

Lake Hayes and Shotover Country Community Association

PREFACE

Robert Burnell

I am a resident of Lake Hayes Estate

I have lived in the location for 12 years.

I am a local professional, with a family of 3 children at school.

Where I refer to WE or ME this should be considered a reference to LHSCCA

I am representing the Lake Hayes and Shotover Country Community Association which covers a resident population of roughly 5,000 people. For context, this population is larger than Arrowtown.

The Association's position does not claim to represent every single resident of our community, but broadly, through various engagement touch points that the Association has undertaken, we are confident that this submission is representative enough to be considered a prevailing opinion of our residents.

Our single most significant informant for the position the Association has taken on TPLM has been the community engagement process run by QLDC in 2021, whereby 86% of respondent's resident within our community opposed the Variation.

In June 2023, another Association poll of residents showed that of almost 200 respondents, 89% still opposed the Masterplan in its current form.

The Association contends that our submission should be considered of elevated importance above many others in this hearing process for the reason that unlike most other submissions, our community has no direct commercial interest in TPLM. Furthermore, we are the residents upon whom your decision will directly impact the most. Our concerns represent real, daily-life issues, and I'm confident our submission has reflected that.

We are the people that live here and will be affected directly by whatever outcome you decide, and we implore you to think incredibly carefully about the decision you come to and the conditions you place within your decision and recommendations to the Minister.

The Association maintains its position that it does not believe the Variation meets the Proposed Statement of Expectations.

SUMMARY OF OUR SUBMISSION

You will have read our submission, and I don't want to blandly repeat it here.

Our submission is certainly a lot more comprehensive than the points I can make here in 10 minutes.

We wish to reiterate we are not 'anti-development' nor seeking to close the door on new entrants to our community.

We also acknowledge that many of the residents within the community could potentially benefit from the TPLM in one way or another.

That said, as detailed in our submission, the Association still opposes the Variation and as the process has accelerated, the key themes and concerns as detailed in our submission have in our lay opinion not been answered satisfactorily.

Those themes within our submission are focused on the following key points:

- Schools
- Housing Supply & Affordability
- Community Facilities
- Transport and Modal Shift

The Association has sought that the Variation be declined until such time that the many points of contention are resolved to the satisfaction of the

community allowing the community to have more faith in the opportunity of success for the Masterplan.

Underpinning our position, and this has not changed throughout the process, is an overriding concern that the Masterplan's outcomes are grounded on factors that are quite simply outside the scope of QLDC and its army of consultants to guarantee success.

We have constantly questioned how any Masterplan can be considered truly comprehensive or competent and deliver to its stated aims if the sum of its parts and subsequent outcomes are not controlled by a single agency to guarantee that success.

We understand this type of planning is unprecedented in New Zealand and whilst brave, the community is rightly concerned.

Importantly, and by way of a reminder, if the TPLM is not a success, we the residents of Shotover Country and Lake Hayes Estate are the people who will have to live with whatever eventuates.

CURRENT STATUS

As we have travelled through the process, the recent reports and evidence have greatly improved our knowledge of the plan and the details therein. We can see how the process is potentially safeguarding some of our interests against over-development including rampant, predatory commercial interests and how growth in our community should be well planned.

But within our feedback from our community, the position is clear and continues:

At no point has the communities' interests been represented by QLDC and largely our feedback has been ignored.

The outcome of the process was a fait-accompli and largely any engagement has been a tick-box exercise.

The fact that only last week we had 4 previous mayors suggesting council offices should be built on Ladies Mile and a few weeks before the incumbent mayor pointing to "approving masterplans" would suggest in their wisdom it's a done deal. So is it?

There is now an absolute sense of resignation that the Masterplan 'is going to happen' regardless and in turn, our community is incredibly anxious and nervous as to how this is going to play out in the coming years.

It is up to you, to ensure that the necessary safeguards and conditions are in place to continue to make this side of the Shotover Bridge a pleasant place to live, maintain the quality of life that our community currently enjoys and support our right to peaceful enjoyment.

