

4th August 2017

Dear QLDC,

My submission is in **opposition to the new town centre plan**. My name is Alexandra Hide and I have been involved in the Playcentre community for the past 18 years. My two older children attended the Frankton Playcentre and during their primary years spent many hours at the Qpact rooms doing ballet and tap dancing. My youngest child attended Queenstown Playcentre from age one until he started school two years ago and the friends we made here are lifelong friends. I also now work here and see the families that come here. They come as it includes the parents and they want to be with their children as it is a very important as parents are the child's first teachers until they are five when they go to school. They will be at school for the next 13 years why would you want to get rid of them any earlier!!!!. This is why there is so much crime and problems within society as children get shipped off to other people way too early and the parents don't take the responsibility in teaching them the right from wrong and let other people do this. Is this what QLDC wants this community known for!!!

The council's plans make for **uncertain future for families, children, artists, musicians and dancers, an economically vulnerable group in our society**.

Qpact building – These buildings are used by many community groups including artists, potters, musicians. These people, children and adults use these rooms daily. QLDC should support these community groups as it's very challenging to find affordable venues in Queenstown. For example they have what is needed for a potter, ballet dancer, artists. I have a number of friends that use the art studios every day and spend many hours here working and making things and also allowing them to earn an income and therefore allowing them to afford to stay in Queenstown when prices are becoming very expensive for housing to name a few.

Playcentre Building – Queenstown Playcentre supports more than fifty families at present. Playcentre is an early childhood education facility which is run by the parents for the parents and children through grants, fundraising and donations. It is situated on Ministry of Education land. In addition to being a playcentre, it offers support to all its local families including parenting, breastfeeding and emotional support. Many visiting families (tourists) join us during session as we are an affordable, safe, warm facility where they feel welcome and belong for however long it may be. It is rare in this money hungry society that children can enjoy spacious indoor and outdoor facilities that offer sunshine year round that is affordable and accessible as many of our families don't have a vehicle so use the bus to get to use.

Playcentre is also used as an after school care facility allowing parents to be able to work after 3pm and earn money therefore allowing them to pay their mortgage, rent, food, utilities, etc....

Other community groups that also use the playcentre include the Japanese language groups, a number of church groups to name a few. We also have parties where families use the building most weekends and this is an affordable option where they can also park their cars and not worry about being ticketed.

Queenstown Memorial Hall – this was only refurbished 4 years ago. Let's not throw it away. Many local small community groups use this as another affordable option of which there is only a very few left with all the building happening in town over the last fifteen years.

Queenstown Library – Is another great community and tourist hub where many children go to after school. It is safe to walk there from the school as there is the school crossing then straight over the rugby field without having to cross the busy gorge road and enjoy a book or colouring in a safe warm environment while their parents try to earn enough money to again pay the bills. Many tourists also come here as it's in town, safe and warm and they can use the internet and relax, read a book, to name a few.

What would Queenstown look like without these wonderful facilities. It would be a town void of locals and a heart. To make a community you need all people from all walks of life not just the people who earn a large amount of money but also the people that do the mundane jobs in town. For example the rubbish truck drivers, teachers to educate the children of the future, the workers on the ski fields on minimum wage, the people who work in the hospitality industry. Also all the support agencies in town that help make people live easier for example Happiness House, Frankton Lakes Family Centre and Salvation Army and all the churches and businesses that support these people. The park and ride system would make it difficult for families to go into town. It would make it hard to drop quickly into the shops. The town would only service tourists while the locals would be pushed out to Frankton.

Let's keep the community in the heart of Queenstown. The families and children of Queenstown aren't impressed by a fancy new council chamber, bus depot or the civic axis of the town. We also wouldn't care for paying for these very unnecessary developments with our rates. The QLDC should instead exist to support the community and acknowledge what we have is well used and value this not try and destroy all the community has built up over many years.

Yours sincerely

Alexandra Hide

DRAFT TOWN CENTRE PLAN SUBMISSION

Thank you for the opportunity to give feedback and for the work councillors and staff have already put in on the draft Town Centre plan. Much appreciated.

It is good to see many of the ideas and plans that have been percolating for quite a few years have been kept. I agree with the general tenor of your key moves and of what a liveable town centre should be.

As always – the questions are how to translate fine words into reality, what is the best mix of choices and resources for our community long-term and how can we pay for them?

My initial feedback - understanding this is very much just the start of community input - is as follows:

Community/Civic Heart

I see four slightly overlapping components of this heart:

- community – e.g. celebrations, commemorations, gatherings, school and public events like Kapa Haka, Diwali, rugby and netball awards nights, TEDx and Catalyst events, fundraisers, funerals, dance school shows, community discussions/workshops...
- cultural/creative – e.g. replacement Queenstown Memorial Centre venue (if QMC is bowled) for everything from Showbiz Queenstown and school performances to concerts and Michael Hill Violin Competition, rehearsal spaces, replacements for QPACT, QAS and other club/cultural spaces currently on the Stanley Street site, outdoor amphitheatre, art gallery...
- caring – e.g. community house function and groups such as Happiness House, Jigsaw, Wakatipu Youth Trust, Senior Citizens, Plunket, Playcentre (all currently on/near the Stanley Street site/Memorial arterial corner or, in the case of Happiness House, soon losing its downtown venue and the community house - not yet existing but much needed.)
- civic – council offices and library.

The only part of this community/civic heart currently promised a future in this draft plan is the council offices, described on page 15 as “a key catalyst for a community heart,” and perhaps a shopfront library (which couldn’t host the fantastic Poetry Month events planned over the next few weeks by your library staff at the library and QAS).

Could you please point me to evidence of anywhere else in the world that council offices have been such a catalyst? Having spent rather a lot of time over the last decade in the QLDC offices, I have never heard anyone describe them as such or hang out there to feel like part of the community.

Council offices are also the one use **not** allowed on the Stanley Street community purposes reserve. Public support for council to change the reserve’s legal designation through the necessary public process is much more likely if we know other vital community resources will either be there as well, or guaranteed elsewhere.

This plethora of possible uses - each of which their own proponents could argue persuasively for - requires a bigger, wider, separate and far better informed conversation than this process.

There is obviously not room on the Stanley Street site for all of these. To decide which are the most deserving tenants of this superb site on the basis of feedback on this document – with its lack of detail, clarity and compass – would be wrong.

This document also has a narrow view of the area that could be the “the community heart”. With some judicious planning and expenditure, the area could extend from Malaghan Library and the adjacent CAB building on the opposite side of the Stanley Street block, across from the current Playcentre site and corner reserve to Queenstown Memorial Centre and down Templeton Way to the council and library site. Even if you do decide to bowl QMC and council offices, much of this land could be better used than for just roadside, broad paths or an isolated green patch (as the page 19 diagram appears to show).

There is also the Wakatipu High School site - which hopefully will be developed as medium density housing, but the newish drama room/Robertson block could be a great community heart asset, albeit separate from this broader community heart zone.

Whatever arterial route is decided on in the end, council should ensure that this community heart is maximised and made as pedestrian friendly, attractive and safe as possible.

Arterial Route

Your document says that “a new arterial route is the key to unlocking our potential”. But it has to be more than a rat run around a tourist-oriented town centre.

I haven’t been able to find in any of the public documents, web information or queries of councillors the reasons why you have chosen the “preferred route” beyond unspecified “better urban design outcomes”. QLDC engineer Ulrich Glasner kindly met with a group of us and clarified that the latter was better visibility of the recreation grounds and better route alignment.

However, he also agreed that cantilevering the road over Horne Creek - to the opposite side, over the inside corner - would achieve both a good road alignment and the required road width, while leaving the QMC and council offices standing. Obviously leaving QMC standing would mean that you couldn’t see through it... many of us would consider that little price to pay, especially considering the opportunity cost.

In terms of traffic counts (unless you have new traffic counts that tell a different story over the past six months), the primary traffic diversion need is down Henry Street and out to Gorge road. We need to get people out of their cars, and cars out of town and into outskirt parking buildings. In terms of expenditure - the Fernhill/Sunshine Bay/Glenorchy population that the Man Street bypass would divert offers a very minor benefit in terms of its costs.

There is no cost benefit study, no route comparison analysis - absolute nothing to explain why the route through Queenstown Memorial Centre is so strongly preferred. There is no explanation of why an acute kink in the road to take it through the current council offices creates a good traffic flow (as per your page 19 diagram).

Before council, funders and the Queenstown Memorial Hall Trust committed to going ahead with the \$3.2 million refurbishment, QLDC’s Inner Links project and associated and subsequent analysis

had confirmed that the proposed arterial route would not require the QMC site. I trust that councillors have all taken the opportunity to read all this analysis and question their consultants and staff as to why this has changed. If so, I would love to hear as I have sought these answers without success. I think the community needs to know what has changed to justify the loss of a significant chunk of our community history and heart, at what would also be a significant economic cost.

Queenstown Memorial Centre

Your document speaks of the need for a community heart and community stories. There is no place that better articulates both heart and stories of our community than Queenstown Memorial Centre.

Queenstown Memorial Centre is where we gather to celebrate, commemorate, perform, enjoy, spectate, learn, discuss, debate and engage as locals who love this place. There would be few people who are part of our community who have not been here for some celebration, community conversation, concert, school performance, meeting, ball, workshop or some other event

And QMC tells our community's stories both historically and on an ongoing basis. From our fallen soldiers to those still standing and happily drinking at the RSA bar, to all the other gatherings as above that are in fact the beating heart you speak of.

When our community rallied to refurbish QMC from 2011 to 2013, it was acknowledged that we would one day need a new theatre. And that this would probably be an integral part of a convention centre (for commercial viability), and could well be out of town. But it was also known that QMC would still be needed as a downtown venue for all those things that bring community together. For instance, council's Town Centre Plan Pecha Kucha - which (with sweet irony) had to be transferred to QMC at the very last minute because no hotel could take the number of people who wanted to attend.

It is also a significant economic driver, being home to everything from conferences and Winter Festival events to the Harley Davidson tour, sports competitions and Queenstown Marathon.

