to the enforcement or attempted enforcement of the Grantee's rights, remedies and powers under this Instrument; and
- f. to indemnify the Grantee against all claims and proceedings arising out of a breach by the Grantor of any of its obligations set out in this Instrument.

Easement instrument to create land covenant**3. Covenants in Relation to Agreed Activities**

- 3.1 The Grantor covenants and agrees with the Grantee that the Grantor will:
- a. not make any claim, proceeding, complaint, objection, or similar action in relation to the use, or effects of the use, of the Dominant Tenement for any lawfully conducted Agreed Activities;
 - b. not at any time Lodge any Submission against any Planning Proposal by the Grantee for any Agreed Activities to be carried out on the Dominant Tenement;
 - c. be deemed to have given written approval for any Planning Proposal referred to in (b) above;
 - d. within 20 Working Days of written request from the Grantee served on the Grantor, give and sign irrevocable written approval ("**Written Approval**") under the RMA in respect of any Planning Proposal referred to in (b) above.
- 3.2 In the event the Grantor does not provide such Written Approval in accordance with clause 3.1(d), then the Grantor is deemed to have irrevocably appointed the Grantee to be the attorney of the Grantor (in the name and at the cost of the Grantor) to execute any Written Approval on behalf of the Grantor as contemplated by clause 3.1(d).
- 3.3 The Grantor and Grantee agree that the Grantor's obligations and covenants contained in this Instrument are for the benefit of the Grantee and the Grantee's successors in title to the Dominant Tenement.
- 3.4 The parties acknowledge and agree that:
- a. the covenants contained within this Instrument will run with the Servient Tenement and will be a burden on that land to the extent that it restricts the Grantor from exercising rights under the RMA which arise from ownership of the Servient Tenement and which the Grantor would otherwise have been able to exercise for the benefit of the Servient Tenement.
 - b. the burden placed upon the Servient Tenement by this Instrument is for the benefit of the Dominant Tenement.

4. Vesting of roads and reserves

- 4.1 The Grantee consents to the deposit of any survey plan ("**Survey Plan**") by the Grantor or any successor in title to the Grantor in respect of the Servient Tenement which has the effect of vesting any road or reserve in any local authority, territorial authority or the Crown. The Grantee agrees that the Covenants shall cease to apply in respect of any such part of the Servient Tenement to vest as road or other reserve upon the date of lodgement with Land Information New Zealand (or any such replacement entity) of the required documents to deposit the Survey Plan. The Grantee covenants that this clause will be deemed to be the consent of the Grantee to the deposit of the Survey Plan.

Easement instrument to create land covenant

- 4.2 If it is determined that additional written consent is required from the Grantee to the deposit of any such Survey Plan (rather than deemed consent), then the Grantee will immediately, at the request of the Grantor, give that written consent.
- 4.3 The Grantee hereby irrevocably appoints the Grantor or its successor in title as its attorney to sign any consents necessary under clause 4.2 provided that the Grantor shall not be entitled to exercise its rights to sign any such consent under this clause unless:
- a. the Grantor has requested written consent from the Grantee under clause 4.2; and
 - b. the Grantee has failed or refused to provide such written consent to the Grantor within 7 Working Days of the date of such request being served on the Grantee.
5. **General**
- 5.1 Subject to clause 5.2, any notice required to be served on any party shall be served in accordance with the Property Law Act 2007.
- 5.2 If a party is to serve notice under clause 3.1(d) or 4.3(b) on a Grantor or Grantee that is a person ("**Person**"), then the address for service of notices for that Person will be the current address to which the Council sends rates demands for that Person's Servient or Dominant Tenement. If the Council does not disclose that address for a Person's Servient or Dominant Tenement, then any notice conspicuously placed on that relevant Person's Servient or Dominant Tenement shall be deemed to have been served on that Person on the day on which it is affixed.
- 5.3 Any failure by a party to enforce any clause of this Instrument, or any forbearance, delay or indulgence granted by that party to any other party will not be construed as a waiver of the first party's rights under this Instrument.
- 5.4 The Grantor will not seek to have this Instrument removed from the title to the Servient Tenement due to any lack of proximity between the Servient Tenement and the Dominant Tenement.
- 5.5 No provision of this Instrument shall be construed as imposing liability on any Grantor where that Grantor has complied with its obligations under this Instrument in relation to its Servient Tenement, so that a Grantor shall only be liable for acts and omissions in relation to its own Servient Tenement under this Instrument.

Easement instrument to create land covenant

6. Severability

6.1 If any of the provisions of this Instrument are judged invalid, unlawful or unenforceable for any reason whatsoever by a Court of competent jurisdiction, such invalidity, unenforceability or illegality will not affect the operation, construction or interpretation of any other provision of this Instrument to the intent that the invalid, unenforceable or illegal provisions will be treated for all purposes as severed from this Instrument. In the event of any such severance the parties will use reasonable endeavours to negotiate with the intent that the Instrument shall achieve the economic, legal and commercial objectives of the unenforceable term, covenant or obligation.

7. Dispute Resolution

- 7.1 If a party has any dispute with the other party in connection with this Instrument:
- a. That party will promptly give full written particulars of the dispute to the others.
 - b. The parties will promptly meet together and in good faith try and resolve the dispute.
- 7.2 If the dispute is not resolved within 14 days of written particulars being given (or any longer period agreed to by the parties) the dispute will be referred to mediation.
- 7.3 A party must use the mediation procedure to resolve a dispute before commencing arbitration or legal proceedings.

X2

Approved by Registrar-General of Land under No. 2003/6150
Annexure Schedule - Consent Form
Land Transfer Act 1952 section 238(2)



Insert type of instrument
"Caveat", "Mortgage" etc

Mortgage

Page 1 of 1 pages

Consentor
Surname must be underlined or in CAPITALS

Capacity and Interest of Consentor
(eg. Caveator under Caveat no./Mortgagee under Mortgage no.)

Bank of New Zealand	Mortgagee under Mortgage No. 964895.4 and 964895.3
---------------------	--

Consent
Delete Land Transfer Act 1952, if inapplicable, and insert name and date of application Act.
Delete words in [] if inconsistent with the consent.
State full details of the matter for which consent is required.

Pursuant to [section 238(2) of the Land Transfer Act 1952]

[section _____ of the _____ Act _____]

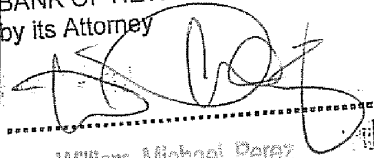
[Without prejudice to the rights and powers existing under the interest of the Consentor]

the Consentor hereby consents to:

the registration of the attached land covenant

(FII)

Dated this 03 day of June 2011

<p>Attestation</p> <p>SIGNED for and on behalf of BANK OF NEW ZEALAND by its Attorney</p> <p></p> <p>William Michael Perez</p>	<p>Signed in my presence by the Consentor</p> <p>Signature of Witness</p> <p>Witness to complete in BLOCK letters (unless legibly printed)</p> <p>Witness name SHARON ANNE HADFIELD BANK OFFICER</p> <p>Occupation BANK OF NEW ZEALAND WELLINGTON</p> <p>Address</p>
Signature of Consentor	

An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.



**CERTIFICATE OF NON-REVOCATION
OF POWER OF ATTORNEY**


William Michael Perez

I, _____, Quality Assurance Officer of Wellington, New Zealand certify:

1. That by deed dated 12 July 2005, Bank of New Zealand, of Level 4, 80 Queen Street, Auckland, New Zealand, appointed me its attorney.
2. A copy of the deed is deposited in the North Auckland registration district of Land Information New Zealand as dealing No. 6508607.1
3. That I have not received notice of any event revoking the power of attorney.

SIGNED at Wellington this

30 JUNE 2011



[Full name]

William Michael Perez

Approved by Registrar-General of Land under No. 2003/6150
Annexure Schedule - Consent Form
 Land Transfer Act 1952 section 238(2)



Insert type of Instrument
 "Caveat", "Mortgage" etc

Caveat

Page 1 of 1 pages

Consentor

Surname must be underlined or in CAPITALS

Capacity and Interest of Consentor

(eg. Caveator under Caveat no./Mortgagee under Mortgage no.)

Aurora Energy Limited

Caveator under Caveat No. 8893628.1

Consent

Delete Land Transfer Act 1952, if inapplicable, and insert name and date of application Act.

Delete words in [] if inconsistent with the consent.

State full details of the matter for which consent is required.

Pursuant to [section 238(2) of the Land Transfer Act 1952]

[section _____ of the _____ Act _____]

[Without prejudice to the rights and powers existing under the interest of the Consentor]

the Consentor hereby consents to:

the registration of the attached land covenant

Dated this 28 day of November 2011

Attestation

Aurora Energy Limited by
 its Attorney

Gary Graeme Dixon

Signature of Consentor

Signed in my presence by the Consentor

Margaret Anne Latimer
 Signature of Witness

Witness to complete in BLOCK letters (unless legibly printed)

Witness name

Occupation Margaret Anne Latimer
 Personal Assistant

Address Dunedin

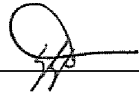
An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.

CERTIFICATE OF NON-REVOCATION OF POWER OF ATTORNEY

I, **GARY GRAEME DIXON**, of Dunedin, Chief Financial Officer and General Manager – Finance and Systems, hereby certify –

1. That by Deed dated 26 October 2011 **AURORA ENERGY LIMITED** having its registered office at 10 Halsey Street, Dunedin (“the Company”) appointed me as its Attorney on the terms and subject to the conditions set out in the said Deed.
2. That at the date hereof I have not received any notice or information of the revocation of that appointment.

SIGNED at Dunedin this
28th day of November
2011

}  _____

From:Landing Services

To:1034410307

25/10/2011 17:55

#196 P.002/003

Approved by Registrar-General of Land under No. 2003/6150
Annexure Schedule - Consent Form
 Land Transfer Act 1952 section 238(2)



Insert type of instrument
 "Caveat", "Mortgage" etc

Mortgage

Page 1 of 1 pages

Consentor
 Surname must be underlined or in CAPITALS

Capacity and interest of Consentor
 (eg. Caveator under Caveat no./Mortgagee under Mortgage no.)

BANK OF NEW ZEALAND	Mortgagee under Mortgage No: 6120447.3
---------------------	--

Consent
 Delete Land Transfer Act 1952, if inapplicable, and insert name and date of application Act.
 Delete words in [] if inconsistent with the consent.
 State full details of the matter for which consent is required.

Pursuant to [section 238(2) of the Land Transfer Act 1952]

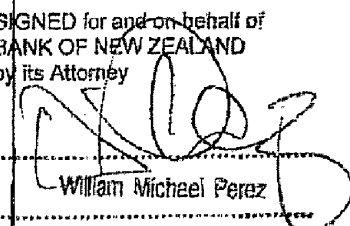
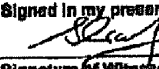
[section _____ of the _____ Act _____]

[Without prejudice to the rights and powers existing under the interest of the Consentor]

the Consentor hereby consents to:
 the registration of the attached Land Covenant

Dated this 25th day of October 2011

Attestation

SIGNED for and on behalf of BANK OF NEW ZEALAND by its Attorney  William Michael Perez _____ Signature of Consentor	Signed in my presence by the Consentor  Signature of Witness Witness to complete in BLOCK letters (unless legibly printed) Witness name SHAMUS WILLIAM CRAWFORD Occupation BANK OFFICER BANK OF NEW ZEALAND WELLINGTON Address
--	---

An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.

From:Lending Services

To:1034419307

25/10/2011 17:58

#198 P.003/003




**CERTIFICATE OF NON-REVOCATION
OF POWER OF ATTORNEY**

I, William Michael Perez, Quality Assurance Officer of Wellington, New Zealand certify:

1. That by deed dated 12 July 2005, Bank of New Zealand, of Level 4, 80 Queen Street, Auckland, New Zealand, appointed me its attorney.
2. A copy of the deed is deposited in the North Auckland registration district of Land Information New Zealand as dealing No. 6508607.1
3. That I have not received notice of any event revoking the power of attorney.

SIGNED at Wellington this

25 OCTOBER 2011



William Michael Perez



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 941148
Land Registration District Otago
Date Issued 26 March 2020

Prior References
627622

Estate Fee Simple
Area 6291 square metres more or less
Legal Description Section 4 Survey Office Plan 517733

Registered Owners
Queenstown Gateway (5M) Limited

Interests

416858 Gazette Notice declaring State Highway No. 6 (Blenheim - Invercargill) to be a limited access road - 21.1.1974 at 9.14 am

Appurtenant hereto is a right to drain foul sewage and stormwater created by Transfer 929901.2 - 16.5.1997 at 9:01 am

The easements created by Transfer 939910.2 are subject to Section 309 (1) (a) Local Government Act 1974

7498079.5 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 10.8.2007 at 9:00 am