DETAILS OF OUR OPPOSITION

Reviewing the points in our submission in more detail and what questions and concerns remain outstanding:

Schools

- The chronic traffic challenges Ladies Mile faces particularly in the morning peak in residents' opinion, snowballed when Wakatipu High School was moved to Frankton. Congestion has become steadily worse in that time as all Wakatipu High School traffic has to travel via the Shotover Bridge/SH6 corridor.

- The Association believes it is a shame that the panel were not able to undertake a site visit to the Stalker Road roundabout, Howards Drive intersection during peak hours on an early typical in term school weekday when all students are present to get a true understanding of how peak hour congestion unfolds, regularly bringing SH6 and the surrounding roads to an absolute standstill.
- If the Masterplan is to be a success and deliver positive outcomes to the communities on both the north and south side of Ladies Mile, encourage modal shift and limit traffic congestion growth, a High School must – I repeat must - be delivered as part of the masterplan but we are yet to see any guarantees.
- To reference our submission, page 27, our Association would want to see as a condition of the Masterplan proceeding, a written commitment from the Ministry of Education to establishing both a High School and Primary School on the north side of Ladies Mile including timelines to the construction and opening of both facilities.
- IF you seek to approve the Variation we urge the Commissioners to think long and hard as to what measures you can include to ensure the High School happens. Maybe the new government can offer some joined up thinking and the Minister for the Environment and Education Minister can have a conversation on this issue to deliver that commitment.

- Without a new school in this location, the aims of the Masterplan will need be delivered.

Housing Supply & Affordability

- Within the Wakatipu basin housing supply and affordability is a very complex issue and obviously there are no easy answers.
- It is commonly known within the Wakatipu basin housing supply and trends operate within its own microclimate reflected in average property prices in August 2023 of \$1.73m, nearly \$500,000 above the average in Auckland. Is any house affordable here?!
- We maintain our opinion that TPLM will not offer any solutions to this challenge as housing affordability is completely reliant on the free-market economy, and economic trends therein.
- More specifically, as detailed further in our submission page 24 point 6.2.1, we maintain our position that the Variation will not guarantee that the typologies of affordable housing identified as a shortfall in Queenstown will be delivered, regardless of good planning provisions because of the economic conditions prevailing.

Anything that is promised or suggested within the plan in our opinion cannot be substantiated because of the economic status such as build versus sale costs and therefore the desired outcomes of the

Masterplan are at risk.

- In order to deliver to the Masterplan, our Association would ask the panel to deliver concrete provisions to ensure affordable housing is guaranteed as part of any development via a Housing Trust or similar and help those at need in the community to get started.
- One final thought on housing supply, as per page 20 to 22 of our submission, QLDC proudly boasts 'more houses are not the answer' – a point attributed to the current CEO.

In May 2023 the council promoted on social media that about 649 houses were built beyond our needs of both population growth and short-term demand.

It seems like a hopeless argument, but our community continues to question the very need to develop the land to the high-density level the TLPM outlines and why do we need or should we be building 7 story tower blocks in an area so closer to sensitive and outstanding natural environments such as Slope Hill and Lake Hayes?

Traffic & Modal Shift

- Of course, the reason those multiple tower blocks are needed is to deliver the high-density population base necessary to make the proposed Masterplan traffic solutions work.

It is quite depressing to think that we need to carve up the countryside and build multiple multi-story buildings to *hopefully* secure a frequently departing bus service when, but for land banking by existing developers on land already zoned for development in urban areas these high density housing could be built in Frankton within walking distance to the main services.

As our submission contends on pages 9-16, this doesn't seem like good planning to us at all and we are aware that even now, the residential numbers required to achieve the necessary density to support the proposed transport infrastructure are under scrutiny and doubtful. We would encourage the panel to look very carefully at the numbers and obtain further concrete information from Otago Regional Council.

- The Association maintains that the transport solutions are still the most critical part of this so-called Masterplan but continues to be the weakest part of the plan despite evidence presented.
- Through our community's lived experience, we continue to have major concerns about the congestion that will eventuate with over 2,400 new residential units. We simply don't believe the +40% rising to 60% modal shift will transpire, and we conservatory expect one car per residence to enter the local road network.