We will always need a downtown performance and community venue. If the arterial needs to go through the QMC - and we haven't heard the arguments to persuade us on this front as yet - then replacement of QMC must be included upfront, with committed funding and timeline, in the cost benefit analysis of this route. To not do so would be to unfairly externalise the cost and make its timely replacement extremely unlikely.

Nowhere in publicly available council documentation is there a commitment made to this. CEO Mike Theelen was quoted in the Otago Daily Times as saying it would be replaced - but he is not the decision-maker and media reports can be denied. In the survey sent to Queenstown Interagency members for feedback, "performance opportunities/rehearsal space" was one of 14 options provided as possible priorities for the civic/community heart. The discussion document's page 15 says there is "an opportunity to consider community spaces that could interface with the Council office development, in a staged approach." Page 17 likewise doesn't mention a replacement venue as one of the "community heart" facility mix. Page 19 suggests one way of enhancing the recreation ground might be to "carefully consider the potential relocation or rebuild of the Memorial Centre".

The “Memorial Centre Challenge” on page 10 refers to providing more usable land. It will be interesting to understand how this relates to the diagrams on page 19, which (along with unspecified graphics of new buildings) seem to show a little section of green on the other side of the proposed new arterial. How usable and friendly would this be? Would it actually be taking land away from the recreation grounds? Would any such use be preferable (especially once cost benefit analysis has been done) to the existing use?

The question is asked, have we outgrown the facility? Certainly we will need another within the medium term - but not at the cost of or as a replacement for Queenstown Memorial Centre. And as organisers of community events in Queenstown know, there are far more calls for events for 50 to 300 people than 800, this latter size being primarily for a few conferences.

None of these mentions inspire confidence of a rebuild if you bowl Queenstown Memorial Centre. We all know the history of the ambitious Remarkables Centre proposal led by now Mayor Jim Boulton over a decade ago. We need definitive, funded and scheduled commitment to a timely replacement if you go ahead with your proposed demolition of QMC.

Looked at from the opposite angle – if the arterial were cantilevered over Horne Creek, thus saving both QMC and council offices – then the project would save some \$50 million from not having to build a replacement venue. Some of which could be used to rebuild/repair/extend the current council offices.

CONCLUSION

It is great to read the aims and aspirations for our beating community heart, stories being told, ending gridlock, building on our arts and cultural offerings because of their importance to our identity and community character, sense of pride and authentic New Zealand experience.

I am sure many of the details of how these will be achieved and how the look, feel and functioning of our town will be enhanced will be worked out over many council/community conversations in the coming year(s).

But they remain just fine, empty words if the only commitment you make is to creating a rat run around town and new council office.

The only guaranteed other outcome of your preferred route is the removal of the most storied beating heart of our community, without any commitment to its replacement. This without any public explanation of why such costs are worth the unexplained benefits.

Understandably, your discussion document and other publicly available documentation do not mention all factors involved in the multiple decisions that need to be made. Some of the more important of these include;

- That the costly arterial route and parking buildings are designed to alleviate growing gridlock - which is inherently a 20 to 30 year horizon problem, before technology and business overtake our current predilection for private car use and ownership.
- The lack of a spatial plan identifying where in the constrained CBD these multiple needs and wants, some conflicting and competing, could best be placed.

- Current council office's earthquake vulnerability (though not to the level of earthquake proneness) in one corner, in addition to your staff being spread over three offices, which might make you more inclined to bowl it.
- One landowner who could hold the community to ransom (Public Works Act solution?)
- The need within the medium to long-term for a bigger performance venue, though this need not be in the CBD and is likely to only be viable as part of a convention centre.

In the face of the above issues and those covered in your discussion document, you have valiantly tried to wrap up the resultant huge breadth of projects into your draft plan - but without the information and community conversations needed and not having the ability to bankroll it all.

Expensive prestige chain stores, visitor information centres and bars will not bring locals back into town even if you remove the gridlock. Nor make downtown "an authentic New Zealand experience". A beating community heart will. Council offices are not a community heart.

To get public support for changing the "community purposes reserve" designation on the Stanley Street site – as would be required to build a council offices on it – council will need to persuade our community that this heart will beat more strongly for the changes suggested. This argument has a long way to go.

To those who have read through this submission and not just the summary, thank you. I appreciate your time and attention.

Kind regards

Cath Gilmour

Queenstown Town Centre Submission, 3 August 2017

Thank you for the work that has gone in to this to date and for the opportunity to comment. Below are my comments along with my responses to some of the questions asked in the information booklet.

I request that the QLDC considers the following points when finalising the masterplan for the Queenstown Town Centre:

General

1. A bed tax would help pay to upgrade the Town Centre. Relevant Government MPs should be being seriously and publicly lobbied during the leadup to the election in order to get them to agree to such a tax. This is likely the best opportunity to present itself for several years that will enable Qt to achieve a bed tax.
2. The number one and immediate priority is having a traffic bypass operating, followed closely by increased parking (including for bikes) and drop off and pick up areas.
3. Elderly, injured, disabled, heavily pregnant people may need to be able to be dropped off and picked up close to their destination. Ensure that there are sufficient numbers of monitored drop off and pick up areas. Eg for locals taking elderly parents out to dinner.
4. The main library should be at Frankton with a hub at the cultural/civic centre.
5. A conference facility should not be paid for by rate payers. Bring a private developer on board for that.
6. In order to retain the historical nature of the Town Centre, amend some of the District Plan requirements for new buildings in the current downtown shopping area eg no higher than two stories in order to allow sunlight into pedestrian areas and to help avoid wind tunnels.
7. In order to retain and enhance the historical aspects of the Town Centre (which is part of its uniqueness), planning needs to be such that chain stores are discouraged from setting up in the Town Centre.
8. QLDC Council Offices should be at Frankton and should not be taking up precious town centre space. Having QLDC staff based at Frankton will decrease traffic immensely, both during 'rush hours', and throughout the day when council staff are going about their business. There is no reason that QLDC cannot operate effectively and efficiently from Frankton.
9. I would definitely use a Ferry & a Gondola. I would also take visitors on them because they are relatively unique and not 'everyday' experiences for most people.

The Traffic Bypass.

1. A new road through the Memorial Hall site does not concern me as long as the new hall facility is completed **prior to the existing hall's usage being compromised by roading works**. The hall does an adequate job and I appreciate the years of dedication and effort by those who have enabled its upgrades and extensions to occur, but a new building purpose built for the current environment and needs of the community would easily supersede it. Plenty of safe car parking close by is imperative. Many events are held at night and people, often on their own, must walk in the dark to their cars.
2. In order to comment more fully on the bypass, the maps need to be clearer.
3. Tourism operators take up public car parks at the One Mile Car Park so maybe a solution for this could be considered during the Town Centre Bypass planning process eg include an area away from the public area that operators could lease.

Transport Facility (includes Bus Interchange and Public Car Park, but no QLDC offices)

1. I prefer one main cultural/civic centre with a car park building in the location currently preferred – Stanley/Ballarat Sts.
2. Buses are noisy, their fumes are smelly, and people getting on and off crowd the footpaths. Ensure that the area is large enough and suitably screened in order that it can operate effectively and does not detract from the surrounds.
3. Include a secure Bike Park which should allow for a future increase in biking numbers. Workers should park their bikes in this park, and visitors could also, but there may be other bike stands for visitors strategically located at places where they may stop.
4. Many town centre public car parks are taken up by rental car companies issuing and receiving cars to and from customers. Bring in a bylaw to ban this and plan for enabling this activity adjacent to the bus interchange or in the new car park. This would likely include basic, small office spaces leased by the rental car operators. Operators should also lease a limited number of car parks each and keep the remainder of their stock out of the Town Centre, bringing them in as required. This is possibly what currently occurs, with the exception of paying for car parks they use. An area of the main car park could be sectioned off from the public for this purpose but cleaning or preparation of rental vehicles should not be allowed and must be done at the depot out of the town centre. This type of activity requires close monitoring as I have seen it get messy in some overseas centres but with tight controls and close monitoring, it is preferable to the operators using public car parks elsewhere.

Car Parks

1. It is important to have the parking directly off the arterial route but must be such that it does not detract from the surrounds.
2. Possibly have a sign at the three entrances to the Town centre showing which car park buildings are available/full.
3. Cultural/Civic Centre Park - the suggested car park numbers should be at least doubled to 800. There is no point having a centre that would hold daytime and evening functions if there are not adequate parks nearby for those attending.
4. Rec Ground/Memorial St Park – once again the park numbers should be increased.
5. Church St car park – in order to cut down on vehicles around this block, provide only reserved parks in this building and do not show it as a car park on any visitor information/google etc.

Cycling

1. There are no cycle routes shown so I am unable to comment on them but I still expect an opportunity to do so in the future.
2. On-road cycle routes need to be clearly marked both with vertical signage, and both lines and the cycle diagram painted on the road. Each cycle route needs to continue until it has delivered the cyclist to a logical point. The on-road cycle route along Frankton Rd could be painted with the cycle diagram immediately.

Park & Ride Park Locations

1. I would not use a Park & Ride but there are probably plenty of people who would if it is set up to solve a problem for them.
2. I am unsure if the Park & Rides are needed as it is not clear how they would work. Do the \$2 buses service these? Certainly, water transport could.
3. However, assuming they are required, they should not be located in key waterfront locations – people can access the waterfront via a path.
4. Kelvin Peninsula Park & Ride – The shown location appears to be Bayview. This area is too small to enable effective screening of a Park & Ride Park and it cannot carry the additional traffic movements. A Park and Ride would destroy the amenity value of this location. Locate the Park & Ride on land near the Golf Course/Yacht Club. Remove wilding pines, screen with natives. This solution does not detrimentally affect local homes or views. Peninsula Rd is not able to carry additional traffic other than what will occur with increased residential in the future. It is, therefore, imperative that a Park & Ride does not bring in additional traffic to this residential area. Eg Jacks Point/Hanley Farm traffic must be required to use the Frankton Beach Park & Ride and should be actively discouraged from travelling along the Peninsula for this purpose.
5. Frankton South Beach Park & Ride – this will destroy the amenity value of this location for locals and visitors who use the beach. Lake Ave/Allan St intersection has plenty of space for a well screened Park & Ride. This is far preferable to having increased buses & other vehicle movements down narrow roads to access Frankton Beach. A path can take users to the water edge – assuming that water transport can actually get in to the beach at this location.
6. Frankton Marina – a sensible location but not at the expense of public parks for those using the trail/ramp/café etc. A roundabout will be required on Highway 6A in order to enable safe access, egress.