8518096.1 Mortgage to Clearmont (Queenstown) Limited - 3.8.2010 at 3:50 pm

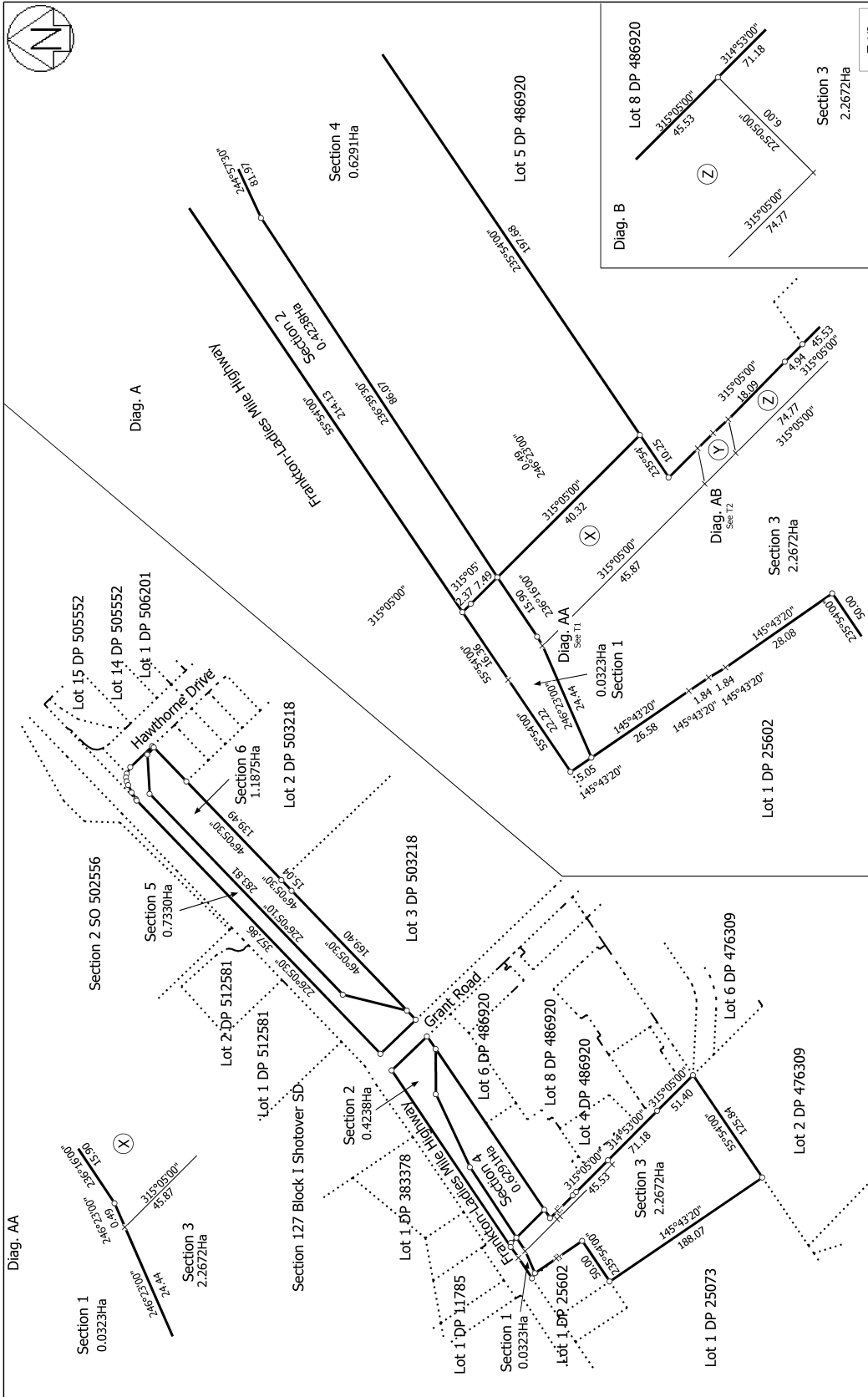
9533017.3 Mortgage to ANZ Bank New Zealand Limited - 18.10.2013 at 4:45 pm

9533017.4 Mortgage Priority Instrument making Mortgage 9533017.3 first priority and Mortgage 8518096.1 second priority - 18.10.2013 at 4:45 pm

Land Covenant in Easement Instrument 9916739.4 - 21.5.2015 at 11:14 am

Appurtenant hereto is a right to drain water created by Easement Instrument 9916739.7 - 21.5.2015 at 11:14 am

11698637.3 Variation of Mortgage 9533017.3 - 30.3.2020 at 4:11 pm



Land District: Otago

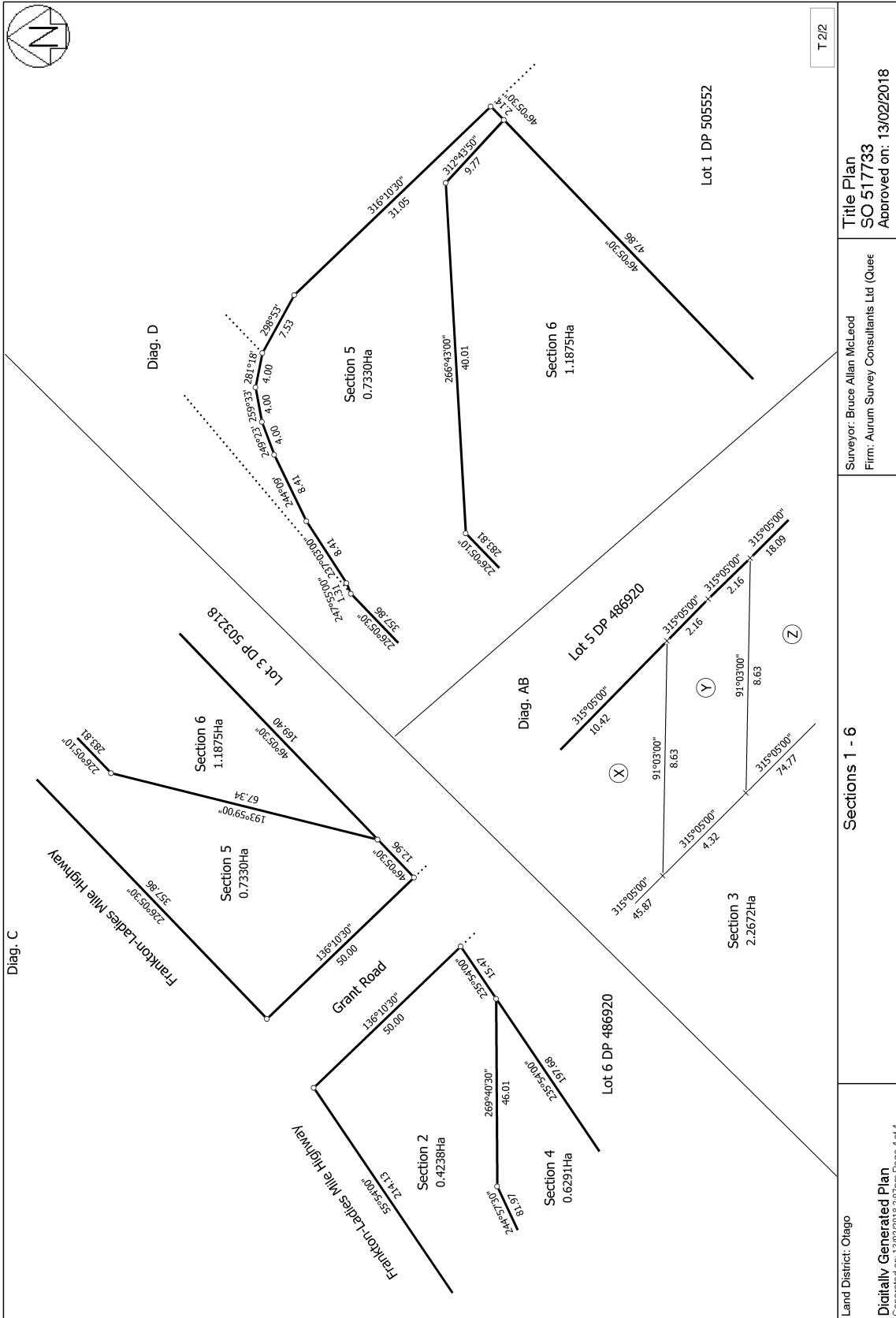
Digitally Generated Plan
Generated on: 13/02/2018 2:07pm Page 3 of 4

Sections 1 - 6

Surveyor: Bruce Allan McLeod
Firm: Aurum Survey Consultants Ltd (Quee

Title Plan
SO 517733
Approved on: 13/02/2018

T 112



T 2/2

Title Plan
 SO 517733
 Approved on: 13/02/2018

Surveyor: Bruce Allan McLeod
 Firm: Aurum Survey Consultants Ltd (Quee

Sections 1 - 6

Land District: Otago

Digitally Generated Plan
 Generated on: 13/02/2018 2:07:00 pm Page 4 of 4

CONO 7498079.5 Cor

Cpy - 01/01, Pgs - 002, 08/08/07, 11



DocID: 212037664

IN THE MATTER of Section 221 of the
Resource
Management Act
1991

AND

IN THE MATTER of an Application for
Subdivision Consent
by FIVE MILE
HOLDINGS
LIMITED RM060231

CONSENT NOTICE

BACKGROUND

- A. Five Mile Holdings Ltd applied to the Queenstown Lakes District Council pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land described as Lot 1 DP 23278 contained within Certificate of Title OT151/1073 and Part Lot 2 DP 25073 held within Certificate of Title OT17C/192.
- B. Council has granted consent (RM060231) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the Owner of the land being those conditions specified in the Operative Part hereof.

OPERATIVE PART A:

The following condition pertaining to this Consent Notice is to be registered against the titles issued for Lots 1 and 3 D.P 374540.

CONDITIONS A:

- a) Prior to any development on the site of the proposed Lot 1, the consent holder shall install all required services and pay to the Queenstown Lakes District Council any relevant contributions that may be required in terms of the Councils policy for financial and development contributions formulated under the Local Government Act 2002 for connection to the Councils water supply, sewage disposal and storm water infrastructure as well as the provision of reserves.

- b) Traffic access shall be prohibited from proposed Lots 1 and 3 directly onto the State Highway 6/Frankton-Ladies Mile Road.

Dated this 11 day of *September* 2006

SIGNED for and on behalf
Of the QUEENSTOWN LAKES
DISTRICT COUNCIL by its
Principal Administrative Officer





View Instrument Details

Instrument No 9916739.4
Status Registered
Date & Time Lodged 21 May 2015 11:14
Lodged By Campbell, Helen Margaret
Instrument Type Easement Instrument



Affected Computer Registers	Land District
625239	Otago
625240	Otago
625241	Otago
625246	Otago
625251	Otago
627613	Otago
627614	Otago
627615	Otago
627616	Otago
627617	Otago
627618	Otago
627619	Otago
627620	Otago
627622	Otago
645666	Otago

Annexure Schedule: Contains 5 Pages.

Grantor Certifications

- I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply
- I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period
- I certify that the Caveator under Caveat 9490555.1 has consented to this transaction, which is subject to the Caveat, and I hold that consent
- I certify that the Mortgagee under Mortgage 8518096.1 has consented to this transaction and I hold that consent
- I certify that the Mortgagee under Mortgage 9533017.3 has consented to this transaction and I hold that consent

Signature

Signed by Nicholas James Wilson as Grantor Representative on 21/05/2015 10:55 AM

Grantee Certifications

- I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument
- I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument
- I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

Grantee Certifications

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Samuel William Nelson as Grantee Representative on 18/05/2015 02:49 PM

***** End of Report *****

Easement Instrument to create Land Covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

QUEENSTOWN GATEWAY (5M) LIMITED

Grantee

QUEENSTOWN AIRPORT CORPORATION LIMITED

Creation of Covenant

The Grantor being the registered proprietor of the relevant Servient Tenement described in Schedule A and the **Grantee** being the registered proprietor of the Dominant Tenement described in Schedule A **create** the covenants **set out** in Schedule A, with the rights and powers or provisions set out in the Schedule B

Schedule A

Purpose (Nature and extent) of covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land covenant (as set out in Schedule B)	DP 468142	627613 – 627620 (all inclusive), 627622	645666, 625251, 625246, 625239, 625240, 625241

Covenant provisions

The provisions applying to the specified covenants are those set out in Schedule B

Schedule B

CONTINUATION OF COVENANT PROVISIONS

Background

- A. The Grantor is the registered proprietor of the relevant Servient Land.
- B. The Grantee is the registered proprietor of the relevant Dominant Land.
- C. The Grantor and Grantee have agreed that the Servient Land will be subject to the Covenants set out in this Instrument

1. Interpretation

- 1.1 In this Instrument unless the context otherwise requires:

"Activity Sensitive to Aircraft Noise (ASAN)" – means any residential activity, visitor accommodation, community activity and day care facility as defined in the Queenstown Lakes District Plan (as amended following resolution of Plan Change 35) including all outdoor spaces associated with any educational facility but excludes police stations, fire stations, courthouses, probation and detention centres, government and local government offices.

"Covenants" means the covenants set out in this Instrument.

"Dominant Land" means in relation to any Covenant the land described in Schedule A which has the benefit of that Covenant.

"Grantee" means the registered proprietor of the Dominant Land from time to time.

"Grantor" means the registered proprietor of the Servient Land from time to time.

"Instrument" means the front page of this Instrument together with all Schedules attached to it.

"Mechanical Ventilation System" means any ventilation or air circulation system which is designed to enable, or will have the effect (when installed and operating) of enabling, the maintenance of a specified internal design sound level within any critical listening environment of an ASAN, or any part of a building containing an ASAN, while all doors, windows and/or other apertures in any external wall of that building are closed as set out in Table 2 of Appendix 13 to the Queenstown Lakes District Plan.

"Operations" include operating as a 24 hour airport operation every day of every year.

"Proposed Airport Activities" means aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, fuel storage, general aviation and all activities associated with the foregoing list including (without limitation) buildings and airport infrastructure, navigational aids and lighting, vehicular movements, car parking including rental car depots and operations, offices and ancillary retail, food and beverage operations servicing customers of Queenstown Airport.

“**Queenstown Airport**” means the airport known as “Queenstown Airport” and includes all activities undertaken, or proposed to be undertaken, at or in association with that airport.

“**Servient Land**” means in relation to any Covenant the land described in Schedule A which is subject to that Covenant.

2. Covenants in Relation to Agreed Activities

2.1 The Grantor will not (whether directly or indirectly through another person) object to, complain about, bring any proceedings about, take any step in respect of or in any way restrict, constrain or prohibit noise from:

- a. any activity or practice lawfully conducted as part of or in connection with the Operations of Queenstown Airport, whether existing or a Proposed Airport Activity; or
- b. the activity described in clause 2.2a,

at or from the Dominant Land or for the benefit of the Dominant Land and Queenstown Airport, whether by the Grantee or any other person authorised by the Grantee.

2.2 Without derogating from the generality of clause 2.1:

- a. The Grantor acknowledges that clause 2.1 extends to and includes any proposal for, or the carrying out of, night-time aircraft activities at Queenstown Airport, including the landing and taking off of aircraft during the night;
- b. The Grantor does not, and will not in the future, have any right to claim compensation from the Grantee in respect of the aircraft activities referred to in 2.2a above and will make no such claim.

