

**PLAN CHANGE EVIDENCE of Basil Walker 39 Man Street Queenstown**

**PLAN CHANGE 50**

**QUEENSTOWN**

**18TH NOVEMBER 2014**

**COMMISSIONERS**

1) I am grateful for the preliminary evidence of Mr Todd because the residents who support the Queenstown Convention Centre QCC were of the understanding that PC50 was an enabling process for the QCC to be moved forward after the Council had confirmed borrowed funding and passed by Majority to proceed with the programme for construction .

That the QCC is not **"ON THE PLAN CHANGE 50"** is a huge misrepresentation by Council.

I would assume that because definitive parking areas are **not** shown **ON** PC 50 and the designations are **not** shown that the public are being completely misrepresented by stealth.

2) The issue of parking with tenanted residential property has been a problem for decades and a 3 double bedroom home and six single adults can have six cars plus some work vehicles.

I can only advise the commissioners that the congestion which was a xmas holiday problem is now a year round issue and a time management matter that has to be considered when planning to drive in Queenstown.

3) The consultant evidence is scurrilous in the denial and understated approach to traffic congestion on roads ,parking areas , vacant areas, berms, and residential property.

To suggest that walking, public transport and cycling will suffice till 2040 is mathematically insecure because the rate of growth alone cancels the 20% staged change of driving mindset.

There are factors of transporting children , groceries, trades people ,visitors ,out of CBD resident but CBD workers , night workers traveling home are all part of the mix of parking area users.

4) The proposed QCC notwithstanding the absence of consultant and Council admission would be "Barking Mad " apologies to the PM not to allow for a parking area greater than 500 carparks @30sqm each which equates to 1.5 ha and makes the Structure Plan a nullity and the PC50 application a rehearsal for the proposed QLDC District Plan being consulted now.

To even suggest that conference attendees do not attend conference by bus is just avoiding the truth.

5) I would have liked to discuss the link to Fernhill from Man Street but it is outside of and not **ON** the PC 50 so I will desist with including in written evidence . I invite your question.

6) The absence of the evidence and refusal by Council to supply this hearing the Lakeview Holiday Park (LVHP) recently signed 25 year Management plan is a scandal and I note that Mr Speedy marked hatched the entire council lake view landholding on the wall map as being under management contract and it beggars belief that a matter so important to residents and so vital for a reasonable analysis of PC 50 can be deliberately withheld after promising to make it available last week.  
I request the commissioners indulgence to allow me to forward the file after my evidence .

7) The PC 50 has not discussed capacity of Queenstown CBD to handle growth and relies on a report that said that more CBD commercial land was needed and has provided scant opinion but no determination or factual data.

I disagree entirely that the CBD is a tourism activity centre and is burgeoning and prospering to the point of requiring extra space .

I state that tourism activity on the lake is not CBD and the gondolas are not CBD and the parallel tourism activities outside of the CBD are the buzz that differentiates the town.

The CBD is passive , relaxing , picturesque, tourism centered around the lake edge and the lake edge ambience cannot be replicated on the side of a hill

I agree that the CBD is the conduit and ticketing area but the vast majority of tourism activities are outside of the CBD and stretch to Central Otago and Fiordland activities on, land, mountain air and water from hotels of which the majority are outside of the CBD.

8) There was no evidence as to whether the infrastructure of Queenstown demands the CBD increase.

Queenstown has grown around a certain passenger dynamic and the Earnslaw 400 pax and the Gondola 400 pax per hour, Jet boats 25 pax and buses 40pax etc are controlled time activities but vital information has not been provided as to how this historical capacity and tourism icons will handle a proposed 900 person conference centre or the suggested doubling of tourist numbers .

The delays could be huge and the marketing advantage gone . It is so important to protect .

9) I accept the Queenstown airport (QAC) is **NOT ON** the Plan Change 50 however with such a huge increase in zoned land a determination on the capacity of the airport would have been vital evidence as to the verification of consultant witnesses evidence.