Queenstown Bay Jetty For Locals

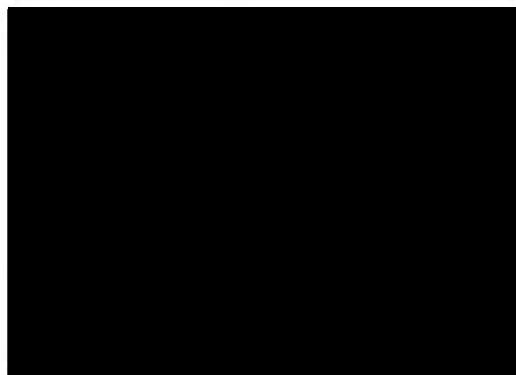
1. There have been plenty of times that we have wanted to take our boat into town, for example for a meal out, shopping etc, but there is nowhere that we can tie it to a jetty for an extended period of time. So we have taken the car instead, which does not help alleviate congestion. Are there any plans to have a jetty for locals to use? We could pay as for a car park.

MOST IMPORTANTLY

Please do not spend the next few years putting every little thing out for public consultation. I appreciate that QLDC requires the public to 'buy in' to the changes but things are at a critical stage and need to move forward rapidly. After receiving this feedback and prior to further consultation, I suggest taking the planning to a more developed stage in order that final planning can be completed soon after consultation, thereby, saving valuable time and Ratepayer money.

Thank you for considering these comments.

Di Williams.



4 August 2017

Jim Boulton and QLDC Council,
And Rebecca Pitt,
Queenstown Town Centre Masterplan Communicator
Gorge Road
Queenstown,

Dear Jim and Rebecca,

Re: Queenstown Town Centre Master plan: Written Submission re the Brochure that was circulated and the on line survey.

Thank you for the communication and events on this matter. I have filled out the online survey and have commented on that. I appreciate you getting back to me regarding feedback on this. I also had a discussion with Gareth on this master plan today and appreciate you getting Gareth to ring me and it was helpful.

In 2008 there was a detailed footprint developed by the Urban Design Panel of which I did master drawings for at time. Many of the issues in current master plan proposal were addressed then, see attached overall footprint within which all members of Urban design panel had their input at time.

At the time the Remarkable's Centre proposal was going before Clive Geddes Council but the scale of this and its in-appropriate location and scale was highlighted by all members of the Urban Design Panel then. Its scale for size of the town meant that this proposal could never proceed by the Geddes council and certain members of Council at time lobbied to get this scheme dropped and especially due to its 110 million min cost.

That history is relevant here in this current Masterplan.

With current Queenstown Central Masterplan Proposal the following Points need emphasised:

1. Removal of Memorial Hall is not an Option! Even if the building as it stands is not great, but it was identified in 2008 by Urban design panel as "an iconic site for such a purpose". It contains only fly tower in whole region. The building and its use could be upgraded and with a new main Auditorium added to where it stands, but with a tower to emphasise its civic connection to new civic axis. This building is part of town and the Recreation ground and must stay there. The Building can be vastly improved but its Location is Iconic! Don't replace this with mere tarmac!

2. The diversion loop road needs to go thru part of corner of G'Danitz property (only small part) and opposite. The plan as shown doesn't make sense at all. Maybe rugby club could relocate to current Council library building. But don't be silly with this diversion Rd. It doesn't need to go around Robin's rd. this is a small city. But if Lou G'Danitz won't budge then maybe it should go around Robin's rd. or other. Even bridging for safety under or over in these areas can be done but not the current stupid proposal. 9 years ago it was going around and the combined Council Building (scheme 15) at north of current council buildings in current carpark, was the go. It didn't launch either as Clive pulled out of mayoral race shortly after. But we have all seen many of these masterplans.

3. The Civic Core and open space is commended in the current masterplan, but don't make it another Remarkable' s centre. Keep its Civic functions but as a series of smaller buildings not massive, but without the major carpark like at remarkable centre. Then it will be manageable cost wise. The new QLDC headquarters building can be one of these buildings, but done to a sensitive scale. Library as another building opposite this but both opening onto civic square along with others as individual buildings to keep scale appropriate to Queenstown context.

4. The extension scheme change 50 of Cbd to Lakeview made no sense and was never supported. That area of land could be leased or sold by council. It will never be a conference centre as advocated under Van Eden administration. No one will ever shop there, but it's up for development as accommodation, but in a sensitive fashion, recognising the history of Queenstown that exists there in the Bach Crib architecture that should be preserved. That aspect could be keyed into by QLDC in any masterplan! As a positive, the Layers of history need addressed but are not as it stands.

5. The Axis to Skyline off Cbd is acknowledged as existing now. But can be developed, but it is secondary to main Cbd. The town Cbd needs to stay focused on the core and few people will walk to lake view etc. for shopping or other. Those are accommodation

6. The Waterfront as it stands is great. Not much needs done to this. This is Vibrant and works due to works done well 20 years ago

7. The Civic Buildings were eroded when then Mayor Warren Copper bought the Civic Centre buildings for Himself without any public Consultation. That eroded our civic heart, yet we are required as rate payers to pay for another one. This maybe history now, but this should never have happened and what are the safe guards to prevent a new civic core being purchased by a sitting politician and in closed meetings and doing this again?

8. The Scale of aspects of master plan: This is the most daunting aspect in terms of costs: the scale shown in this master plan will never be achieved unless it is handled in user friendly, rate payer friendly, but "piece meal" fashion. This is where many master plans in Queenstown Fail. As it stands this is not that user friendly. The 3d blocks shown in what was presented in town centre brochure do nothing to add to ratepayer understanding. They are cold and hard and in Particular getting rid of iconic Memorial Hall function with tarmac and the big scale new building blocks shown in 3d is wrong. Needs to be more sensitive to context to be read and understood.

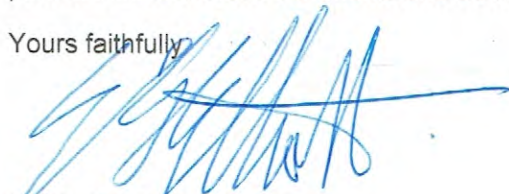
9. Many shops functions of Queenstown have already left due to poor accommodation by Landlords and Qldc of uses in the town. I.e. bookshops and Toyshops, and others like second hand etc. Who would set up now, if they don't have certain vehicle access, or Fer-berger hasn't taken over. The streets need to have Multi-Use Function, not pre conceived as it is. Please don't give any other parks to Fer-berger for their exclusive use like Vanessa did. But maybe Beach Street at O'Connell's should still be open to slow vehicles. It's a mish-mash as you have it, but not suiting tenants or users. Think of Diversity. Yes improvements need made paving street furniture in likes of Beach street etc. Make the town bike friendly too, with bikes for hire use, provided. The Cbd that is flat is suitable for bikes.

Most tourist accommodation is in central Queenstown, and consequently most tourists and family's that stay here demand the diverse range of shops that they might getting in other tourist centres .(I.e. without going to Mesta if in Venice). We have lost a lot of this variety of shops in our centre already! If you are staying here you don't want to go to Boring Frankton Remarkable Centre or Five mile!

I commend the work on a masterplan even if it has been somewhat rushed. We trust you will take into considering all of above comments and I attach plan from Urban Design panel 2008 and also my noted comments in your "We Want to Know "General Masterplan.

Indeed there are many people out here who care about what happens in Central Queenstown, and there is also a lot of experience here on what has happened and mistakes of past, but working towards a better centre of Queenstown. These are my own comments and family not NZIA. Can you please consider these comments and acknowledge receipt and refer to attached.