2.3 Without derogating from the generality of clause 2.2b, if the Grantor ever decides to install, or is required by a regulatory authority, the conditions of a resource consent or the rules of the district plan to install a Mechanical Ventilation System on the Grantor’s land, the Grantor will be responsible for all costs associated with the Mechanical Ventilation System, and the Grantor shall not seek to recover from the Grantee any cost of installing the Mechanical Ventilation System, any cost of operating the Mechanical Ventilation System, or any related cost.

2.4 Should the Grantor breach any provision of this instrument, the Grantor acknowledges that damages would be an inadequate remedy and accordingly the Grantee is entitled in these circumstances to equitable relief (which includes the right to seek specific performance by the Grantor of its obligations under this instrument or injunctive relief to restrain a breach or continuing breach of any of the provisions of this instrument) and the Grantor undertakes that it will not claim that the breach is one which may not or ought not be the subject of equitable relief or seek from the Grantee any undertaking as to damages or other form of bond.

2.5 The Grantor indemnifies the Grantee from and against all costs, claims, damages, losses, liabilities or expenses (including legal expenses on a solicitor client basis) incurred by the Grantee arising directly from any breach of the terms of this Instrument by the Grantor.

- 2.6 Notwithstanding any other clause in this instrument, each Grantor:
- a. who owns a portion of the Servient Land is bound and is liable under this instrument only in relation to that portion of the Servient Land that is owned by that Grantor; and
 - b. is only liable under this Instrument for any breach that commenced while that Grantor was the registered proprietor of its Servient Land. A Grantor is not liable for any breach of this Instrument by any past or future registered proprietor or occupier of the Servient Land (or any part of it).
- 2.7 For the purposes of this instrument the Grantor and Grantee agree that this instrument binds and benefits their successors in title and also any lessee or occupier of the Servient or Dominant Land. The Grantee (including its successors in title) consents to the deposit of any survey plan ("**Survey Plan**") by the Grantor or any successor in title to the Grantor which has the effect of creating new titles including any freehold, leasehold or unit titles. The Grantee covenants that this clause shall be deemed to be the written consent of the Grantee to the deposit of the Survey Plan and that it will provide any written approval to this effect requested of it.
- 2.8 The Grantee (including its successors in title) consents to the deposit of any survey plan ("**Survey Plan**") by the Grantor or any successor in title to the Grantor which has the effect of vesting any land within the Servient Land in any local authority, territorial authority or the Crown. The Grantee agrees that the covenants in this instrument shall cease to apply in respect of the land to vest upon the date of lodgement with Land Information New Zealand (or any such replacement entity) of the required documents to deposit the Survey Plan. The Grantee covenants that this clause shall be deemed to be the written consent of the Grantee to the deposit of the Survey Plan.
- 2.9 If it is determined that further written consent is required from the Grantee in respect of the matters provided for under clause 2.8 (rather than deemed consent), then the Grantee will immediately, at the request of the Grantor, give that written consent.
- 2.10 If any of the provisions of this Instrument is or becomes invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions will not in any way be affected or impaired.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

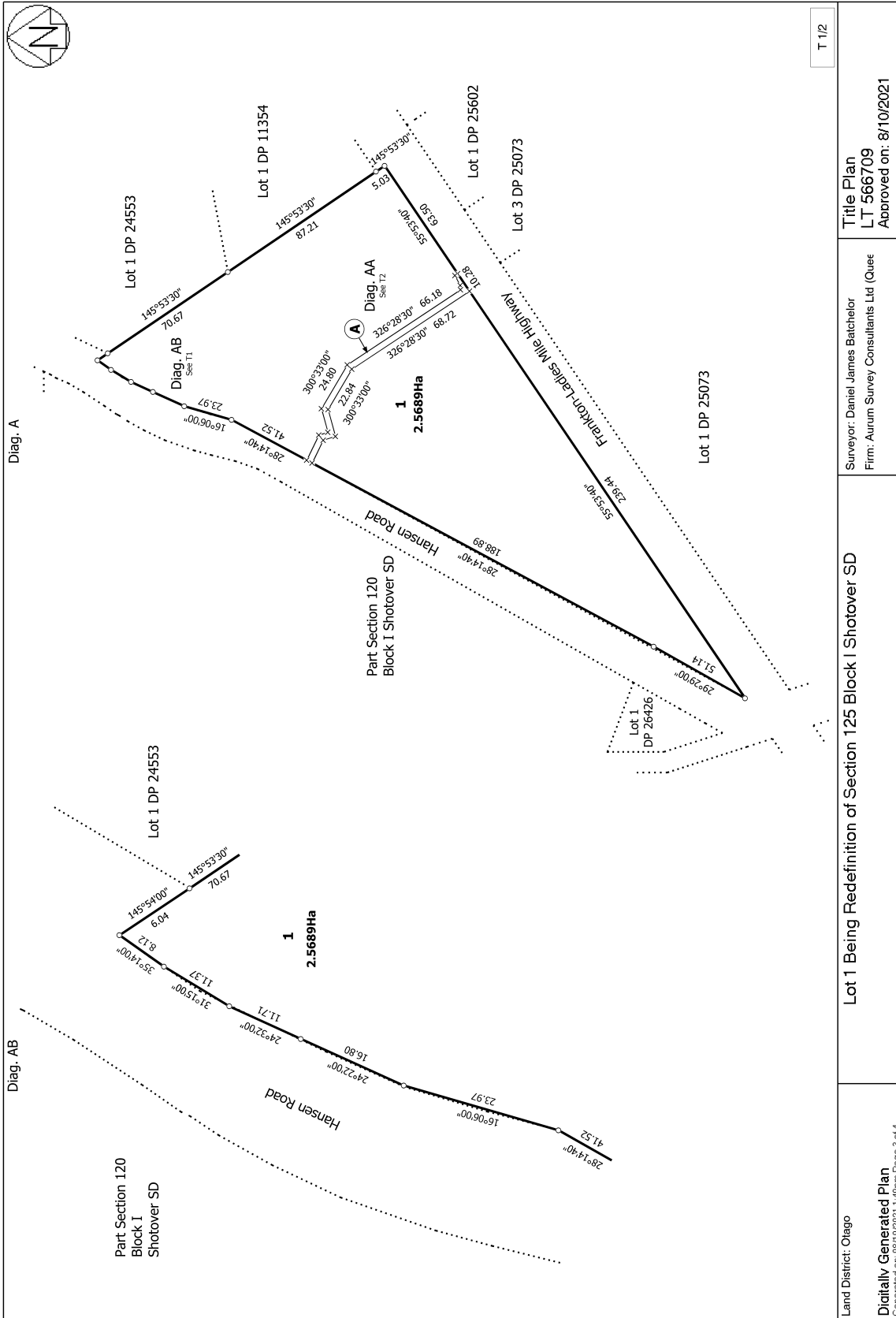
Identifier 1027396
Land Registration District Otago
Date Issued 16 December 2021

Prior References
972031

Estate Fee Simple
Area 2.5689 hectares more or less
Legal Description Lot 1 Deposited Plan 566709
Registered Owners
Country Lane Queenstown Limited

Interests

416858 Gazette Notice declaring State Highway No. 6 (Blenheim to Invercargill) fronting the within land to be a limited access road - 21.1.1974 at 9:14 am
Land Covenant in Deed 5080337.1 - 7.9.2001 at 9:09 am
12021054.4 Mortgage to Kiwibank Limited - 8.3.2021 at 9:17 am
Subject to a right (in gross) to convey electricity over part marked A on DP 566709 in favour of Aurora Energy Limited created by Easement Instrument 12284863.3 - 16.12.2021 at 3:44 pm
12355150.1 Notice pursuant to Section 18 Public Works Act 1981 - 30.3.2022 at 2:05 pm



T 1/2

Land District: Otago
Digitally Generated Plan
Generated on: 08/10/2021 11:40pm Page 3 of 4

Surveyor: Daniel James Batchelor
Firm: Aurum Survey Consultants Ltd (Quee

Title Plan
LT 566709
Approved on: 8/10/2021

Lot 1 Being Redefinition of Section 125 Block I Shotover SD

DATED 1 March 2001

COV 5880337.1 COVENANT (ALL TYPE
CPY-01/01.PGS-016.07/09/01.10:51



DocID: 110247086

PARTIES

1. **WILLIAM JOHN GRANT, MATILDA MARGARET GRANT and THE NEW ZEALAND GUARDIAN TRUST COMPANY LTD**
2. **BRONWYN JANE WILLIAMS , SUSAN JUDITH REYNOLDS
PETER ANDREW WILLIAMS, ROSS KELLY, RUSSELL ANTHONY KELLY
JAN ELIZABETH KELLY, DENNIS ARTHUR KELLY, MARY LUCIA KELLY
JOHN DAVID KELLY, THOMAS BROWN**
3. **QUEENSTOWN LAKES DISTRICT COUNCIL**

DEED OF COVENANT

Correct for the purposes
of the Land Transfer Act

.....
Solicitor for the Parties

MACALISTER TODD PHILLIPS BODKINS
Solicitors
O'Connell's Centre, cnr Beach & Camp Streets
PO Box 653, DX ZP95001, Queenstown
Telephone (03) 442-8110, Fax (03) 442-8116

Solicitor:

Kevin Phillips
Direct Line (03) 442-4590
Cell Phone (025) 347 372
Residence (03) 442-2014
Email: kphillips@mactodd.co.nz
194044

DEED OF COVENANT

DATED

1 March 2001

PARTIES:

- (1) **WILLIAM JOHN GRANT, MATILDA MARGARET GRANT** both of Queenstown Farmers and **THE NEW ZEALAND GUARDIAN TRUST COMPANY LIMITED** (hereinafter called "the Grantors") of
- (2) **BRONWYN JANE WILLIAMS, SUSAN JUDITH REYNOLDS, PETER ANDREW WILLIAMS/ROSS KELLY, RUSSELL ANTHONY KELLY, JAN ELIZABETH KELLY, DENNIS ARTHUR KELLY, MARY LUCIA KELLY, JOHN DAVID KELLY, THOMAS BROWN** (hereinafter called "the Grantees")
- (3) **QUEENSTOWN LAKES DISTRICT COUNCIL** a Territorial Authority under the Local Government Act 1974 having its principal office at Queenstown (hereinafter called "QLDC")

PREMISES

- A. The Grantors are the registered proprietor of the Land described in the First Schedule hereto (called the Servient Land).
- B. The Grantees are the registered proprietor of the Land described in the Second Schedule hereto (called the Dominant Land).
- C. The Dominant Land suffered or has the potential to suffer slippage and damage as a result of heavy rainfall in November 1999.
- D. As a result of the dangers caused by the damage or potential damage QLDC issued warrants under Section 70 of the Building Act 1991 preventing the Dominant Land and the buildings on the Dominant Land being occupied.
- E. QLDC has agreed to lift the said warrants to allow the Dominant Land to be reoccupied provided remedial works are completed to prevent further slippages occurring.

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[Handwritten signatures and initials: WJG, SJR, PAK, RW, MK, AK, BW]

- F. The remedial works require (in part) to be completed on the Servient Land which lies above the Dominant Land.
- G. The Grantors have agreed that the Grantees and the QLDC shall have access to the Servient Land for the purpose of completing and maintaining the remedial works.
- H. The Parties now wish to record their agreement as follows.

TERMS OF THIS DEED

PART A

- 1. In pursuance of the premises and in consideration of the sum of \$1.00 paid by the Grantees to the Grantors, the Grantors hereby covenants with the Grantees and the QLDC as set out in Part B and Part D of this Deed.
- 2. In consideration of the Grantors allowing the Grantees and the QLDC access to the Servient Land the Grantees covenants with the Grantors as set out in Part C and Part D of this Deed.
- 3. In consideration of the QLDC lifting the warrants under Section 70 of the Building Act 1991 the Grantees hereby covenants with the QLDC as set out in Part C and Part D of this Deed.

PART B

- 4. The Grantors shall not:
 - (a) refuse the Grantees or the QLDC its servants agents or nominees to enter upon the Servient Land for the purpose of constructing, repairing, replacing and maintaining the remedial works;
 - (b) in any manner interfere or permit or acquiesce in the interference with any of the remedial works undertaken by the Grantees or the QLDC;

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- (c) seek to prevent, deny, obstruct or frustrate any action the Grantees or the QLDC might take to carry out the remedial works or to enforce the provisions of the covenants herein;
- (d) object nor permit nor suffer any agent or servant or other representative of the Grantors to object or support any objection or submission to any present or future applications for resource consents in respect to the remedial works as they affect the Servient Land;
- (e) erect or construct or permit the erection or construction of any building or structure on that part of the Servient Land where the remedial work is to be completed or which would restrict access to that part of the Servient Land where the remedial work is to be completed for the purpose of construction or maintenance of the remedial work.

PART C

5. The Grantees shall:

- (a) complete the remedial works in accordance with the specifications and timetable and to the standards specified in the Remedial Design Document to the satisfaction of the QLDC;
- (b) meet the future cost of all the remedial works to the intent that there shall be no cost to the Grantors or to the QLDC in respect to the remedial works;
- (c) indemnify and hold harmless the Grantors and the QLDC for any costs and claims incurred by the Grantors or the QLDC for failing to comply with the Remedial Design Document or in the event of the remedial works failing to prevent further damage or slippage to the Dominant Land;
- (d) cause as little interference or disturbance to the Servient Land as possible;
- (e) reinstate the Servient Land as nearly as possible to its original state after the completion of the construction of the remedial works;

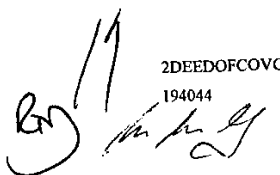
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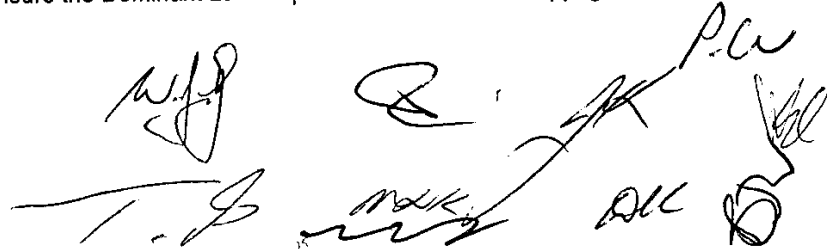
- (f) each enter into a performance bond with the QLDC in the form attached as the Fourth Schedule prior to the Section 70 warrants being lifted;
- (g) permit the QLDC to carry out or complete or maintain the remedial works if the QLDC in its sole discretion is of the opinion that the Grantees have failed to carry out the remedial works in accordance with the Remedial Design Document.
- (h) For ever absolutely and complete indemnify the QLDC, its members, employees agents and contractors from any civil liability to any person having any interest in the Grantees land and/or buildings on such land arising from any action on the part of the QLDC, its members employees, agents and contractors in relation to the lifting of the Section 70 warrants and allowing the properties to be reoccupied.
- (i) Undertake to inform any tenant or occupiers of any of the land or the buildings on the servient land of the existence of this covenant, the reasons for the covenant having been put in place on the titles to the servient land and the current position as regards to the works required to complete the Remedial Design requirements.