[We're not anti-modal shift but common-sense states within a metropolitan environment with plenty of transport options yes a

modal shift might eventuate but not in semi-rural Wakatipu basin where the only serious transport solution is an increased bus frequency

- The modal shift in a semi-rural environment is also dependent on LHSCCA residents changing their transport habits too. The Wakatipu basin is simply not a location where not owning a car is practically possible and trips beyond the bus routes are frequent. The number of cars throughout the estates of Shotover Country and Lake Hayes underlines this position.
- Moreover, the limited scale of community facilities proposed for the north side of Ladies Mile are not going to satisfy the community's every need. The increase in footprint of the supermarket as suggested in the 42A report is important but that's a small change in the wider scheme. Shuttling back and forth to the service centre of Frankton and beyond to Cromwell, Wanaka or south, is simply the way life is here.
- Our submission states that we want an absolute commitment that traffic solutions will be achieved but how can this commitment be delivered if QLDC are not the body approving or funding the road upgrades, the bus lanes nor the bus services? We've no understanding if ORC are going to fund the services required. If they choose not to, the Masterplan fails because more residence will have a car and nowhere to park them.

- Our position on these points is further supported by new evidence that was submitted only on 20 October 2023 which we find incredibly revealing. The traffic analysis by David Smith, Technical Director on behalf of Waka Kotahi finally offers some balance to the one-side and hopeful traffic evidence provided thus far. We argue it paints an incredibly bleak picture for the successful traffic outcomes of the Masterplan.

With reference to Mr Smith's recent evidence –

- On page 2, Mr Smith indicates that the capacity of the Shotover Bridge has already been met and is exceeded by 8% in the evening peak. Obviously, this has flow-on effects to the connecting roads, particularly Stalker Road and Howards Drive and challenges assumptions made in other evidence already presented by QLDC, which the Association has and continues to question.
- Page 3, 1.6 - with reference to the Shotover Bridge, Mr Smith states "only finite vehicle movement capacity is and will continue to be available along the corridor and removing people from their cars and attracting them to public transport is essential to increasing the people movement capacity of the corridor."

The Association covers modal shift in detail in its submission and doubts that it will be achieved. Mr Smith continues 1.7, page 3 "I have concluded that the impact of TPLM...will result in further

deterioration in the performance of key intersections along SH6 Ladies Mile...and will be exacerbated by any increase in traffic associated with the TPLM site”

- page 17, 11.1 – Quoting Mr Smith “There are several areas of uncertainty and risk with respect to network performance

point a “The delivery of the package including the bus lanes and Howards Drive intersection upgrade. Mr. Shields assessment relies on the delivery of these improvements and does not consider the transport effects if these are not delivered or are only delivered in part prior to development. If these are not delivered prior to the establishment of TPLM, the ability to achieve the mode shift to public transport relied on by Mr Shields will be compromised.

point b “the addition of a bus lane will not entirely solve the challenge of providing a fast and reliable bus service if traffic is held up on local streets.”

point c (p18) “there is a risk that if the unprecedented shift away from vehicle usage is not achieved, then the outcomes will be worse than modelled.”

point d – finishing where we started with schools “there is a risk that, if these are not established (referring to schools and employment within the TPLM), then the transport impacts will be worse than

modelled. If this were the case, network impacts and performance would worsen (compared to the current situation)

In short, the Variation does not ensure that future development will be undertaken in a manner that recognizes the limitations of the existing transport network in this location. To a greater degree we believe it simply ignores those limitations in our opinion and hopes for the best!

SUMMARY

In summary. We commend QLDC for taking this approach to trying to deliver well-planned development in our community, but without the necessary and concrete commitment from **all** stakeholders that the plan so obviously requires, we have fundamental concerns to the ability of the Masterplan to deliver on its objectives and do not believe the Variation meets the Proposed Statement of Expectations by the Minister.

We fear we are going to end up with a half-baked plan, no commitment to timing of the necessary infrastructure that must come first, the potential of land banking by developers because it makes no financial sense to develop, no new schools, no bus service because the density does not warrant additional services and congestion the likes that Queenstown has never seen before.

There are simply too many what-ifs and suspect the council are very aware of this.