Yours faithfully



Edwin Elliott And family

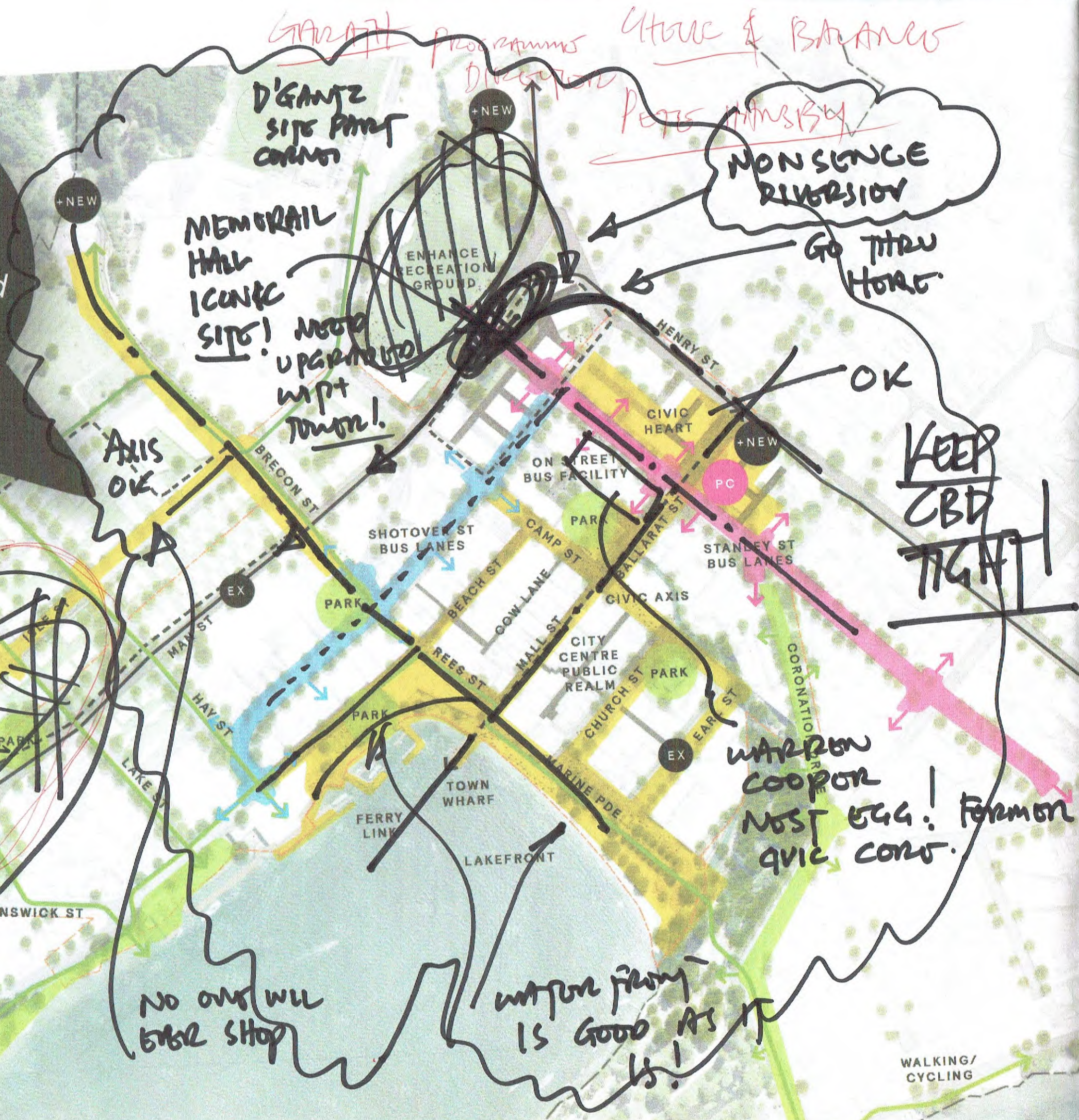


WE WANT TO KNOW

Do the preferred options included here address the challenges facing the town centre? Have we missed anything?

COUNCIL SHOULD LEASE OR SELL OFF BUT NOT MANAGED WELL BY PAST COUNCIL

THOSE ARE HOSPITAL WATERS HOME



----- Original Message -----

From: CHRISTOPHER STREAT

To: Queenstown Playcentre

Date: 02 August 2017 at 21:54

Subject: Elisabet Streat submission

Dear QLDC,

My submission is in opposition to the new town centre plan. My name is Elisabet Streat and I have been involved in Queenstown Playcentre as a parent and teacher for over 15 years. My two children went to preschool there and my daughter is also a very keen ballet dancer and uses the Qpact rooms.

The Council's plans make for uncertain futures for families, children, artists, musicians and dancers, an economically vulnerable group in our society.

Qpact buildings- These buildings are used by many community groups including artists, potters, musicians, singers, dancers. These people, children and adults use these rooms daily. QLDC should support these community groups as it's very challenging to find any affordable venue at all in Queenstown, the Qpact rooms are in such high demand. My daughter uses these rooms several times a week and her ballet teacher wouldn't be able to teach without these rooms with wood floor, mirrors and barre.

Playcentre building- Queenstown Playcentre supports fifty or more local families at the moment. Playcentre is an early childhood educational facility on Ministry of Education land. Playcentre in addition to being a pre school, offers support to local families in many ways including parenting and breastfeeding. Many visiting families (tourists) join us during sessions, being an affordable, safe and warm facility where parents and their children can feel at home. It is rare in this money hungry society that the children can enjoy our spacious facility and playground that even offers winter sunshine. I feel proud of a community that puts children and their families first!

Playcentre is also used as an after school facility which supports an even larger group of local working families. Our location is ideal for them as the children can walk from school to Playcentre and parents can easily drop in and pick up.

Other community groups also use Playcentre, church groups, Japanese language groups. We provide an affordable, safe and attractive venue and a valuable asset to Queenstown.

Queenstown Memorial Centre- This Centre was refurbished only four years ago! Let's not throw this away. Again this is another central and affordable venue for even smaller community groups can afford to use that would otherwise be priced out at a larger more expensive venue.

My daughter participated in three different dance shows at Queenstown Memorial Centre last year. We have very strong connections to our Memorial Centre.

Queenstown Library- is another great community and tourist hub where many children can walk across to after school themselves, without crossing busy Gorge Road, and enjoy a book in a warm safe environment. Many tourists come here to relax and use the internet or read a book.

What would Queenstown look like without these wonderful facilities. It would be a town void of locals. The park and ride system would make it difficult for families to go into town. It would make it hard to drop quickly into the shops. The town would only service tourists while locals would go to Frankton instead.

Lets keep the community in the heart of Queenstown. The families and children of Queenstown arent impressed by a new fancy Council chamber, bus depot or the civic axis of the town. We also wouldnt care for paying for these very unnecessary developments with our rates. The QLDC should instead exist to support our community.

Yours Sincerely

Elisabet Streat

Email feedback from Karen Boulay

Please see my following thoughts on the plan

- Firstly, the document is almost illegible to the average person. The maps are confusing. Page 8 in particular, what does it mean? There is no need to use words such as spatial framework, dream big or fine-thing the vision. Offer the facts without the gobbledygook. What and where is the circle on page 9 which says Memorial Reserve?
 - There are no alternative options available for contemplation eg where would the Memorial Hall be repositioned if it was to be demolished.
 - The proposed arterial route through the Memorial Hall and continuing up Memorial St etc does not appear to have any consideration for our elderly. Their rooms will be compromised by a potential lack of parking close by and difficulty of pedestrian access bearing in mind many members have mobility problems. On page 15 it states "we have a rich history but we don't tell our local stories". It is unlikely demolishing the RSA or interfering with access to the WCSA rooms will help this situation. These are where the stories are and the elderly locals especially need to be treated with respect. These are among the very people who will find your brochure incomprehensible.
 - There is no need to mess with the recreation ground. It is what it is, somewhere to play rugby. With the proposed water station to be added it is hardly a tourist attraction. Perhaps the idea of putting an underground car park there with the grounds on top of it should be revisited.
 - Serious thought should be given to the town's zoning. There is no mention of the fact a Council building does not fit in with the zoning of the site. Squeezing in an Arts Centre will not help.
 - Likewise, the matter of where new high density zones are created should bear in mind us 'Locals' still live in these areas. It is very disheartening to see our neighbourhoods being turned into ghettos, no street cleaning, inadequate parking for the number of people per apartment, noise etc. Leave us somewhere in Queenstown and keep The Queenstown Gardens area high density free, this area is sacrosanct, it does not need more people treating it with disrespect.
- Finally, my suggestion in the next step of the consultation is for the affected groups to be targeted and a relevant Council staff member actually go to them for a verbal encounter / question and answer session pertaining to their areas of interest.

Regards

Karen Boulay



Email feedback from Scott Newey

I am very much for the retaining of the Playcentre at its present site on Stanley street.

My wife and young son use the Playcentre on a regular basis. Its excellent for us with no close extended family and a great place to meet other similar mothers and children.

The Playcentre on Stanley street is the heart of the community for families with young children.

With the population growth Queenstown is experiencing, many with young families the location of the Playcentre in the CBD is a valuable town asset.

The Playcentre building set up perfectly for the children's needs, and the huge sunny outdoor area with play equipment is priceless to have in the towns heart.

The Playcentre is in the towns heart as it should be. Providing easy access to get to by way of bus or motor vehicle, with safe off street parking.

Queenstown Playcentre must not be over looked in this planning process!

Building new council offices on the Playcentre site will not create a town heart.

Yours faithfully

Scott Newey

Ratepayer

Emailed feedback from Phil Whitaker

Hi,

We bought our apartment in The Point in April 2016. We spend six months in Queenstown every year and I generally play squash every day so I would be heartbroken if there were no squash courts. Please ensure that Squash is included in The Plan.

Best regards, Phil & Bryanna



Best regards, Phil

Phil Whitaker



Thank you for accepting my late submission.

Page 5. "Queenstown Town Centre," imagine. 'The Big Picture'.

If this valley is to have the predicted population of present day Tauranga, 125,000, by 2050 then every piece of flat and hilly land between Glenorchy, Kingston, Nevis bluff and Arrowtown will be covered by asphalt, concrete, or a roof, with tiny patches of token greenish between. Is this really the future for this beautiful basin? Is it inevitable? Is this what the people want? 'You can't stop progress'. Who keeps saying that? It's baloney! More or new is not necessarily 'progress'. Depends on one's definition of progress. Possibly/probably Wanaka, with it's huge, wide and open spaces, will be the city and international airport. A scenic and spectacular monorail will connect to Frankton Transport Hub and then on to Queenstown, the tourist epicentre. Queenstown airport will be much smaller in area and will service local tourist traffic. Fixed and rotating wings for sight-seeing and sport. The remaining airport land will be a major road transport hub. Driverless electric vehicles will ferry people about using an Uber like system. Few people will own a personal vehicle. A golfcart equivalent perhaps. In fact, anybody born now, and from today, will probably never drive a vehicle. This transport revolution is before us and along with current breakthroughs in battery technology(pun intended), the impact will cause major societal and lifestyle changes. In 5 to 8 years the revolution will be arriving with significance in the cities of the world and soon after into the regions. We need to consider these extreme changes as we plan our foreseeable future. If we build parking buildings to last 50 years they will probably be redundant concrete derelicts in two decades. If we create car park buildings they must be designed to be convertible into second use. Nowhere in this 'Big Picture Vision' plan do I see any mention of these imminent and hugely significant transport and technological probabilities.

Page 5. "Long range forecasts predict international visitors to our region will triple by 2026'!!! So, we're headed head first into mass tourism then. Is this good for us and the country? Do we want 3 million visitors each year?How can we cope with that scenario? 8 years away. Shit, let's hope the Kawarau bridge is finished.

Page 6. 'Liveable Town Centre'. Alfresco tables and chairs have little picket fences outlining the paid-for space. It's done in most other places as I'm sure we've all seen. What happened to the

hanging flower baskets and planters that used to adorn the Mall? They were initiated and maintained by Mrs Lorraine C. and friends, when she was Mayoral consort if I recall correctly. Retailers need to show some pride in their/ our, environment. Some do of course but it's pretty rare. Building owners, and or leaseholders, need to maintain their buildings and, for example, accommodate rain runoff rather than the water waterfaling onto the footpath as happens at various buildings presently. Just a couple of examples to improve the downtown experience. The ideas and aspirations outlined on this page are a good discussion points but I've not the time to write in this forum.