PART D

6. Interpretation:

- (a) the expression "Grantors" includes its successors and assigns the owner or occupier for the time being of the Servient Land;
- (b) the expression "Grantees" includes its successors and assigns the owner or occupier for the time being of the Dominant Land;
- (c) "remedial works" means the works specified in the Remedial Design Document;
- (d) "Remedial Design Document" means the document which is appended hereto as the Third Schedule and any amendments, additions or substitutes thereto that may be required to ensure the Dominant Land is protected from further slippage or damage.

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- 7. The Grantees agree that nothing in this Deed nor the completion of the remedial works in accordance with the Remedial Design Document shall prevent the QLDC from in the future issuing further warrants under Section 70 of the Building Act 1991 or exercising such other power as may be available in respect to the Dominant Land or any buildings or structures on the Dominant Land if in the opinion of the QLDC there exists a threat to the safety or life of any person or to any property.
- 8. Any differences and disputes between the parties to this agreement touching or concerning the subject matter of this agreement shall be referred to in arbitration in accordance with the Arbitration Act 1996 and its amendments provided that the QLD will not be liable in any circumstances to either party in the event of it exercising any emergency powers due to any threat or danger to people or property.
- 9. Nothing contained in this Deed shall create any civil liability on the part of the QLDC in respect of the Dominant or Servient Land.
- 10. It is the intention of the Parties that this Deed shall be registered against the titles of the Servient and Dominant Land and be a covenant running with the Servient Land and shall endure for the benefit of and shall bind all future owners and occupiers of the Dominant and Servient Land. All the Parties hereto shall enter into and execute all such documents as may be required to give effect to this clause.
- 11. The Grantees shall pay all such reasonable solicitor – client costs and expenses incurred by the Grantors and the QLDC in respect of the various matters and issues detailed in this Deed and the preparation, execution and registration of this Deed.

IN WITNESS WHEREOF this Deed has been executed the day and year first hereinbefore written.

SIGNED by the said
WILLIAM JOHN GRANT
MATILDA MARGARET GRANT
 * THE NEW ZEALAND GUARDIAN
 TRUST COMPANY LTD
 as the Grantors

reflex over

in the presence of:

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19/04/14

 Sally Reid Doherty
 Legal Executive to
 Mocalister Todd Phillips
 Solicitors, Queenstown

SIGNED by the said

PETER ANDREW WILLIAMS

ROSS KELLY

SUSAN JUDITH REYNOLDS
THOMAS BROWN

MARY LUCIA KELLY
BRONWYN JANE WILLIAMS
as Owners

in the presence of:

[Handwritten signature]

[Handwritten signatures: P. Williams, Ross Kelly, Susan Reynolds, Thomas Brown, Mary Lucia Kelly, Bronwyn Williams]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED by the said

RUSSELL ANTHONY KELLY

JAN ELIZABETH KELLY

DENNIS ARTHUR KELLY

JOHN DAVID KELLY

as Owners

in the presence of:

[Handwritten signature]

[Handwritten signatures: Russell Anthony Kelly, Jan Elizabeth Kelly, Dennis Arthur Kelly, John David Kelly]

Steve Garon
308 Nelson St
Invercargill

Carpenter Technician

WITNESS TO
John David Kelly

[Handwritten signature]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED for and on behalf of the

QUEENSTOWN-LAKES DISTRICT COUNCIL

in the presence of



[Handwritten signatures: Susan Anthony Kelly, Dennis Arthur Kelly, John David Kelly]

Chief Executive Officer

Joanna May Schmelz
Queenstown
Personal Assistant

Witness to both signatures:

Flaine Mary Sutherland

101 Koro

68 Madeline Road

Queenstown

Phone: 03 533 1111

Mobile: 027 444 1111

Facsimile: 03 533 1111

Internet: www.qldc.govt.nz

Website: www.qldc.govt.nz

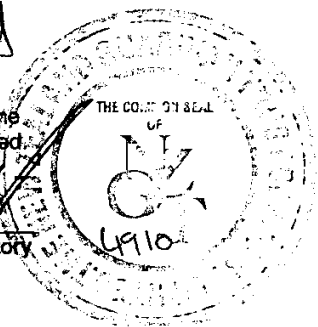
Twitter: @qldc

Facebook: Queenstown Lakes District Council

Executed under the Name and Seal of The
New Zealand Guardian Trust Company Limited

[Handwritten signature]
Authorised Signatory

[Handwritten signature]
Authorised Signatory



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FIRST SCHEDULE

The Servient Land

All that Estate in Fee Simple containing 222.4483 hectares more or less being Section 22, Section 27-28, Section 30 and Part Section 3 Block XXI Shotover Survey District and Section 125 Block I Shotover Survey District in the name of **THE NEW ZEALAND GUARDIAN TRUST COMPANY LIMITED** and **WILLIAM JOHN GRANT** as to a ½ share and **THE NEW ZEALAND GUARDIAN TRUST COMPANY LIMITED** and **MATILDA MARGARET GRANT** as to a ½ share and being all the land comprised and described in Certificate of Title OT17B/275 (Otago Land Registry) subject to:
 Order in Council 4771 imposing Building Line Restriction;
 Gazette Notices 416858 and 481507 Memoranda of Mortgages Nos. 822287.4 and 822287.5
 Transfer 856954 creating easements in gross.

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Handwritten signatures and initials:
 - A large signature on the left, possibly "Matthew".
 - A signature in the center, possibly "William John Grant".
 - A signature on the right, possibly "Matilda Margaret Grant".
 - Initials "WJG" above the center signature.
 - Initials "MK" below the center signature.
 - Initials "PW" and "ML" to the right of the center signature.
 - Initials "JK" and "ML" to the right of the right signature.

SECOND SCHEDULE

Unit Reference	Unit Description	Title Reference
Unit A	Principal Unit A and Accessory Units A1, A2, Deposited Plan 24503 Registered Proprietor Peter Andrew Williams Bronwyn Jane Williams	16B/1199 (Otago Land Registry)
Unit B	Principal Unit B and Accessory Units B1, B2, B3 and B4 Deposited Plan 24503 Registered Proprietor Ross Kelly	16B/1200 (Otago Land Registry)
Unit C	Principal Unit 3 and Accessory Units C1, C2, C3 and C4 Deposited Plan 24503 Registered Proprietor Ross Kelly and Russell Anthony Kelly Susan Judith Reynolds	16C/1 (Otago Land Registry)
Unit D	Principal Unit D and Accessory Units D1, D3 and D3 Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third share	16C/2 (Otago Land Registry)
Unit E	Principal Unit E and Accessory Units E1, E2, E3, Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third shares	16C/3 (Otago Land Registry)
Unit F	Principal Unit F and Accessory Units F1, F2, F3, F4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/4 (Otago Land Registry)
Unit G	Principal Unit G and Accessory Units G1, G2, G3 and G4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/5 (Otago Land Registry)

[Handwritten signature]

[Handwritten signatures and initials: W.J.F., E, M.A.K., J.K.B., P.C., etc.]

PERFORMANCE BOND

This Bond is made this 1 day of MARCH 2001

02 FEB -
AND
INVERCARGILL

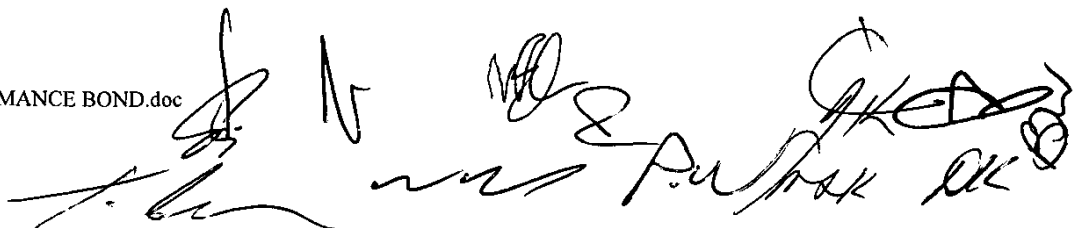
BRONWYN JANE WILLIAMS, SUSAN JUDITH REYNOLDS
PETER ANDREW WILLIAMS, ROSS KELLY, RUSSELL ANTHONY KELLY, JAN
ELIZABETH KELLY, DENNIS ARTHUR KELLY, MARY LUCIA KELLY, JOHN
DAVID KELLY, THOMAS BROWN (the "Owners")

AND
THE BANK OF NEW ZEALAND (The "Bank")

AND
QUEENSTOWN LAKES DISTRICT COUNCIL a Territorial Authority pursuant to the
provision of the Local Government Act 1974. ("QLDC")

BACKGROUND

- A. The Owners are the registered proprietor of all that land described in Schedule 1 ("the land").
- B. The land has been damaged or is likely to be damaged due to slippages which occurred in November 1999.
- C. QLDC issued a warrant under Section 70 of the Building Act 1991 preventing occupation of the land and buildings on the land because of the damage or likelihood of damage to the land and the ongoing threat to people and property due to the unstable nature of the land and neighbouring land.
- D. QLDC has agreed to lift the current Section 70 warrants provided the Owners carry out remedial works to the land and neighbouring land to prevent any future damage occurring to the land.
- E. In order to secure the completion of the remedial works to the satisfaction of QLDC the Owners and QLDC have agreed to enter into a Deed of Covenant with a neighbouring land owner allowing access to be gained to neighbouring land to complete the remedial works.



- F. The remedial works may take some months to complete and may have serious implications if not completed properly and QLDC has indicated to the Owners that it will lift the warrant only if the Owners enter into this Bond to ensure the timely and satisfactory completion of the works.
- G. The Owners have requested the Bank to enter into the Bond and the Bank has agreed to do so.

TERMS OF THIS DEED

1. The Owners and the Bank are each bound to the QLDC in the sum of \$60,000.00 or such lesser sums as may be required to complete the remedial works to the standards and specifications and timetable specified in the Remedial Design Document attached hereto as Schedule II.
2. The conditions of this Bond are such that if the Owners carry out and complete the remedial works to the satisfaction of QLDC as per Schedule II Remedial Design Document works timetable dates as specified then but not otherwise the Bond shall be void.
3. The Parties agree and declare that the liability of the Owners or of the Bank under this Bond shall not be released or varied by any giving of time or other indulgence to the Owners.
4. It is the intention of the Parties that this Bond shall be deemed to be a covenant running with the land.
5. The provisions of Sections 109(4) and (5) of the Resource Management Act 1991 shall apply to this Bond notwithstanding that a Resource Consent has not been applied for in respect to the Remedial Works.
6. Notwithstanding anything else in this Performance Bond, the Surety may at any time without being required, pay to the Principal the sum of \$60,000.00 less any amount of amounts the Surety may previously have paid under this Performance Bond or such lesser sum as may be required and specified by the Principal. Upon payment of that sum, the liability of the Surety

(Handwritten signatures and initials)

under this Performance Bond immediately ceases and determines. Amounts paid to the Principal pursuant to this paragraph will be held by the Principal as security for the Contractor's obligations.

IN WITNESS WHEREOF this Deed has been executed the day and year first hereinbefore written.

SIGNED by the said

PETER ANDREW WILLIAMS
BRONWYN JANE WILLIAMS
ROSS KELLY
SUSAN JUDITH REYNOLDS
THOMAS BROWN

MARY LUCIA KELLY

as Owners

in the presence of:

P. Williams
Bronwyn Williams
Ross Kelly
Susan Reynolds
Thomas Brown
Mary Lucia Kelly
[Signature]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED by the said

RUSSELL ANTHONY KELLY

JAN ELIZABETH KELLY

DENNIS ARTHUR KELLY

JOHN DAVID KELLY

as Owners

in the presence of:

[Signature]
[Signature]
[Signature]
[Signature]
[Signature]
308 Steeple Chase
Nelson St
Invercargill
Comptech

40102750

WITNESS TO

JOHN DAVID KELLY

[Signature]

ALEXANDER McLENNAN WILSON
SOLICITOR
INVERCARGILL

SIGNED for and on behalf of
BANK OF NEW ZEALAND
by its Attorneys

BANK OF NEW ZEALAND
By its Attorneys:

Raynor Thomas Edward McMahon

Jeremy Hastings Wilson

In the presence of:

Kendall James Taylor

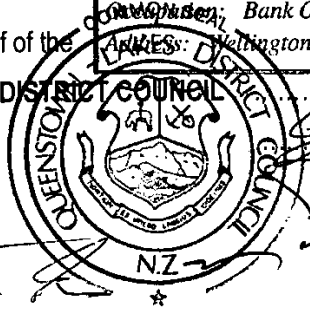
Witness: _____
Bank Officer

SIGNED for and on behalf of the

QUEENSTOWN-LAKES DISTRICT COUNCIL

in the presence of:

[Signature]
[Signature]
[Signature]
[Signature]
Chief Executive Officer
MAR 2011
MAR 2011



SCHEDULE 1

Unit Reference	Unit Description	Title Reference
Unit A	Principal Unit A and Accessory Units A1, A2, Deposited Plan 24503 Registered Proprietor Peter Andrew Williams Bronwyn Jane Williams	16B/1199 (Otago Land Registry)
Unit B	Principal Unit B and Accessory Units B1, B2, B3 and B4 Deposited Plan 24503 Registered Proprietor Ross Kelly	16B/1200 (Otago Land Registry)
Unit C	Principal Unit 3 and Accessory Units C1, C2, C3 and C4 Deposited Plan 24503 Registered Proprietor Ross Kelly and Russell Anthony Kelly Susan Judith Reynolds	16C/1 (Otago Land Registry)
Unit D	Principal Unit D and Accessory Units D1, D3 and D3 Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third share	16C/2 (Otago Land Registry)
Unit E	Principal Unit E and Accessory Units E1, E2, E3, Deposited Plan 24503 Registered Proprietor Russell Anthony Kelly, Jan Elizabeth Kelly as to a one-third share Dennis Arthur Kelly and Mary Lucia Kelly as to a one-third share and John David Kelly as to a one-third shares	16C/3 (Otago Land Registry)
Unit F	Principal Unit F and Accessory Units F1, F2, F3, F4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/4 (Otago Land Registry)
Unit G	Principal Unit G and Accessory Units G1, G2, G3 and G4 Deposited Plan 24503 Registered Proprietor Thomas Brown	16C/5 (Otago Land Registry)

SCHEDULE II

REMEDIAL DESIGN DOCUMENT

Remedial Works Required

(a) Details of Work

1. Surface Earth Works:

Pasture retirement, scarp sealing and diversion channels for surface water completed prior to winter.