I am very well versed with airport development and a witness required a better understanding .I state categorically that there is a special relationship between airports and airline operators but the airline operators have the upper hand because they handle the passenger first and the passenger pays them.

Aeroplanes can only land safely where regulations allow them and QAC has made progress as a Trans Tasman over the 20 years since my alternate international airport consent was appealed .

My point of requiring determination that the airport can handle the future is that airlines are upscaling aeroplanes because of major efficiency gains and QAC has a finite limit as to the ability to expand to meet the airline landing requirements .

This has been seen most recently in albeit smaller planes and lesser airports but if the airplane is outside of the scope of the airport the fabulous growth that Queenstown has enjoyed may level off.

10) As a long term family I am justifiably proud of the family input into the area and offer my experience on matters that were stated in evidence .

The cemetery gates were in the middle of the cemetery because the denominations were distinct areas but now the denominations and ethnicities are mixed and another entrance is used .

The council has recently removed a line of trees that were a valuable screen from Breacon street and would have been excellent mitigation if the PC 50 proceeds in this form.

11) I would request your strong reference to the historic cottage on the corner of Man and Camp street to be fully protected and the immediate surrounding property height level should remain as it is at present,

I ask you to recommend a QLDC purchase should be negotiated by Council even to the extent of payment and the current occupier has rights for a negotiated period or till death. The property is in an ideal position to add to the amenity of Queenstown.

12) The evidence of Dr Bird proposed no side boundaries which would mean very high firewalls in an earthquake zone which will require massive engineering and give a very stark wall to the properties on the ends of the street that other property rear yard backs on .

I note that many properties under this scenario would have overbearing loss of amenity and include the existing modern accommodation properties that will not be readily removed .

The issues with water and drainage , power , telecom services underfloors would be a nightmare best avoided .

The architectural ramifications of ventilation etc from wet area rooms just increase the problem of condensation in queens town where coldness is confused with ventilation.

13) I refer to the evidence of Mr Todd and Gorge road prior high density zoning .

Many of us favored Gorge road for workers accommodation because a higher rise building had its back to the hill and maximum sunshine in the living area .

The Lakeview site is a perma frost Zone in the winter and has the opposite orientation looking away from any sun . If the property was turned towards the north ,the Ben Lomond hill blocks winter sunshine into the home . Also if the living rooms were faced away from the hill towards the view they are on the cold side and the balconies are used as laundries and the view from the proposed QCC would be of a laundry on each balcony .

If turned back to have the balconies and laundry towards the hill they are cold and the view from the QCC is of toilet and bathroom windows . Very unappealing .  
I believe that site will eventually become carpark anyway for the QCC but not under this hearing .

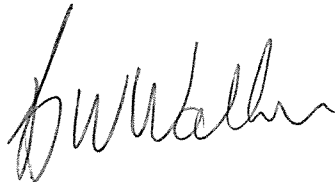
14) For confirmation I ask you to consider the popularity of Kelvin Heights looking toward the sun and the property on Frankton road before the Shell garage at Perkins road which is the Railway holiday units where the building faces the sun and the back is to the view and lake . It has been ridiculed for years because it has no windows facing the road view and lake but the units are warm and dry from the sun .

15) In conclusion I ask you to understand that affordable housing and construction are not mutually compatible and the Pounamu Apartments on Frankton Road were constructed and settled circa \$780-800,000 and are now struggling to reach \$400,000 and cognisance has to be taken that high expectation of new high rise affordable housing on the Lakeview site may not be a reality and again you have been given no factual evidence by the Applicant .

16) I am pleased to have submitted and do support the QCC but can not accept the possibility that the QLDC Ratepayers magnificent asset of the Lakeview Holiday Park could be even contemplated to be desk top planned to be covered in a higher rise/density Plan Change Application so with some concern I request that the exercise is noted as a dress rehearsal for the forthcoming Plan Change and the issues identified be discussed and corrected.

I thank you for the opportunity to present to this Plan Change .

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