Page 9. 'Arterial Routes'. I do not agree with the route as shown on Page 19's top illustration. I do much prefer the bottom illustration route. Retain the Memorial Centre. See my comments later in this submission. The by-pass going up Man St. must include a ped. tunnel under the road to link lower Brecon with Upper Brecon. One problem we have is access to Queenstown Bay from Kelvin Heights and Jacks Point. It is a long trip around and adds traffic numbers to the Frankton Rd issues. For these residents to be able to drive and park at an area before the peninsular golf course and walk or cycle to Park St. and in to the CBD, would be an excellent solution. There are two ways. A bridge across the Narrows is out of the question. One way is to walk or cycle on the surface of the water but executing this option has some difficulties, especially when it's windy, however there is another, an exciting and fantastic option. A transparent flat bottomed walking and cycling friendly pipe constructed on shore and then submerged, a-la Auckland's Kelly Tarlton Fish 'Tank' (we have the technology), and anchored to the lakebed with a ? \$2 toll at one end. It also completes the cycleway complex as a loop track. It could be sponsored even. "Skyline Waterway". Cardrona Skifield have a new enclosed learners' lift which is similar in idea. Being able to view the lake life and the boats above as well as providing a practical part solution to traffic issues, a cycle experience enhancer and a tourist 'must-do', means surely this idea has much merit and deserves serious consideration in the context of this Town Centre conversation.

I think consideration should also be given to a Tucker Beach Rd. ~ Gorge Rd connection. A route such as this would have a major positive effect on the congested Frankton Road situation and would future-proof vehicle movements in and out of CBD. Considering the fact that NZTA are going to redesign the Shotover Bridge / Tucker

Beach intersection, this is the ideal time to plan this extra arterial route. It is a major project in itself but it will need to be done at some stage in the not too distant future as it is the obvious solution to many difficult Frankton Rd. transport problems. 125,000 pop. by 2026/30?

Page 10. Cycleways. need to be adjacent to footpaths not roads. Cycle v pedestrian = First aid \$50. Cycle v vehicle = hospital \$2000+-. I don't think any on-road cycle routes are acceptable. A thin white line between cycle and trucks/ truck-trailer units/40seat coaches/Airport shuttles with trailers/ utes/campervans/ etc, you get my point, does not instil confidence. This feeling of vulnerability prevents many people from being bicycle commuters, i.e. along with hills and weather conditions. Affordable E-bikes will help immensely with the hill deterrent. Bicycle shelters placed at various points around town will assist and encourage the cyclist and stop the current trend where almost every post has a chained bike hanging off it.

Page 12. Parking~ More off-street? Yes. Willing to pay more for closer? Maybe. I live in Queenstown Bay but just a little too far to walk, carry groceries, and do my town chores. I walk for pleasure trips to town but for business I have often Gorge Rd, and CBD and time is of the essence, so I need to take my car. For me 1hour parking everywhere in town would be great and I'd be happy to pay \$1. I could get my chores done even if there's a post office queue. If Man, Stanley and Earl were the 1 hour = \$1 boundaries and outside them was for longer, except the Gardens for example, parking, then the turnover of parks in CBD would be constant. It's confusing at present with such variety of time limits. One needs to first park then alight , find the restricted time limit sign and if it's 15mins and it's not enough time anticipated then one needs to move and find another park. It is so frustrating. Keep it uniform and simple 1Hour \$1 everywhere CBD. Longer term and all-day (special price monthly pass)peripheral parks can be paid for too of course. Would I use park 'n ride? Nope.

Page 14. Water transport. Ferry service. K river to Qtn Bay. Do you mean with a \$2 fare?? Same as the buses. Public transport. Would I use? No. In summer I mainly use my motorbike which is extremely efficient, economical and jolly good exhilarating fun. An element of vulnerability with consequences for error but still much fun. What services at transport facility? Yes, all that are mentioned except the damn café! Why do we think we have to put a coffee house

everywhere? Cycle shelter, toilets showers yes. Hot loos, cold showers.

Page 15-16. I think the best place for a new Council building, and we do need one, and I agree in Queenstown not Frankton, is where the existing building is!! The present library is well used so I submit a building with a library, arts centre and gallery, display space, Conference amenities, performance, rehearsal space. All interrelated and symbiotic. Maximum utilisation. And I suggest a Tea House rather than another coffee house. Start the build where the Council carpark at the back of the building is. Can those big trees be used for firewood? Build all the way along to the end of Boundary Street car/camper park. The big shame is that the three properties at the other side of Boundary and adjacent to Horne Creek, all came up for sale in the last year or so. If they had been purchased by Council they would give access to the Creek from public land and allow a larger building. Too late now. Or is it? Maybe there is one last bold chance before they are gone from the equation of public use forever. I understand this is not in keeping with the concept and proposal of a Stanley Street build however I consider the location and development possibilities to be better. It's the best location for any conference facility as it opens onto the Rec. ground. This location has corridor views to Coronet Peak, looks towards the setting sun and is a safe walk anywhere, is close to a large supermarket, fringe parking and has ease of egress 'n regress off a main road-Gorge. And it's a big, long currently empty space. Yes, it's a car park but... Can still have a park space underneath part of the building. Open up Horne Creek. Redirect it out into the Rec Ground to gain many more m2 for the development. There is much room there which is a little boggy and unused anyway. Firewood for the willow weeds and replace with more appropriate plantings, let in the light and sun. From the building, terrace down to the Creek. Great outdoor space for events. The large tiered steps down provide seating to watch a stage on the grass or alternatively provide the stage to view from the grass. The Northerly (maybe N/W) end where the creek runs through is unused. Horne Creek is a tohunga and a gift this town neglects. Every village in the world would love a stream running through it. We have one but apart from the lovely Village Green, poor old Horney is lost underground or behind buildings, inaccessible and overgrown. It's unforgivable that the Outside Sports building did not incorporate this wonderful waterway that travels right through their northern yard, in the

design of their building. Look at it now. It's abused, messy, unkempt and disrespected by those properties. Go have a look. Wasted opportunity to enhance and nurture the waterway. Developing the aforementioned Boundary Str. site by the Council is the great chance to open the creek all the way from far end of Rec ground to Memorial Drive lane. 'Creekside' Campervan site have enhanced their property of which Horne Creek runs beside, by native plantings and general beautification and respect of the waterway. It is wonderful. Go have a look. No, really, seriously, please you administrators working on this project, Just give Mrs. Erna a call and arrange a time for you all to walk along Horne Creek to 'Creekside' in Robins Rd. and check it out. Research. Horne Creek is under Athol St car park too. Wasted. Village Green Two? I understand this proposal has the dilemma of how to use the Stanley St. site. I have no problem with private enterprise using it for low rise development possibly including a lower level carpark. This would help Council funding of the Boundary area building.

Page 17. The Mall is too cluttered. Pedestrians trip over tables, chairs, sandwich boards, flatboards, buskers and each other. I like the seating. They are oldish now but comfortable. I also enjoy the schist rock, raised planter beds, especially in full bloom. The retailers and bars appear to be in competition with each other to be the loudest and then there are the amplified buskers who can be heard two blocks away. The Master Plan asks how we can enhance the downtown experience and attract a wider demographic, more local people and residents. A couple of retailers have enhanced their shop fronts with flowers. Others fly cheap flags and put their tacky signs in the way of pedestrians. Where are the pink notices? Do they not apply after 6pm? Along with parking and traffic issues these are reasons many people who are residents do not visit anymore. I run into long lost Queenstowners occasionally when I'm in Frankton Flats. 'Hey, long time no see. Do you ever come to town anymore?' 'No, not even New Year's Eve. Don't like how it is now.' They've lost the 'love of the Bay'. As Trump would tweet, 'sad'. I know some of these issues were addressed last year through the 'Nuisance', and other, bylaw consultations. The questions on this page ask about the Mall pedestrian connection to the waterfront. Walking the Mall is usually a noisy obstacle course. Extend the Town Pier. I give a cautious maybe but what is envisioned? "Promote a premium open space destination experience" at the

Stanley St site. Yes, but imagine the possibilities to accomplish this ambition at Boundary St. So much more potential.

Page 19. The Rec. Ground. An important facility, but, could we design a new and better sports ground, club buildings, squash courts, in the High School grounds once they move? Half of the present Rec. Ground and peripheral space could then be redesignated. To what? Well, open to ideas. The present clubrooms could redesign to connect with Memorial Centre and span Horne Creek to be part of the new Council, art, performance, conference etc. building.

Page 20. 'Celebrating our Lakefront'. Please refer to my submitted extensive and comprehensive essay from 2015 regarding council consultation on "Queenstown Bay Foreshore Reserve Management Plan 2015".

Page 21. 'Our Streets and Lanes'. I've not time to write my responses to the many good questions asked by this section but I would welcome participation in a verbal discussion situation if that was in mind in the future as this project progresses.

Page 22. 'Bringing it all together'. I think now is certainly the time for this discussion. We need a plan based on a vision. It is probably our last chance to have any meaningful control over the future development of our, and future resident's, town. I agree with most intents as outlined in the document. I do have reservations with certain aspects and intentions however. As to be expected of course. 'More people focussed town centre?' a qualified Yes. 'Type of street upgrades?' Less clutter, less amplified noise, no sandwich or flat boards, areas of quiet. Presently there is nowhere to escape from music emanating from retail, F and B, or buskers. The Gardens and St. Omer offer some quietness yes, but not even on the beach most summer days is free of musak. Thump! Thump! Bang! Bang!

Page 23. 'Next Steps'. 'Present the refined options to our advisory group, key stakeholders and investors'. Please, who are these people.? Are their names available anywhere? 'Who Pays'?

Departure tax, tolls, visitor levy, gst refund from central Govt., small % rates increase and a large contribution from CBD businesses and property owners since it's their front yard being enhanced and considering a nurse living in Glenorchy will be contributing financially in some way, the businesses need to contribute more than most others.

I certainly hope this can be accepted as a late submission. I apologies again.

Thank you, Evan Jenkins,





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REMARKABLE SWEET SHOP

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Collective

Queenstown Town Centre Master Plan response from Gary Todd to QLDC Questionnaire. 3/8/17.