2. Planting

Dense 2 metre centres of 2.1 hectare block under direction of landscape architect (Blakely Wallace Associates) within the next tree planting season.

Trees will serve four purposes:

- (i) Reduction of infiltration year round with evergreens – conifers planted on creeping lobes.
- (ii) Margin planting, colonising species native to the area – beech/pittosporum to contain exotics.
- (iii) Short-term fixing of the surface soils in potential debris flow areas planted with fast growing poplars later replaced with evergreens.
- (iv) Supplementary trees to thicken the existing barrier of poplars immediately behind Units F and G.

Depending on the results of further investigations in monitoring, a temporary catch fence may also be installed.

3. Drainage

horizontal drains, toebund and other diversions works subject to final investigations and report.

(b) Works Timetable

1. Surface Earthworks

Completed by 30 April 2001.

2. Planting

To be completed by 30 September 2001.

Handwritten signatures and initials are present at the bottom of the page, including a large signature on the left, several smaller signatures in the center, and initials 'C' and 'PUC' on the right.

3. Drainage

Physical works completed by 30 November 2001.

(c) Estimated Costing of Work

1.	Surface Earth Works	\$18,000
2.	Planting	\$20,000
3.	Drainage	\$35,000

[Handwritten signatures and initials]



CERTIFICATE OF NON-REVOCATION OF POWER OF ATTORNEY

We, Raynor Thomas Edward McMahon of Wellington and Jeremy Hastings White of Wellington, New Zealand,

Bank Officers, severally certify that:

- 1. By deed dated 25 May 1994 (the "Deed") we were, by virtue of being respectively a SECOND Authorised Officer and a SECOND Authorised Officer, appointed jointly as attorneys of Bank of New Zealand (the "Bank") on the terms and subject to the conditions set out in the Deed.
2. Copies of the Deed are deposited in the Land Transfer Offices at: Auckland as No. C622693.1F, Christchurch as No. A124795.1, Gisborne as No. G198246.1, Hokitika as No. 098538, Napier as No. 609666.1, New Plymouth as No. 412259, Blenheim as No. 174983, Dunedin as No. 859913, Hamilton as No. B214884, Invercargill as No. 221983.1, Nelson as No. 339830.1, Wellington as No. B363693.1
3. We have executed the instrument(s) to which this certificate relates under the powers conferred by the Deed.
4. At the date of this certificate we have not received any notice or information of the revocation of that appointment by the dissolution of the Bank or otherwise.

SIGNED at Wellington this 1st day of March 2001. Signature: Raynor Thomas Edward McMahon Name

SIGNED at Wellington this 1st day of March 2001. Signature: Jeremy Hastings White Name

40002700



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier 1031095
Land Registration District Otago
Date Issued 21 June 2021

Prior References
723889

Estate Fee Simple
Area 1.1875 hectares more or less
Legal Description Section 6 Survey Office Plan 517733

Registered Owners
Queenstown Central Limited

Interests

416858 Gazette Notice declaring State Highway No. 6 (Blenheim - Invercargill) to be a limited access road - 21.1.1974 at 9.14 am

Appurtenant hereto is a right to drain foul sewage and stormwater created by Transfer 939910.2 - 21.11.1997 at 3:40 pm

Appurtenant hereto is a right to drain sewage created by Easement Instrument 10304380.1 - 13.1.2016 at 12:49 pm

Land Covenant in Easement Instrument 10564146.6 - 18.10.2016 at 9:00 am (Limited as to duration)

Subject to a right of way (pedestrian and cycle) (in gross) over part marked D on DP 567123 in favour of Queenstown Lakes District Council created by Easement Instrument 11765163.2 - 20.8.2020 at 11:10 am

Subject to a right (in gross) to convey electricity over part marked HI on DP 567123 in favour of Aurora Energy Limited created by Easement Instrument 11842523.1 - 1.10.2020 at 2:51 pm

View Instrument Details



Instrument No 10564146.6
Status Registered
Date & Time Lodged 18 October 2016 09:00
Lodged By Cameron, Carolyn Ann
Instrument Type Easement Instrument



Affected Computer Registers Land District

723889	Otago
723891	Otago
723894	Otago
755248	Otago
755249	Otago
755250	Otago

Annexure Schedule: Contains 6 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Carolyn Ann Cameron as Grantor Representative on 25/10/2016 01:47 PM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period

Signature

Signed by Carolyn Ann Cameron as Grantee Representative on 25/10/2016 01:48 PM

*** End of Report ***

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

QUEENSTOWN CENTRAL LIMITED

Grantee

QUEENSTOWN CENTRAL LIMITED

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the Servient Tenement set out in Schedule A **grants to the Grantee** (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, **or creates** the covenant(s) **set out** in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A

Continue in additional

Annexure Schedule, if required

Purpose (Nature and extent) of easement; <i>profit</i> or covenant	Shown (plan reference)	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Land Covenant	Lot 1 on LT 503218	755248	723889, 723891 and 723894 (Lots 1, 3 and 6 on DP 494556) and 755249 and 755250 Lots 2 and 3 on DP 503218

Form B - continued

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007

The implied rights and powers are hereby ~~[varied] [negated] [added to]~~ or **[substituted]** by:

[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]

[the provisions set out in Annexure Schedule _____]

Covenant provisions

Delete phrases in [] and insert Memorandum number as require; continue in additional Annexure Schedule, if required

The provisions applying to the specified covenants are those set out in:

[Memorandum number _____, registered under section 155A of the Land Transfer Act 1952]

[Annexure Schedule 1]

ANNEXURE SCHEDULE 1

1. BACKGROUND

- 1.1 The Grantor is registered as proprietor of the Servient Tenement and the Grantee is registered as proprietor of the Dominant Tenement.
- 1.2 It is the Grantor's intention that the Servient Tenement shall be subject to Covenants given for the benefit of the Grantee as registered proprietor of the Dominant Tenement and that the Grantee of the Dominant Tenement shall be entitled to enforce the observance of such Covenants against the registered proprietor from time to time of the Servient Tenement.
- 1.3 Notwithstanding anything to the contrary contained herein, the Covenants contained herein shall only be enforceable by the registered proprietors of the Dominant Tenement from time to time against the Servient Tenement.
- 1.4 This Instrument shall expire and be of no further effect on the date twenty (20) years following the date of this Instrument.

2. DEFINITIONS AND INTERPRETATION

- 2.1 In this Instrument unless the context otherwise requires, the following terms shall have the meanings set out beside them:

"Covenants"	the covenants set out in Schedule 1 to this Instrument;
"Grantee"	the registered proprietor(s) from time to time of the Dominant Tenement and includes that person(s), tenants, licensees and other invitees of the Grantee;
"Grantor"	the registered proprietor(s) from time to time of the Servient Tenement and includes the agents, employees, contractors, tenants, licensee and other invitees of the Grantor;
"Land"	the land comprised in Identifier 684618 and any update title deriving from it.

- 2.2 **Interpretation:** Unless the context otherwise requires, the following provisions are applicable to the construction and interpretation of this Instrument:

(a) General:

- (i) Words denoting the singular shall include the plural and vice versa;
- (ii) References to sections, clauses and schedules are references to sections, clauses and schedules in this Instrument;
- (iii) A reference to this Instrument includes all modifications and amendments to this Instrument from time to time;
- (iv) References to enactments, statutes, statutory requirements and regulatory controls include regulations made under any applicable statutes, notices under applicable statutes and regulations having an effect in law, and any amendments to such statutes and regulations and shall be deemed to include and also refer to any statutes and

regulations (and any amendments to statutes and regulations) passed in substitution.

- (b) **Obligations:** A covenant specified in this Instrument whereby:
- (i) A party undertakes to do something, includes an obligation to ensure that the relevant obligation is properly performed by a suitably qualified, competent and responsible person with the requisite skills, qualifications and experience necessary and appropriate in the circumstances and not to suffer, permit or cause a breach of that obligation to occur; and
 - (ii) A party undertakes not to do something, includes an obligation not to authorise, permit or suffer a breach of that obligation, and to take all reasonable steps to prevent, restrain and, if necessary, remedy the consequences of a breach of that obligation.

3. COVENANTS

- 3.1 The Grantor for itself and its successors in title of the Servient Tenement covenants and agrees with the Grantee for the benefit of the Dominant Tenement to comply with the Covenants.
- 3.2 No power is implied in this Instrument to determine any Covenant for breach of any provisions in this Instrument, it being the intention that all Covenants shall subsist unless they are surrendered but without derogating from any other right or remedy available in the event of any breach.
- 3.3 Unless otherwise specified, the rights and the obligations specified in this Instrument include all rights and powers reasonably required in the circumstances for the reasonable and proper exercise and enjoyment of the relevant right or obligation.
- 3.4 If the Grantor does not comply with the Covenants then the Grantor hereby irrevocably authorises the Grantee to enter and remain upon the Servient Tenement to do anything necessary to remedy any breach of covenant at the Grantor's cost and without being liable for any damage or deterioration occasioned to the Servient Tenement in exercise of this power.
- 3.5 Notwithstanding anything to the contrary contained herein, the Grantee shall not be required to, nor obliged to, enforce all or any of the Covenants.
- 3.6 The Grantor covenants with the Grantee that it will at all times save harmless and keep indemnified the Grantee from all proceedings, costs, claims and demands in respect of any breach by the Grantor of any of the rights and powers conferred on the Grantee pursuant to this Instrument provided that the Grantor shall only be liable in respect of a breach of a Covenant committed whilst it was registered as proprietor of the relevant Servient Tenement.
- 3.7 Any dispute arising between the Grantor and the Grantee in relation to their respective rights and obligations pursuant to this Instrument which cannot be settled by negotiation shall, if so agreed by the Grantor and the Grantee, firstly be referred to mediation to be conducted by an independent mediator appointed by the president for the time being of the New Zealand Law Society (or the successor of such Society).
- 3.8 The Grantee acknowledges that the Grantor may at any time and from time to time vest or dedicate certain parts of the Servient Land as legal road.
- 3.9 The Grantee (including its successors in title) consents to the deposit of any survey plan by the Grantor or any successors in title which has the effect of vesting or dedicating any of the Servient Land as legal road.

- 3.10 The Grantee acknowledges and agrees that the Covenants shall cease to apply in respect of the land to be vested or dedicated for the Roads with effect on and from the date of approval as to survey of the survey plan by Land Information New Zealand.
- 3.11 The Grantee covenants that this clause 3.12 shall be deemed to be the written consent of the Grantee to the deposit of any survey plan for the purposes of section 224(b)(i) of the Resource Management Act 1991.
- 3.12 The Grantor will promptly upon request from the Grantee promptly surrender this covenant from any part of the Dominant Tenement then owned by the requesting Grantee from time to time.

SCHEDULE 1

Covenants

1. THE GRANTOR SHALL NOT:

- 1.1 permit or allow any exposed soil (other than within garden or landscaped areas), loose metal, unsealed or gravel areas on the Servient Tenement other than temporarily during construction on the Servient Tenement;

Vehicles/Reserves/Berms

- 1.2 park vehicles or place any materials at any time on berms or footpaths (except in the case of an emergency) or permit damage to roads, reserves, footpaths or berms on or adjacent to the Servient Tenement other than temporarily during construction on the Servient Tenement;

Maintenance of Buildings

- 1.3 allow any building, structure or other Improvements on the Servient Tenement to fall into a state of visible disrepair or to have untidy paintwork or coating, or allow to persist any untidiness or unsightly works or materials on the Servient Tenement;

Housing New Zealand

- 1.4 allow any part of the Servient Tenement to be owned by Housing Corporation New Zealand or any related company (as defined by the Companies Act 1993) or any successor thereto (together referred to as "HNZ") nor occupied by any tenant or invitee of HNZ;

Contouring

- 1.5 undertake or allow on the Servient Tenement any earthworks or other contouring works which have the effect of interfering with the falls designed for stormwater and sewage within or across the Land on an integrated basis other than temporarily during construction on the Servient Tenement;

Hotel

- 1.6 erect, construct or permit any part of the Servient Tenement to be used as a hotel, motel or other commercial visitor accommodation. Nothing in this covenant shall prevent residential properties being collectively managed as managed residential properties.

THE GRANTOR SHALL:

- 1.7 remove graffiti within a reasonable time of becoming aware of the same but in any event, within 5 working days thereof;
- 1.8 keep the Servient Tenement clean, tidy and free of rubbish;
- 1.9 keep and maintain any landscaped areas of the Servient Tenement clean and tidy (and free from rubbish and other debris) and in a well-maintained, weeded and irrigated state.



