

QLDC Council
26 July 2018**Report for Agenda Item: 3****Department: Property & Infrastructure****Frankton Masterplan****Purpose**

The purpose of this report is to present the Frankton Masterplan Establishment Report and to seek approval to proceed with the Masterplan and Programme Business Case.

Recommendation

That Council:

1. **Note** the contents of this report;
2. **Approve** the Frankton Masterplan Establishment Report.
3. **Approve** works to proceed on the Masterplan and Programme Business Case.

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12/07/2018

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Background

- 1 The Queenstown Lakes District is experiencing significant growth, which is placing sustained pressure on existing facilities and infrastructure. As a pivotal hub for the district and region, Frankton is at the heart of these challenges.
- 2 As a critical transport gateway for citizens and visitors, Frankton shapes experiences for millions of people each year. Equally important is Frankton as a centre for commercial and industrial activity, community facilities, recreation and social services.
- 3 At present, the Frankton transport system both within and linking to Frankton is not appropriately developed to service current and future land uses. At the same time, development is continuing without a clear vision and this is having an increasing impact on the transport system.

- 4 A plan for Frankton that looks at how the transport system and land use (including sports, community and cultural facilities, education and healthcare) are catered for has not been adequately addressed.
- 5 A critical piece of the puzzle is the Queenstown Integrated Transport Programme Business Case (QITPBC) jointly developed by NZTA, QLDC and ORC in 2017. This document sets the strategic direction for NZTA investment across the Wakatipu Basin and outlines many key transport initiatives in Frankton. However, QITPBC only partially addresses the integration of transport and land use. A specific plan for Frankton will offer a level of granularity to populate QITPBC with an appropriate amount of detail and provide investment certainty.
- 6 It is proposed through the Establishment Report that this project consists of two closely linked elements:
 - **Frankton Masterplan:** A 30 year vision for Frankton which will focus on the physical interventions required to integrate the current and future potential opportunities (e.g. civic, recreational, environmental, land use, streetscape, transportation and development).
 - **Frankton Integrated Transport Programme Business Case:** A preferred programme of transport improvements, aligned and integrated with land use, which supports both the preferred Masterplan and the transport needs of Frankton.
- 7 The Establishment Report describes the context of the proposed workstreams and identifies why the work is needed. It explains the key drivers; outlines the proposed process, scope, and sequencing for each stage; and provides a framework for stakeholder and community engagement.

Comment

- 8 The NZ Transport Agency's Business Case framework will be used as a guide to identify gaps, to gather evidence, complete data analysis, initiate community involvement to select the right interventions and establish an achievable timeframe for delivery.

Options

- 9 Option 1: Reject the Establishment Report and Do Nothing.

Advantages:

- 10 No capital expenditure required.

Disadvantages:

- 11 Pressures on existing infrastructure and problems around connectivity, congestion, severance and safety will continue to increase along with resident and visitor dissatisfaction.
- 12 Frankton projects proceed in isolation and are less likely to attract funding due to lack of integration.

- 13 Option 2: Approve the Establishment Report enabling works to proceed on the Programme Business Case and Masterplan.

Advantages:

- 14 A consolidated and integrated plan for public realm and transport improvements, that is aligned with land use, is more likely to attract funding for future projects.
- 15 A consolidated and integrated plan will address the pressures on existing infrastructure and problems around connectivity, congestion and safety, improving the liveability experience.

Disadvantages:

- 16 Capital expenditure is required.
- 17 This report recommends **Option 2** to ensure that QLDC provides a forward thinking integrated plan for addressing the management of rapid growth within Frankton.
- 18 This matter is of high significance, as determined by reference to the Council's Significance and Engagement Policy because the programme may cause a significant change to the transport networks and enable growth of areas surrounding Frankton. As an integrated package of projects, the overall outcome will be positive.
- 19 This matter relates to strategic risk SR1 Current and future development needs of the community, as documented in the Council's Risk Register. The risk is classed as high. This matter relates to this risk because the change to the community will result in growth, behavioural changes, significant effects on infrastructure and high capital expenditure.
- 20 The recommended option considered above mitigates the risk by:
- Treating the risk – through a staged approach, good communications and multi-agency integration.
 - Mitigating the risk – by integrating several large projects into a planned sequence of events.

Financial Implications

- 21 The expected budget for the programme business case and town centre masterplan is \$840,000. The following budgets are available:
- 22 \$400k is provisioned for within the LTP.
- 23 \$270k will be requested through the carry forward process from 2017/18
- 24 A budget transfer will be requested for the balance of \$170k once procurement is completed and a more informed budget can be determined.

Council Policies, Strategies and Bylaws

25 The following Council policies, strategies and bylaws were considered:

- Queenstown Town Centre Transport Strategy
- Queenstown Integrated Transport Programme Business Case
- Future Development Strategy (Work in Progress)

26 The recommended option is consistent with the principles set out in the named policy/policies.

27 This matter is included in the 10-Year Plan/Annual Plan. The Programme Business Case and Masterplan will enable projects to be developed to address issues around connectivity, congestion and safety, increasing the liveability experience within Frankton.

Local Government Act 2002 Purpose Provisions

28 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by having a robust business case supporting the investment;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Consultation: Community Views and Preferences

29 The persons who are affected by or interested in this matter are Queenstown residents, visitors, business owners and operators.

30 The Establishment Report was developed with input from stakeholder representatives within the Frankton community. Refer Appendix 1 of the attached report.

31 It is proposed that a Communications and Engagement Plan will be developed at the outset of the project to identify the methods and degree of engagement, intended audience, and the proposed programme of events and activities.

Attachments

A Frankton Masterplan Establishment Report