I Gary Todd a QLDC Resident and Registered Architect of 40 years practice experience support the new Arterial Routes and this should have the most weight and priority as these are crucial to establishing the proposed spatial framework of the Town Centre. The intersection of Henry Street, Gorge Road and Memorial Street however can be better resolved. Traffic congestion could be controlled better if Isle Street, Robins Road, Boundary Road, Gorge Road and Memorial Street were also used to create a large round-about with the Recreation Ground central as a way finding pivotal point with new enhanced open green space raised to Gorge Road level plus underground car parking below new turf to support greater recreational, public events and community use. This opportunity can be created by following the Queenstown Recreational Reserve Management Plan policies, in particular Policy 11 which notes that land could be redesignated under the Public Works Act and reclassified under the Reserves Act 1977. I believe this a bold but appropriate change to make to meet the challenge of future growth that is missing in the new Town Centre. This is a key move that needs to be discussed and included in the Queenstown Town Centre Master Plan.

4 years ago in August 2013 I identified to QLDC that a Master Plan for the Town Centre was missing and provided Master Plan diagrams along with a Convention Centre Design when Convention Centre public submissions were able to be made. I will make the same drawings available again that in principle reinforce and support the future vision of a New Town Centre. These drawings illustrate a similar approach with the same Arterial Routes, same location of Civic Buildings on Stanley Street, same Civic Axis to Lakefront, similar green links through the Town Centre. The main difference however is the future growth of the CBD and Town Centre needs to be larger as illustrated on the map sent to the QLDC by email with a copy of this response. The Town Centre vision needs to be all the land from the Lake front up to the Arterial Routes and including the Recreation Ground and land bounded by Isle Street, Robins Road, Boundary Road, Gorge Road and Memorial Street. Ultimately this transport and parking solution can support a full pedestrian mall for the Town Centre. This is where only essential vehicles for emergency, services, and public transport can share the Town Centre. This visionary approach can celebrate greater pedestrian use by residents and visitors with environmental awareness where the well-being of people and a sense of place are paramount.

This is where the character and identity of our past history and aspirational future can best prosper. In short we have the opportunity to restructure our Town Centre to best reflect who we are and what is important to us. Architecture and Landscaping can then follow with human scale, diversity, character, and environmental sensitivity so that we can all be proud of leading the way forward. I strongly support this type of visionary approach as it also reflects how I practice Architecture in our community. I appreciate that this Council has approached the public with a desire to promote ideas listen and respond to feedback. This Council appears to have put the right steps of consultation in place to make progress happen in a logical manner with a strategic plan and tested business cases.

Memorial Hall facilities could be added on the Stanley Street Site, if the existing building is to be replaced and not located adjoining the Recreational Ground in an alternate nearby location. I have a different proposal to enhance the use of the Recreational Ground as noted in question 9. I seek this option to be discussed with the public as further consultation with options to consider.

I propose greater continuous linkage between all green spaces as an Ecological corridor from Queenstown Gardens following Horne Creek through the Town Centre Village Green to the pivotal and largest green open space of the Recreational Ground and back to connect to Lakefront Ferry points as a circuit for residents and visitors to walk and cycle and enjoy a stronger connection with nature which is one of the main resident and tourist attractions with Queenstown to be fostered.

Queenstown Town Centre Master Plan response from Gary Todd to QLDC Questionnaire. Cont'd

I support the Civic Axis from the Stanley Street site for Civic Buildings down to the Lakefront. This has been proposed before in my August 2013 public submission regarding Queenstown Sustainable Development and use of QLDC sites. Please refer to my proposal of a Proposed Convention Centre on Gorge Road as an example of Civic Architecture adjacent the existing Council Offices. This proposal sought to build on an established community heart location developed from events held on the Rec Ground. This proposal was short listed by the QLDC Convention Centre committee and reflects an understanding on what could have been part of a community heart to create a special "sense of place". I believe a community heart can be created where buildings and the public spaces between buildings are in context with each other to enhance the Public Realm. In doing so they can enrich the lives of the people who live, work and play in the Queenstown Town Centre. This is the challenge and the reward of getting the New Town Centre Master Plan correct and appropriate to best reflect our community heart.

I support the Lakefront development proposals in particular the greater use of Ferries to the Town Centre to provide alternative transport options to reduce congestion on roads.

I believe that the Town Centre land area needs to be increased in size from the Lake front up to the proposed Arterial Routes to include the land bounded by Isle Street, Robins Road, Boundary Street, Gorge Road, and Memorial Street so that the Recreational Ground and surrounding land is included in the Master Plan. This can further enhance and celebrate a central green open space with better use as a multipurpose recreational facility that reflects our environmental, cultural and heritage values plus at the same time provide an extra option to address traffic control and parking issues.

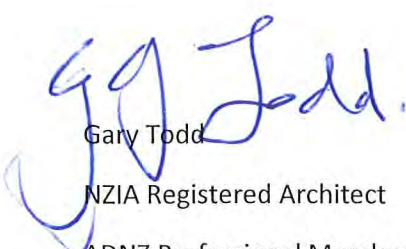
My proposal is to add to the Town Centre vision by providing an environmentally sensitive solution as transport and parking issues appear the main driver for future change. It is how these changes are managed and negative effects are mitigated and opportunities taken that will define our success.

My proposal is to create a new enhanced Recreational Ground level with Gorge Road with new turf for multipurpose use surrounded by new specimen trees and landscaping. This will allow for 2 levels of underground car parking underneath the upgraded Recreational Ground with ramped access to link with the surrounding roads. This location is on the fringe of the existing CBD and should be part of the proposed New Town Centre.

In conjunction with this Recreational Ground proposal a multipurpose building could be added instead of my former proposal for a Convention Centre on the Gorge Road Carpark. This building could also be a replacement for the Memorial Hall and Rugby Clubrooms which are intended to be replaced in the majority of options within the Town Centre Master Plan suggested for feedback.

I would like the opportunity to discuss all these options with the Council, Advisory Board and Public so that more detail can be provided for a fully informed understanding of my proposals if possible. Collaboration could be the key to success for the Queenstown Town Centre Master Plan to work.

PLEASE NOTE: Further information is provided on 6 diagrams to support my proposal response.



Gary Todd

NZIA Registered Architect

ADNZ Professional Member

NZGBC Green Star Practitioner

BRINGING IT ALL TOGETHER

This plan shows how all of the proposed projects complement each other to transform the Town Centre.

-  Proposed new arterial route
-  Stanley Street / Public Transport Route Upgrade (arrows show pedestrian connections)
-  Shotover Street / Public Transport Route Upgrade (arrows show pedestrian connections)
-  Public Realm (Street and Lane Upgrades)
-  Potential new off street car park locations
-  Existing off street carparking buildings
-  Project Connect
-  Walking and Cycling Routes
-  Proposed new town centre area

FUTURE
QUEENSTOWN TOWN CENTRE

QUEENSTOWN LAKES DISTRICT COUNCIL

WE WANT TO KNOW

Do the preferred options included here address the challenges facing the town centre?
Have we missed anything?



MASTER PLAN – QUEENSTOWN SUSTAINABLE DEVELOPMENT

OVERVIEW

CBD



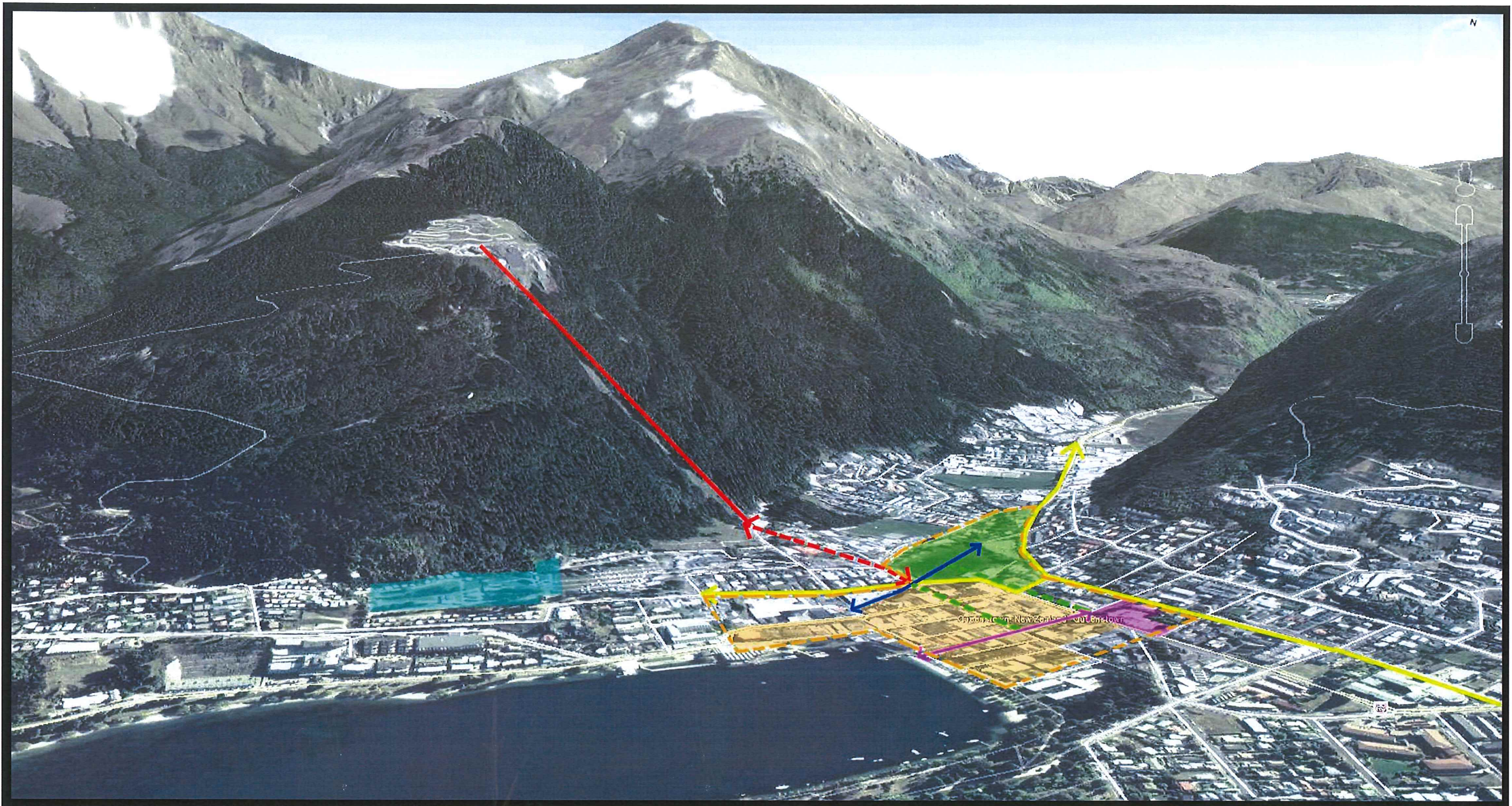
SITE 1: LAKE VIEW



SITE 2: STANLEY STREET



SITE 3: GORGE ROAD



POTENTIAL SITES FOR SUSTAINABLY DEVELOPING COUNCIL RESOURCES WITH ECONOMIC, ENVIRONMENT AND SOCIAL RESPONSIBILITY

-  Proposed Gondola link
-  Existing Gondola Route
-  Future link Arterial Route
-  Existing CBD Area