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy




R.W. Muir
Registrar-General
of Land

Identifier **1091078**
Land Registration District **Otago**
Date Issued 19 September 2022

Prior References
12562927.1

Estate Fee Simple
Area 9.5025 hectares more or less
Legal Description Section 5-6 Block XXXIII Town of
Frankton
Purpose Recreation Reserve

Registered Owners
Queenstown Lakes District Council

Interests
Subject to the Reserves Act 1977

Schedule

Sec. 46, 47 & 48 of D.P. 286 being Pt. Sec. 1 & 4 B.R.X.V. Gaz. 1957 p. 1646
 Shotover S.D. Sec. 9 & 10 of B.R. XXV. Sec. 7 & 8 of B.R. XXI. Sec. 5 & 6 of B.R. XXIII Town of Frankton

Sec. 11 - 34 B.R. XXI Town of Frankton Gaz. 1959 p. 1035

Sec. 10 & 35 B.R. XXI Town of Frankton Gaz. 1959 p. 1032

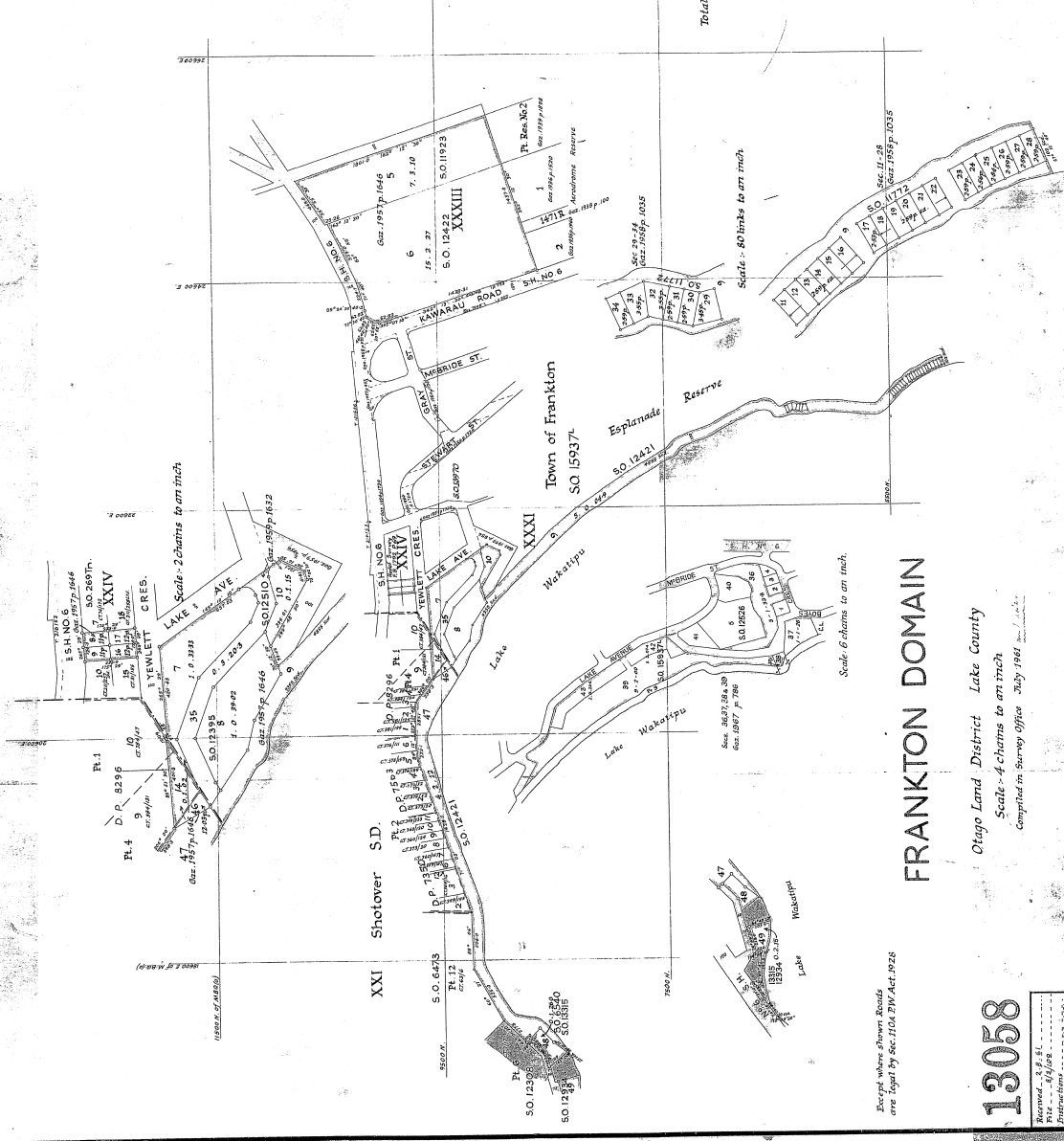
Secs. 48 & 49, B.R. X.I. Shotover S.D. Gaz. 1953 p. 809

Secs. 36, 37, 38 & 39, B.R. XXXI, Town of Frankton Gaz. 1967 p. 786

Secs. 42 & 43, B.R. XXI, Town of Frankton. Gaz. 1970 p. 1571

13058

13058



Total Area - 42.1 - 01.68

Approved as a Compilation
 Chief Surveyor
 13058

FRANKTON DOMAIN
 Otago Land District Lake County
 Scale - 4 chains to an inch
 Compiled in Survey Office July 1961

13058

Received of S.P. S.L. ...
 the sum of ...
 for the ...
 Registered by ...
 Registrar-General



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy




R.W. Muir
Registrar-General
of Land

Identifier **1091078**
Land Registration District **Otago**
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Prior References
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Estate Fee Simple
Area 9.5025 hectares more or less
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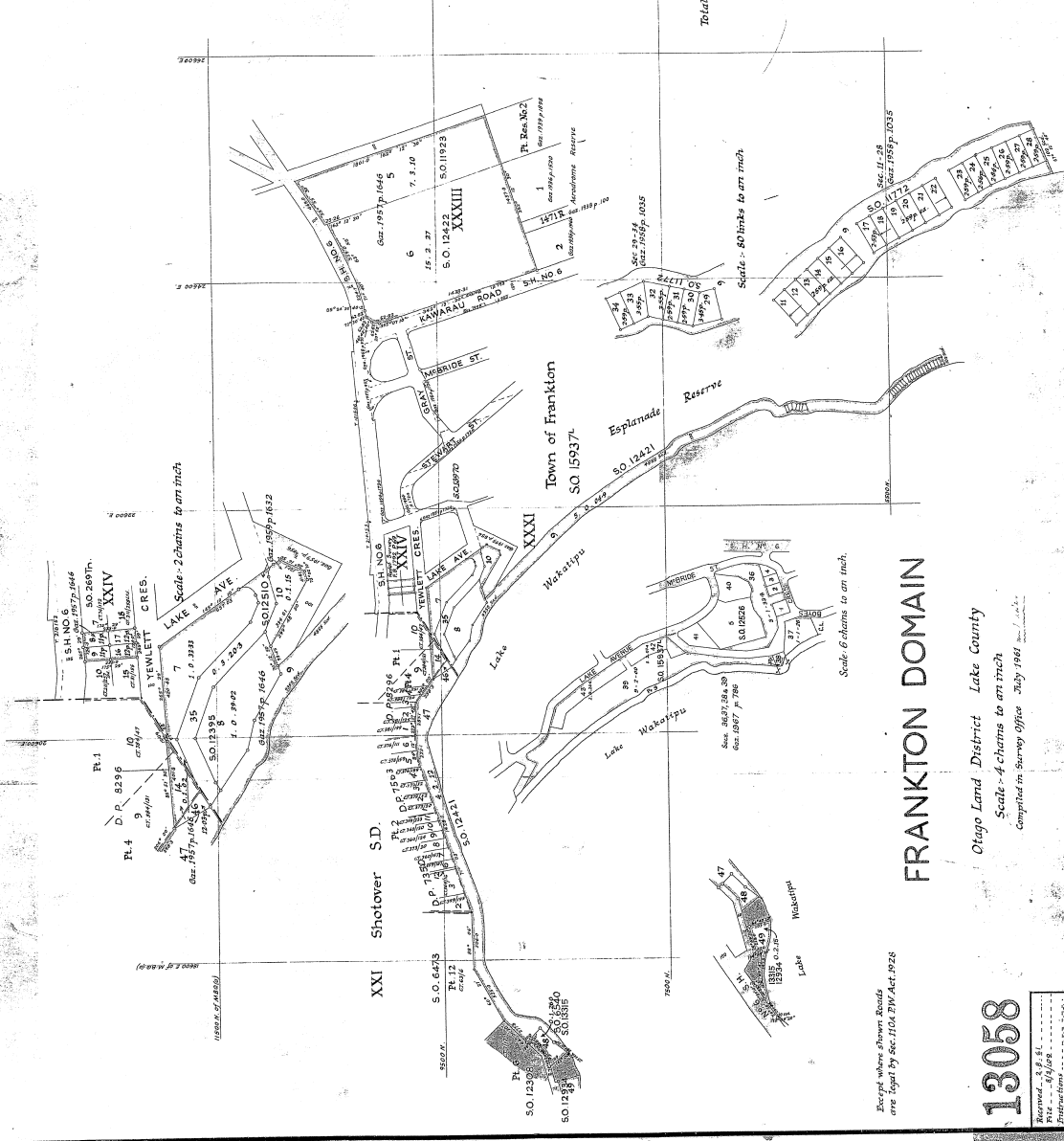
Interests
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Schedule

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 Shotover S.D. Sec. 9 & 10 of B.R. XXV. Sec. 7 & 8 of B.R. XXI. Sec. 5 & 6 of B.R. XXIII Town of Frankton
 Sec. 11 - 34 B.R. XXI Town of Frankton Gaz. 1959 p. 1035
 Sec. 10 & 35 B.R. XXI Town of Frankton Gaz. 1959 p. 1032
 Secs. 48 & 49, B.R. X.I. Shotover S.D. Gaz. 1953 p. 809
 Secs. 36, 37, 38 & 39, B.R. XXXI, Town of Frankton Gaz. 1967 p. 786
 Secs. 42 & 43, B.R. XXI, Town of Frankton. Gaz. 1970 p. 1571

13058

13058



Total Area - 42.1 - 01.68

Approved as a Compilation
 Chief Surveyor
 13058

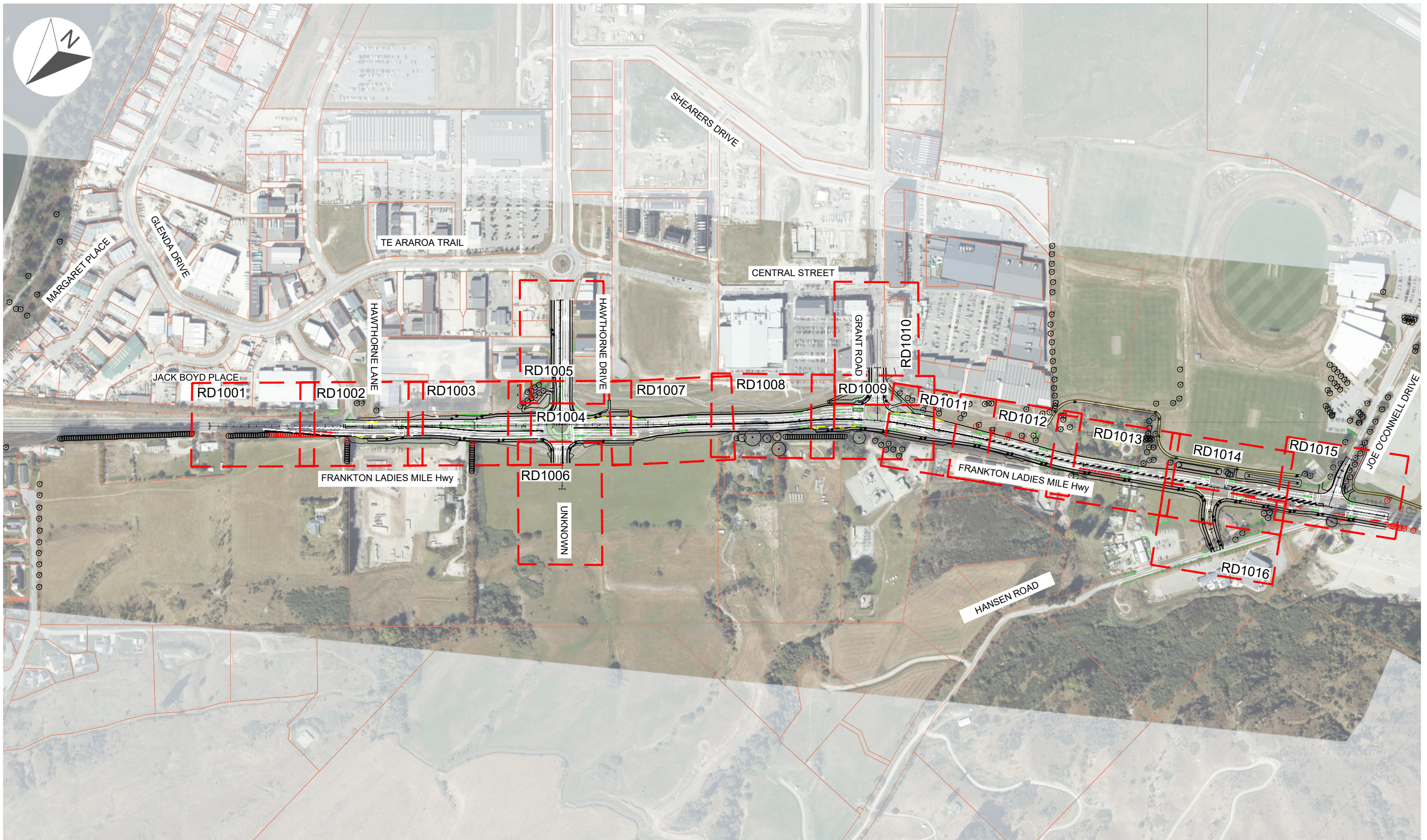
FRANKTON DOMAIN
 Otago Land District Lake County
 Scale - 4 chains to an inch
 Compiled in Survey Office July 1961

13058

Reviewed by S.P.S.L.
 Checked by S.P.S.L.
 Drawn by S.P.S.L.
 Examined by S.P.S.L.
 Issued by S.P.S.L.
 Printed by S.P.S.L.

