

Submission to Proposed District Plan
Re Bridge and Approaching Roads Designation
For a second crossing of the Kawarau River

Submitter No 553

In addition to our original submission (copy attached) we wish to add the following points-

- 1) That the road approaches be designated within the next twelve months.
- 2) The exact location of the bridge and connecting roads to be decided on by QLDC engineers or a consultant firm.
- 3) Allowance to be made for connecting roads to be 30 m in width. This would allow for the option of the new connection to be made into state highway.
- 4) It has come to our notice that sewage from the new Hanley Downs development is to be piped across the new NZTA Kawarau bridge to link into the sewerage infrastructure to the west of Frankton. This infrastructure is already overloaded. If the sewage pipe could come underneath the new bridge as we propose, it could then be connected more directly to the sewerage treatment plant beside the Shotover river.
- 5) The new bridge will be close to the new Wakatipu High School which is opening in February 2018. The bridge should include a cycle lane at the side and pedestrian walkway. It is desirable that allowance be made for parking on the south side of the river to allow for pedestrian and bikers to access the bridge. This would lessen traffic congestion in Frankton.
- 6) NZTA advise that it takes six years to plan and construct a bridge. It therefore follows that designation of the paper roads in preparation for this should begin now.
- 7) The Frankton Community Association supports this.
- 8) Public opinion is still high on this issue and at a recent election meeting, all Queenstown council candidates showed support for a second crossing over the Kawarau river. Jim Boulton, who is now our mayor, has stated support for this. Our face book page which had registered 1260 "likes" at the time of our original submission now has 1314 "likes".

Dr Ralph Hanan
Kevin Conaghan
Alan Miller
Bill Sharpe
Kirsty Sharpe

17 October 2016

22 October 2015

Queenstown Lakes District Council

This is a submission to the Proposed District Plan. We are asking QLDC to assign designation of a second bridge crossing on the Kawarau river east of Boyd Road, from the south to connect to the Eastern Arterial Route.

The submitters are members of the "Kawarau Bridge Relocation" group which lobbied NZTA and the QLDC to change the location of the new Kawarau bridge further down the river from the proposed Falls site. NZTA is proceeding with the new two laned bridge at the Falls site but has acknowledged that a second bridge will be needed in light of the district's expected future growth

Submitters names

Kerry Dunlop, David Hay, Adam Childs, Sir Eion Edgar, Dr Ralph Hanan, Hudson Turnbull, Kevin Conaghan, Simon Hayes, Alan Millar, Bill and Kirsty Sharpe

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- 1) We propose that the route to the river crossing follow paper roads on the southern side of the Kawarau river then cross on a short piece of Remarkables Park land then linking to the EAR. See attached map.
- 2) **Reasons for this are** –
 - a) A downstream crossing will relieve traffic congestion on the Kawarau road from the BP roundabout corner to the south and vice versa. Congestion will also be relieved at the roundabout itself.
 - b) There is demand from the south for a bypass around Frankton and linking to the State highway north.
 - c) Population growth and commercial development in the Frankton area and to the south warrant a second and more direct route to the shopping centre.
- 3) **Development Growth**

Spectacular growth of commercial activity and population in the Frankton area, to the south and to the east will increasingly challenge QLDC's capability to plan for this

development. A downstream bridge in the proposed location will serve better the expanding traffic flows from at Jack's Point, Henley Downs and Homestead Bay, when fully developed. Likewise, increased ski field traffic from the recently expanded Remarkables ski field will benefit also. Development demand is increasing more to the east of Frankton rather than to the west. A new bridge in the proposed location will serve the needs of the district better than the Kawarau Falls bridge.

4) **By Pass Demand**

With the expansion of dairy farming in Southland, Frankton is experiencing increasing numbers of heavy trucks on SH6 from the Falls bridge to the BP roundabout and then routing to the east. The downstream bridge option would provide this traffic with a direct bypass and relieves present and future clogging of both Kawarau Road and McBride Street.

5) **Emergency Services – Ambulance, Fire, police etc**

The downstream bridge option would provide more direct and faster access for ambulance and other health and emergency services to the south.

6) **Disaster Resilience**

Two bridges are better than one in case of a disaster.

7) **New Wakatipu High School**

The school will add considerable traffic when opened. The proposed option removes extra congestion from the Falls bridge and the Kawarau Road leading to and from the BP roundabout.

8) **Connectivity to the Eastern Arterial Route**

The downstream bridge would link directly to the EAR enabling traffic to flow both east and west on a main road link.

9) **Support for this bridge location**

- a) A face book page set up for the Kawarau Bridge Relocation subject has registered 1269 "likes".
- b) Most people in the Wakatipu preferred a downstream bridge – this was clearly demonstrated in a community opinion survey preliminary results done by Adam Childs of the KBR group.
- c) Todd Barclay, MP, is on record as saying that a second bridge downstream will be required within 10 years if predicted growth patterns continue.
- d) The NZ Transport Agency accepts there will be demand for a bridge in this location in the future.

- e) Minister of Transport, Simon Bridges, has encouraged those in favour of this bridge location to continue advocating for it. He notes that the Central Otago region is one of the fastest growth areas in NZ and so has a strong claim on NZTA's future resources for further infrastructure investment to help the district cope with the expected traffic flows.

10) Designation of Bridge

This needs to happen now to preserve road corridors to the south and north as any land purchases would be more cheaper now than years into the future

Supporting Documents

A Risk Benefit Analysis of Crossing the Kawarau, Adam Childs
Community Opinion Survey – Preliminary Results, Adam Childs
Crossing the Kawarau – March, 2015, Hudson Turnbull

*Traffic Figures – BP roundabout movements, by Kawarau Bridge Relocation Group

- * Traffic numbers taken in May and June, 2015, show a majority of traffic turning right at the BP roundabout rather than left into Queenstown. Traffic from the east approaching the roundabout are in the majority turning south. Kelvin Heights turnoff figures show a majority heading south rather than turning into Kelvin Heights and vice versa.

We wish to appear at the hearing next year.

Yours faithfully

Kirsty Sharpe



NZTM ACAD MP Cadastral(49295)



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