-  Public space to Lake front axis
-  Public space to Civic Buildings axis
-  Civic Buildings to Lake front axis
-  Proposed Future Growth of the CBD

MASTER PLAN – QUEENSTOWN SUSTAINABLE DEVELOPMENT

OPTIMUM USES

CBD



SITE 1: LAKE VIEW



SITE 2: STANLEY STREET



SITE 3: GORGE ROAD



SITE 1: LAKEVIEW (RESIDENTIAL PRECINCT)

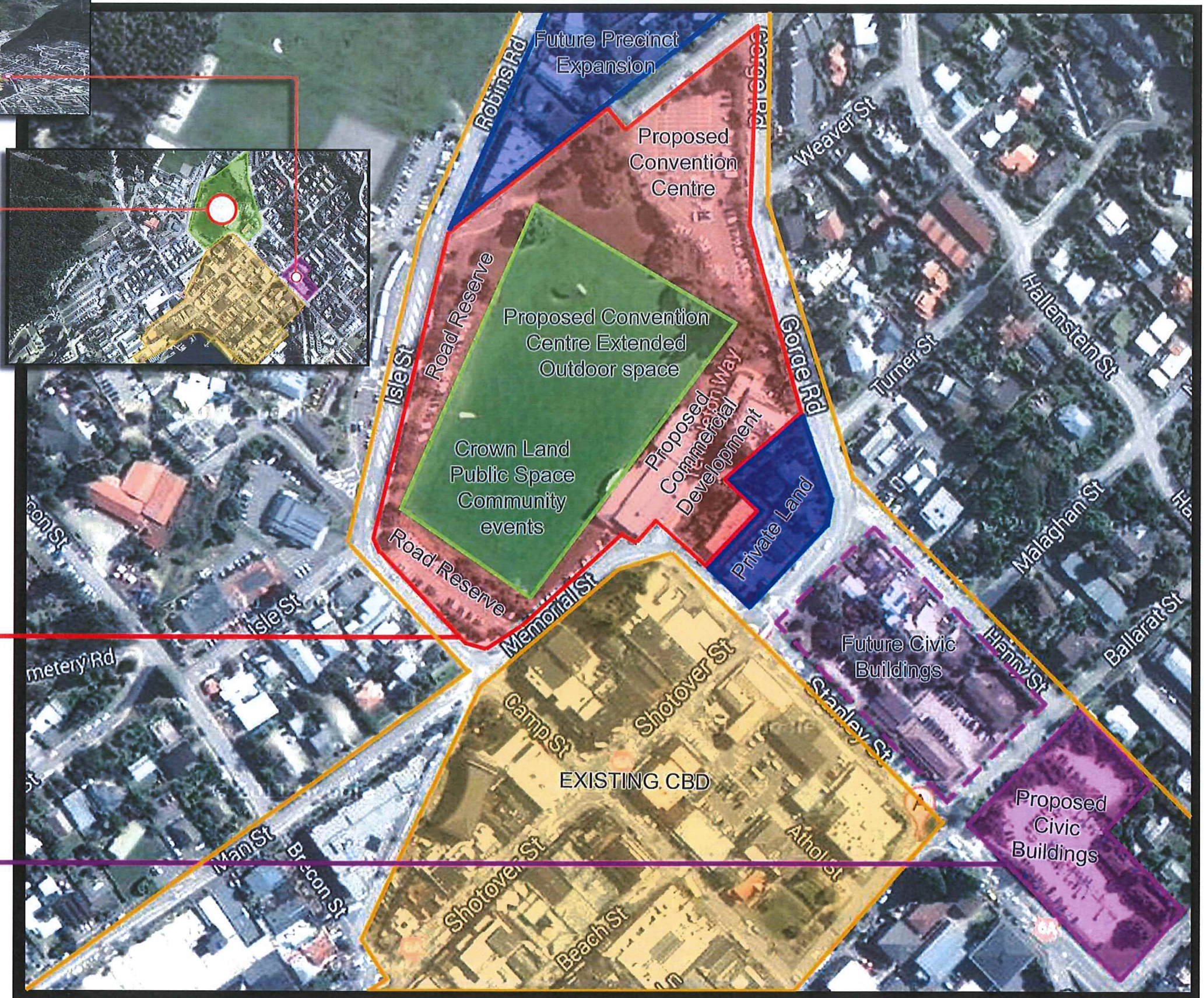
HIGH DENSITY MIXED USE RESIDENTIAL DEVELOPMENT INCLUDING LUXURY HOUSING, HIGH RISE APARTMENTS, AND AFFORDABLE HOUSING COMPLEX, CARPARKING AND OPEN SPACE. REVENUE FROM LAND SALES USED AS A COUNCIL CONTRIBUTION TOWARDS THE FUNDING OF A CONVENTION CENTRE.

SITE 3: GORGE ROAD AND RECREATIONAL GROUND (CONVENTION CENTRE PRECINCT)

CONVENTIONS, CONCERTS, CONFERENCES, THEATRE, COMMERCIAL DEVELOPMENT, HOTEL, CASINO, CAR PARKING ACCOMODATION, RETAIL, TOURISM, SPORTS AND RECREATION EVENTS, COMMUNITY EVENTS, PUBLIC AND TRADE EXHIBITIONS, COMMUNITY MEETINGS AND OPEN PUBLIC GREEN SPACE AND MULTI-USE FACILITIES ALLOWING FUTURE USES

SITE 2: STANLEY STREET (CIVIC PRECINCT)

CIVIC BUILDINGS OF MIXED USE INCLUDING COUNCIL CHAMBERS, COUNCIL OFFICES, LIBRARY, ART GALLERY AND PUBLIC CAR PARKING. (LIMITED ECONOMIC VALUE AS TO BE USED FOR COMMUNITY PURPOSES OR GIVEN BACK TO NGAI TAHU OWNERSHIP).