Except where shown Roads
 are Laid by Sec. 1104, B.W. Act. 1926

APPENDIX H Draft Design Plans



PLAN

PRELIMINARY

1:2000 @ A1
1:4000 @ A3

REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING AND PRELIMINARY REVIEW	B.M	22/07/2022

ROADING

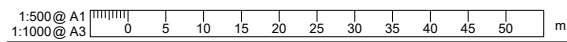
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DRAWN	VERIFIED	APPROVED DATE	
P. SINGH	R. GIBSON	22/07/2022	

PRELIMINARY

PROJECT			
NZUP QUEENSTOWN ZONE 2 WORKS			
TITLE			
ROADING KEY PLAN			
PROJECT NO.	PROJ.PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
KHT	KHT-NZU-DZ2-RD-DG	RD1000	A



NOT FOR CONSTRUCTION



REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING AND PRELIMINARY REVIEW	B.M	22/07/2022

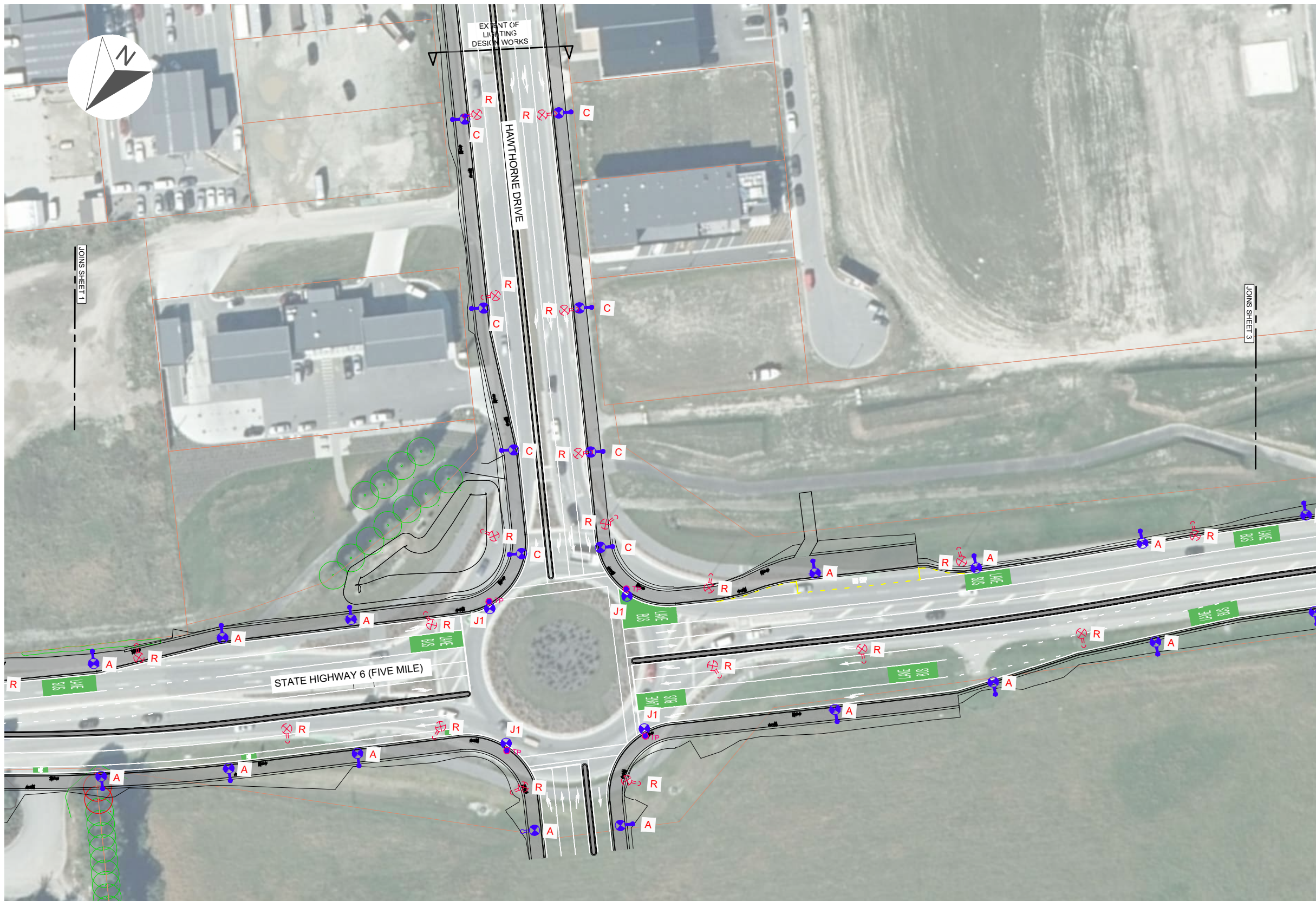


LIGHTING

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DRAWN	DESIGNED	APPROVED	
N. INGRAM-TUNG	N. INGRAM-TUNG	B. MILLS	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
J. ANDRELL	A. COLLINS	22/07/2022	

PRELIMINARY

PROJECT	PROJ+PKGE+WORK+DISC+FILE	SHEET NO.	REVISION
NZUP QUEENSTOWN ZONE 2 WORKS	NZU-DZ2-LI-DG	LI1001	A
TITLE			
AERIAL LAYOUT SHEET 1 OF 5			
PROJECT NO.			
KHT			



NOT FOR CONSTRUCTION

1:500 @ A1
1:1000 @ A3

REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING AND PRELIMINARY REVIEW	B.M	22/07/2022



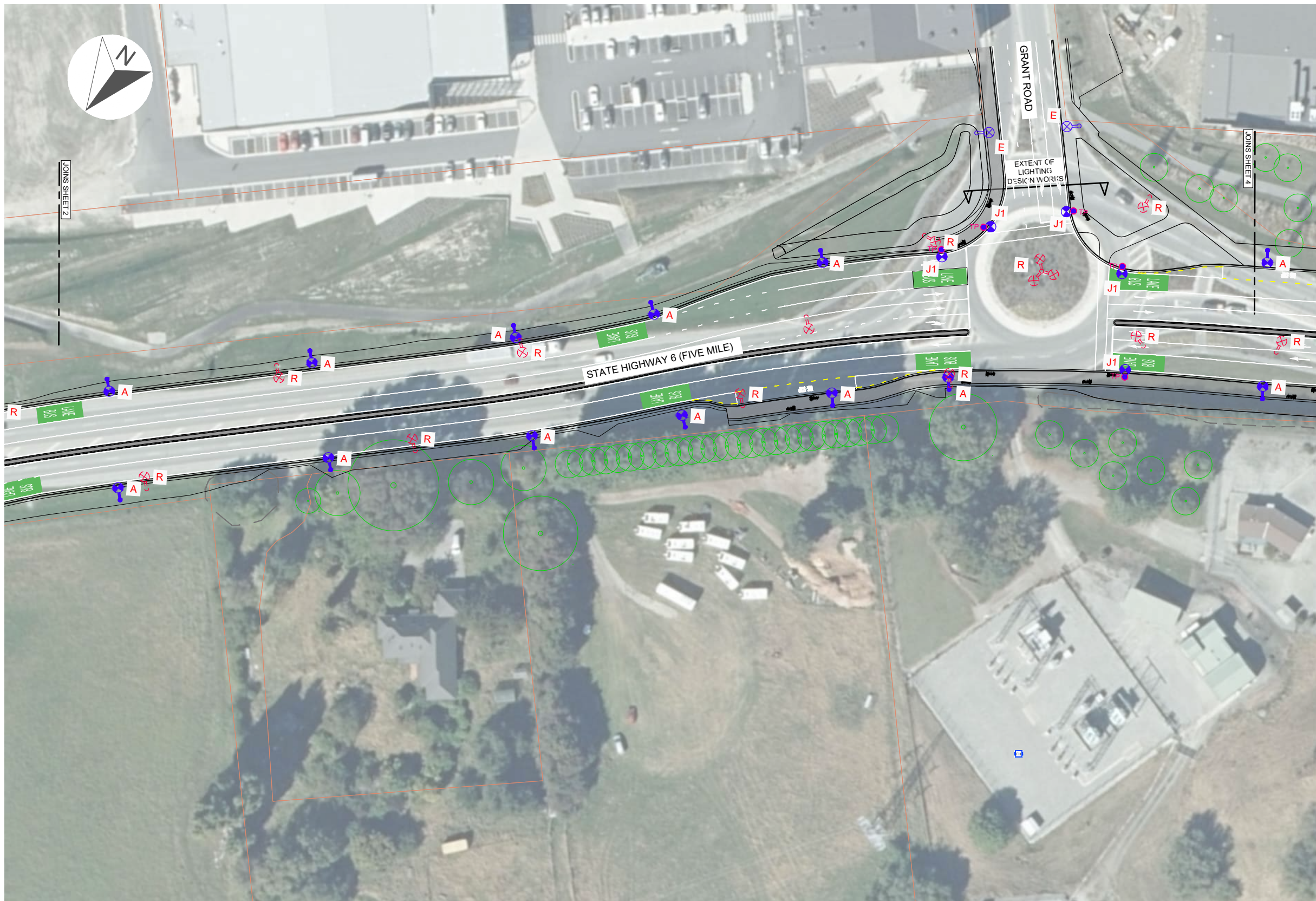
LIGHTING

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
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DRAWN	DESIGNED	APPROVED	
N. INGRAM-TUNG	N. INGRAM-TUNG	B. MILLS	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
J. ANDRELL	A. COLLINS	22/07/2022	

PRELIMINARY

PROJECT			
NZUP QUEENSTOWN			
ZONE 2			
WORKS			
TITLE			
AERIAL LAYOUT			
SHEET 2 OF 5			
PROJECT NO.	PROJ-PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
KHT	NZU-DZ2-LI-DG	LI1002	A

NOT FOR CONSTRUCTION



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REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING AND PRELIMINARY REVIEW	B.M	22/07/2022

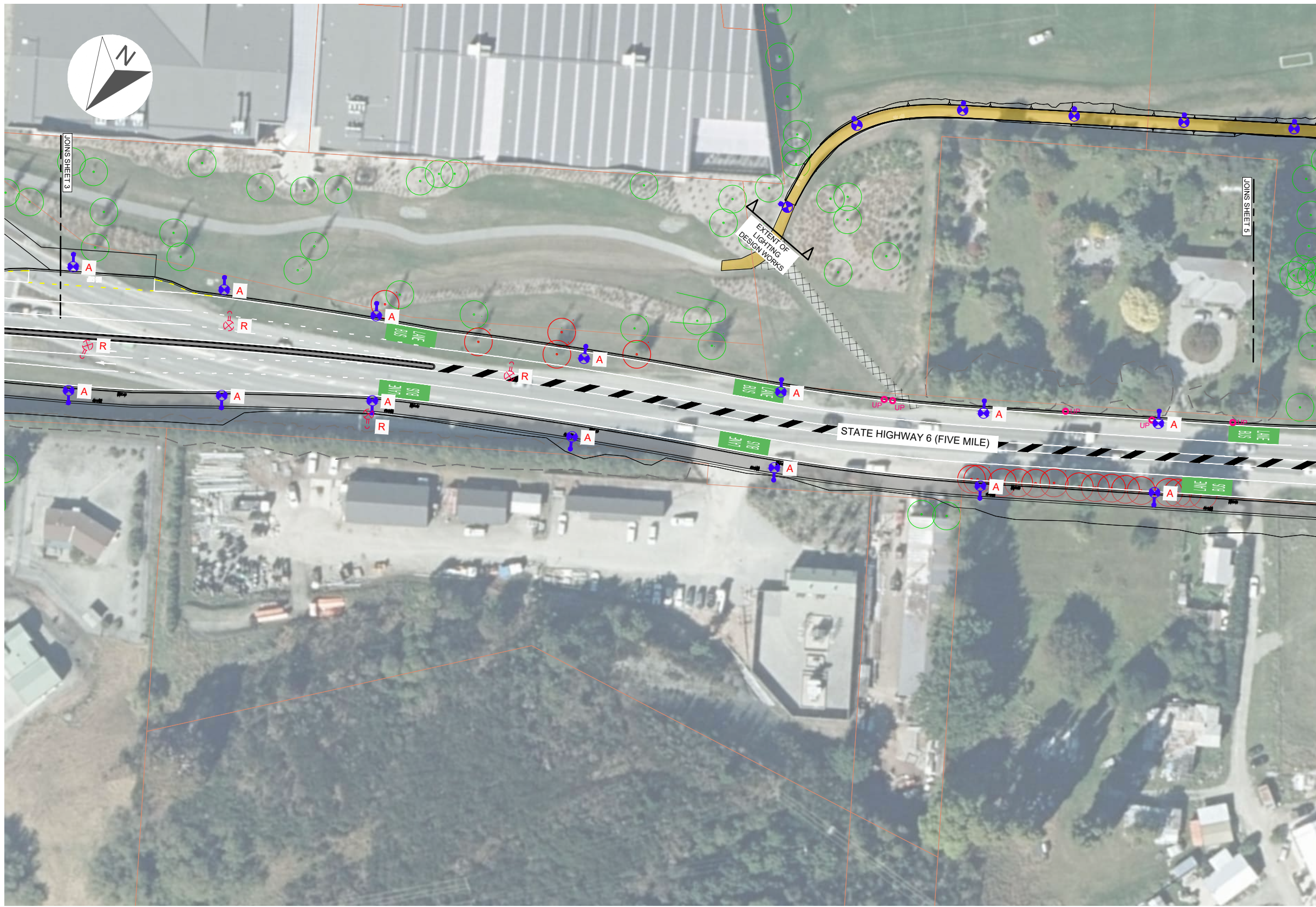


LIGHTING

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
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DRAWN	DESIGN VERIFIED	APPROVED DATE	
N. INGRAM-TUNG	A. COLLINS	22/07/2022	
DRAWING VERIFIED			
J. ANDRELL			

PRELIMINARY

PROJECT	TITLE	PROJECT NO.	PROJ-PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
NZUP QUEENSTOWN ZONE 2 WORKS	AERIAL LAYOUT SHEET 3 OF 5	KHT	NZU-DZ2-LI-DG	LI1003	A



NOT FOR CONSTRUCTION

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REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING AND PRELIMINARY REVIEW	B.M	22/07/2022

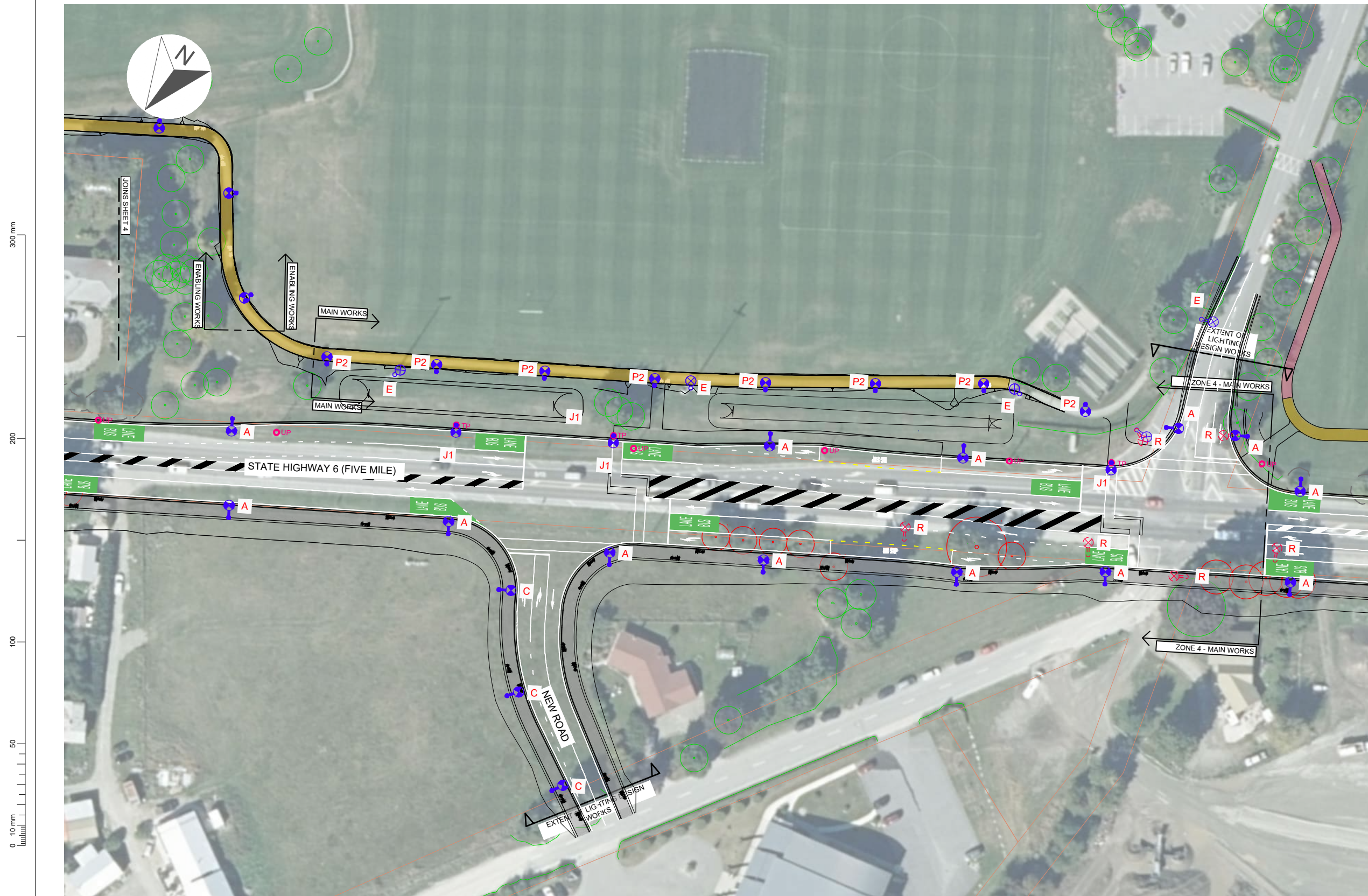


LIGHTING

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
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DRAWN	DESIGN VERIFIED	APPROVED DATE	
N. INGRAM-TUNG	A. COLLINS	22/07/2022	
DRAWING VERIFIED			
J. ANDRELL			

PRELIMINARY

PROJECT	TITLE	PROJECT NO.	PROJ-PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
NZUP QUEENSTOWN ZONE 2 WORKS	AERIAL LAYOUT SHEET 4 OF 5	KHT	NZU-DZ2-LI-DG	LI1004	A



NOT FOR CONSTRUCTION

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1:1000 @ A3

REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING AND PRELIMINARY REVIEW	B.M	22/07/2022



LIGHTING

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
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DRAWN	DESIGN VERIFIED	APPROVED DATE	
N. INGRAM-TUNG	A. COLLINS	22/07/2022	
DRAWING VERIFIED			
J. ANDRELL			

PRELIMINARY

PROJECT	TITLE	PROJECT NO.	PROJ-PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
NZUP QUEENSTOWN ZONE 2 WORKS	AERIAL LAYOUT SHEET 5 OF 5	KHT	NZU-DZ2-LI-DG	LI1005	A



PLAN

PRELIMINARY

1:2000@ A1
1:4000@ A3

REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING	B.M	09/09/2022

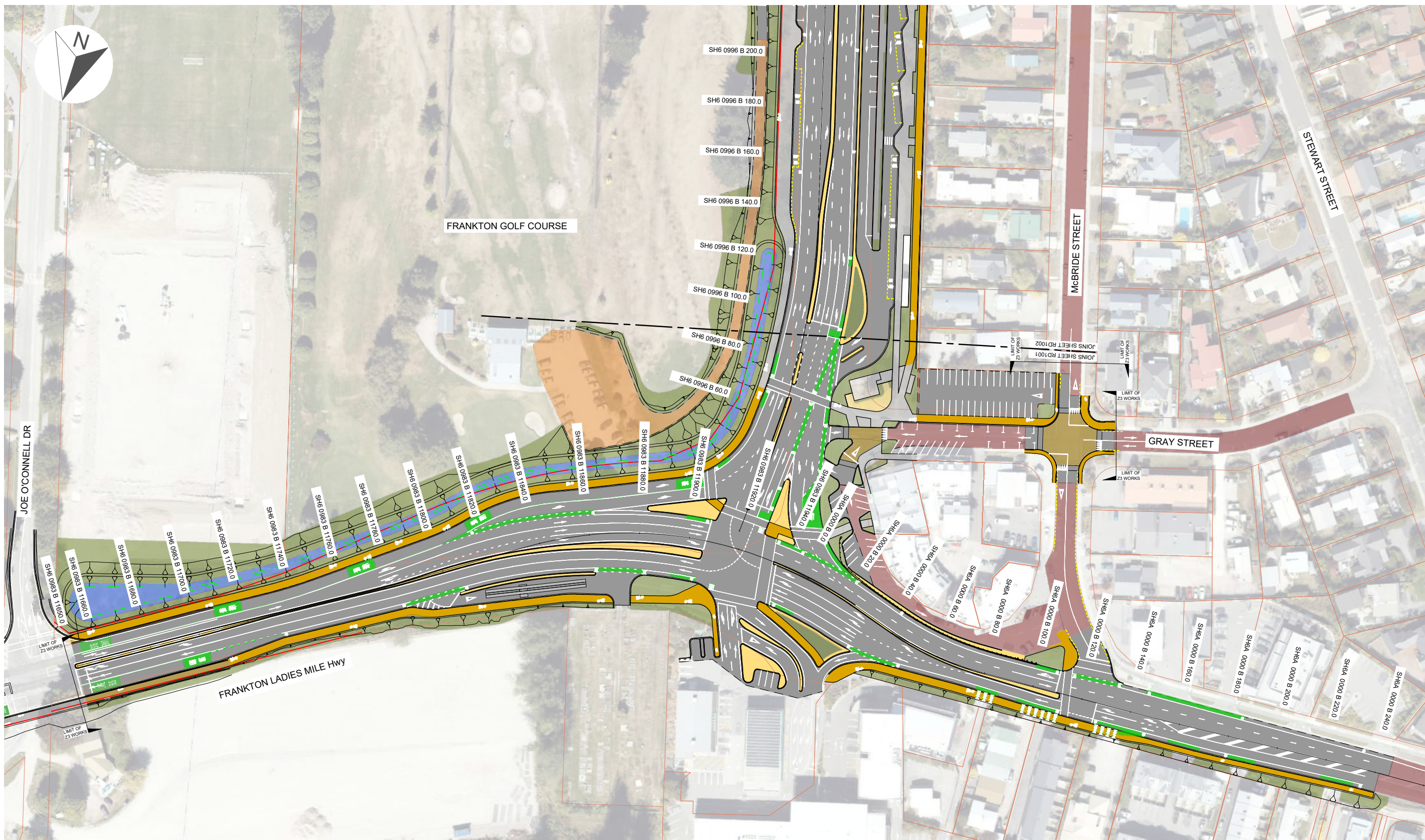


ROADING

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:2000	J. ANDRELL	B.M	A1
DRAWN	VERIFIED	APPROVED DATE	
P. SINGH	R. GIBSON	23/08/2022	

PRELIMINARY

TITLE	PROJECT NO.	PROJ-PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
ALIGNMENT PLANS KEY PLAN	KHT	KHT-NZU-DZ3-RD-DG	RD1500	A



PLAN
SCALE 1:750

PRELIMINARY

1:750@ A1
1:1500@ A3

REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING	B.M	09/09/2022

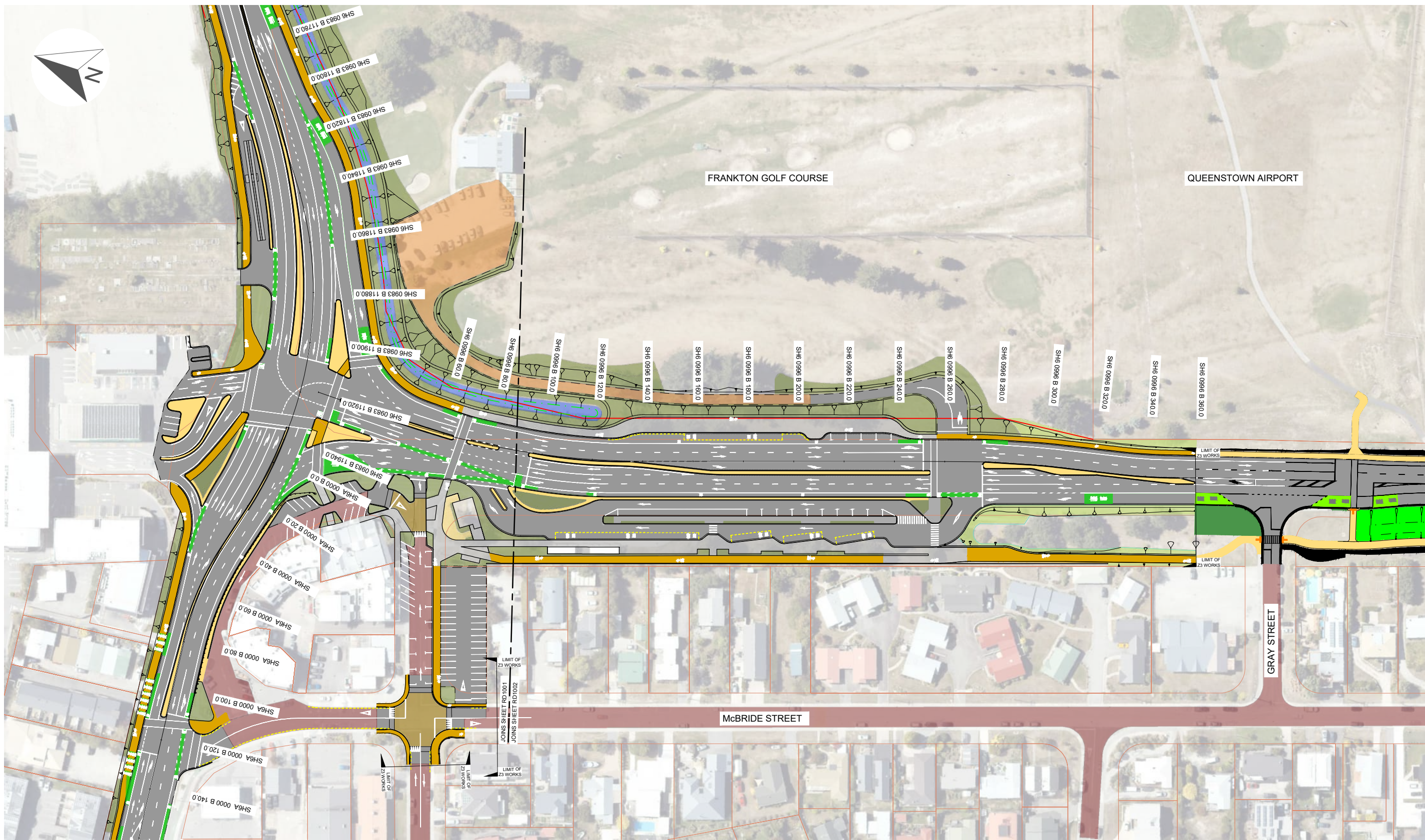


ROADING

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:750	J. ANDRELL	B.M	A1
DRAWN			
P. SINGH			
DRAWING VERIFIED			
B.BUSWELL	R. GIBSON	23/08/2022	

PRELIMINARY

PROJECT	TITLE	PROJECT NO.	PROJ-PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
NZUP QUEENSTOWN ZONE 3 WORKS	ALIGNMENT PLANS SHEET 1	KHT	KHT-NZU-DZ3-RD-DG	RD1501	A



PLAN
SCALE 1:750

PRELIMINARY

1:750@A1
1:1500@A3

REVISION	AMENDMENT	APPROVED	DATE
A	FOR PRICING	B.M	09/09/2022

ROADING

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:750	J. ANDRELL	B.M	A1
DRAWN	VERIFIED	APPROVED DATE	
P. SINGH	R. GIBSON	23/08/2022	
DRAWING VERIFIED			
B.BUSWELL			

PRELIMINARY

PROJECT			
NZUP QUEENSTOWN ZONE 3 WORKS			
TITLE			
ALIGNMENT PLANS SHEET 2			
PROJECT NO.	PROJ-PKGE-WORK-DISC-FILE	SHEET NO.	REVISION
KHT	KHT-NZU-DZ3-RD-DG	RD1502	A