Future Growth of The CBD

MASTER PLAN – QUEENSTOWN SUSTAINABLE DEVELOPMENT

CBD REVITALIZATION

CBD



SITE 1: LAKE VIEW



SITE 2: STANLEY STREET



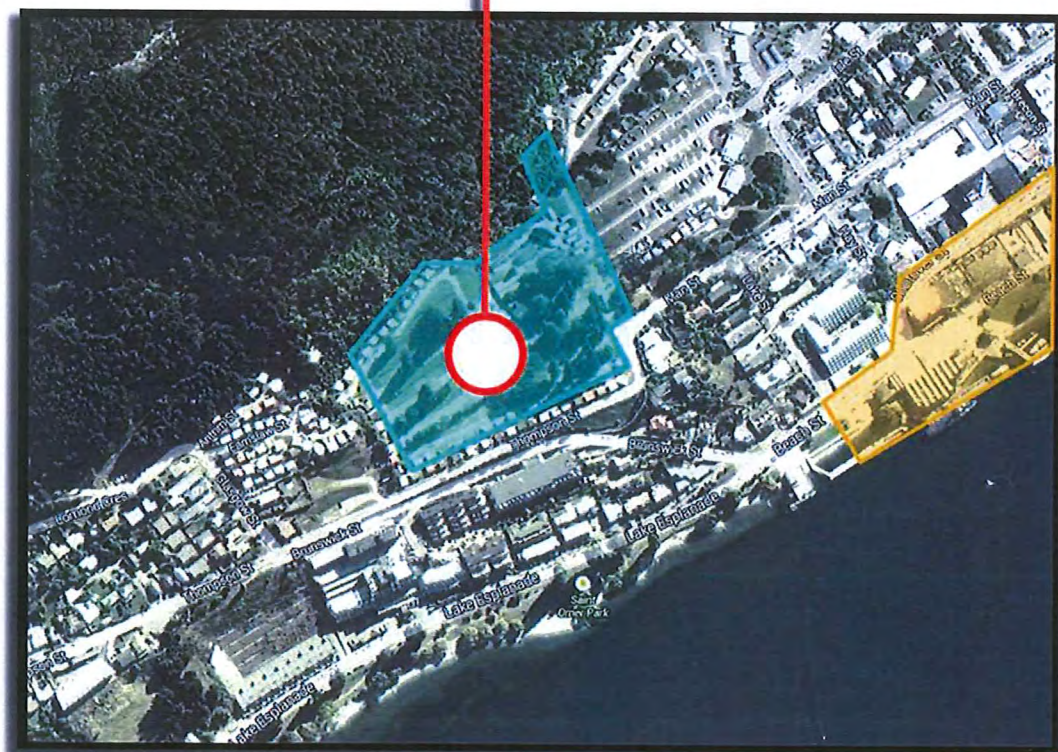
SITE 3: GORGE ROAD



OVERVIEW OF SITES

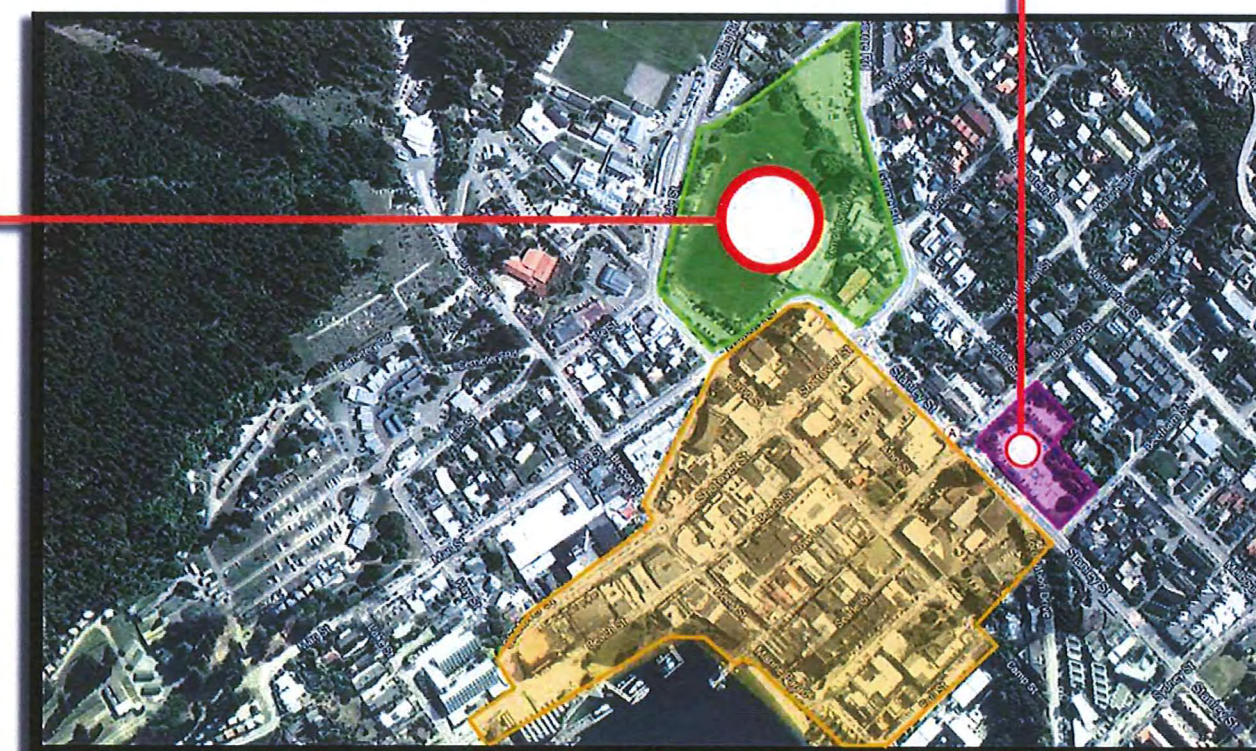
SITE 2: STANLEY STREET

THE SITE ADJOINS THE CBD AND OFFERS A DESIRABLE CBD CONNECTION FOR THE CREATION OF A CIVIC PRECINCT.



SITE 1: LAKE VIEW

THE SITE IS ISOLATED FROM THE CBD WITH PHYSICAL BARRIERS OF LAND FORM IN TERMS OF BEING AN ELEVATED PLATFORM THAT IS UNLIKELY TO EVER BE CONNECTED TO THE CBD.



SITE 3: GORGE ROAD AND RECREATION GROUND

THE SITE ADJOINS THE CBD AND OFFERS A DESIRABLE CBD CONNECTION FOR THE CREATION OF A PROPOSED CONVENTION CENTRE PRECINCT IN CLOSE PROXIMITY TO A PROPOSED CIVIC PRECINCT AND LAKE FRONT AND MOUNTAIN ACTIVITIES OF THE WIDER CBD. THE EXPECTATION IS THAT THE CBD WILL EXPAND ALONG GORGE ROAD INTEGRATED WITH THE FUTURE LINK ROAD AND THIS SITE WILL IN TIME BE THE FRONT DOOR AND CENTRAL HEART TO THE CBD.

INDICATIVE IMPRESSION OF CONVENTION CENTRE FROM GORGE ROAD - DAY



INDICATIVE IMPRESSION OF CONVENTION CENTRE FROM RESERVE - DAY



SUBMISSION TO TOWN CENTRE PLAN

1. Graeme Todd

3. Resident/Ratepayer

Answers to the following:

4. Do you think the preferred route for a new arterial road will help us achieve a more people focused town centre?

- ☐ Yes
- ☒ No
- ☐ Neutral

5. Are you happy with the proposed on and off-road cycle routes?

- ☐ Yes
- ☒ No
- ☐ Neutral

6. Are we providing appropriate pedestrian connections for residents living in the suburbs above town?

- ☒ Yes
- ☐ No
- ☐ Neutral

7. How important is it to have easy access to parking directly off the arterial route?

- ☒ Important
- ☐ Not Important
- ☐ Neutral

8. Could you support a proposal to build the new road through the Memorial Hall site, on the proviso that an improved facility is built?

- ☐ Yes
- ☒ No
- ☐ Neutral

BACKGROUND TO SUBMITTER

- Been visiting Queenstown since mid 1960s.
- Lived here permanently since 1981.
- Currently live in Lower Shotover and have lived in Queenstown (within 10min walk to Town Centre).
- Lawyer specialising in Resource Management for 30 years.
- Offices in both Queenstown Town Centre and Frankton.
- Lease 3 carparks in Queenstown and 5 in Frankton (would need at least two more if more available).
- Currently drive to work every day.
- Travelled extensively overseas including to many resort towns and 'Old Towns' similar to Queenstown Town Centre.

WHAT DO WE KNOW

1. Number of visitors to Queenstown will continue to grow.
2. Airport will continue to grow.
3. Queenstown Town Centre is physically constrained but only approximately 400 m² in width
4. Access to Queenstown Town Centre is constrained by various factors (road, corridor widths, Edith Cavell bridge, road side parking)
5. Easy existing bike and pedestrian routes to Frankton and Arthurs Point.
6. Future expansion of Queenstown Town Centre for high density residential and visitor accommodation is likely to occur within 800m² of centre of Queenstown Town Centre PC50 area, Lakeview/Gorge Road and other undeveloped existing visitor accommodation sites.
7. High School will relocate to Frankton in 2018.
8. New public transport system will commence in October 2017
9. Skyline will construct car park for its customers and staff by 2021 – minimum of 350 carparks.
10. There will be limited growth of residents in Fernhill, Sunshine Bay and Glenorchy.
11. Majority of growth in residential, commercial and industrial will be on Frankton Flats or beyond including Wakatipu Basin, Jacks Point, Homestead Bay, Hanley's Farm and Kingston.

12. Peak visitor periods Christmas/New Year, Easter, Chinese New Year and School Holidays.
13. Lake is available as a means of access.
14. Proposed preferred Town Centre Arterial will cost a minimum of \$100 million to construct
15. It will take a number of decades before autonomous vehicles become the norm.

SUGGESTIONS

TRANSPORT

1. Delay making any decisions on major changes for two years to enable us to consider impacts following introduction of public transport initiative and relocation of the High School.
2. Public bus transport should be supplemented in early morning and late afternoon especially in peak visitor periods by existing school bus fleet which is not utilised at these times. Ensure these are reliable and frequent and numerous routes during these times and periods.
3. Move to reclaim Frankton Golf Course and develop it as District wide Park and Ride/Transport Hub. This should be multi-level with rental car hub (relocate from airport). Relocate Golf Course to Remarkables Park. Need parking for a minimum of 1000 cars (excluding rental cars).
4. Expand existing Airport Park and Ride as it has clearly been successful – second Airport Park and Ride location to the South to cater for airport users from Jacks Point and southern regional users of airport.
5. Within (say) five years progressively, fully pedestrianise Beach Street, Rees Street, Church Street, and Earl Street.
6. Access to these streets for service vehicles before 10am each day, after that by large “electric golf cart type” vehicles.
7. Look towards opportunities for commercial sponsorship of public transport especially if move towards electric vehicles over the next 10 years.
8. Priority – public transport and Park and Ride and aim to significantly reduce perception that they need a vehicle to visit Queenstown.
9. Widen Stanley Street/ Shotover Street roundabout.
10. Underground pedestrian access across Stanley Street and Ballarat Street.

PARKING

1. Remove all on street car parking on Stanley Street, Frankton Road, Hallenstein Street, Gorge Road, Shotover Street, Man Street, Brecon Street between 7am and 10pm to reduce congestion on those main arterial roads
2. Build major underground car parks (1000 spaces) on recreation ground and put Recreation Ground back on top.
Sell 200-300 car parks for 50 year terms at \$50,000 each to assist with construction costs.
3. Parking costs during 8am-6pm to be increased to discourage use and encourage public transport.
4. Remove all car parks in Athol Street Carpark to facilitate transfer centre for public transport.
5. Close Church Street underground carpark and convert it to a charging/park facility for electric golf cart facilities for facilitating service costs and costs for providing public transport around town.
6. Possible alternate parking building option at the top of Hotops Rise – advantage is easy access off the end of Stanley Street/Frankton Road. Option for joint Town Centre arterial. Public/private facility.
7. If above achieved and successful is there a need for preferred Town Centre Arterial?? Especially if you enhance functionality of Stanley Street, Hallenstein Street, Shotover Street, Lake Street by removing on street parking and assuming a reduction in through traffic achieved by;
 - Enhanced and efficient public transport;
 - Relocation of High School;
 - Limitation of growth in the South and West of Queenstown Town Centre (Fernhill/Sunshine Bay);
 - Proximity to Town Centre of Gorge Road and Lakeview as further high density living/visitor accommodation area.

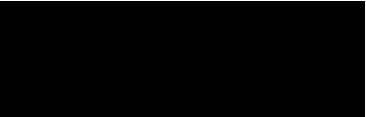
ALTERNATIVE TRANSPORT

1. Improve bike/pedestrian access with removal of roadside car parking.
2. Use of electrical small vehicles (including for rubbish removal and servicing of commercial premises and visitor accommodation access) around Town Centre and verges.
3. Designate a route for the future (30-35 years) for light rail along Frankton Track.

4. Identify and reserve space for berthage facilities in Queenstown Bay or Park Street for future lake transport and start incentivising use of this transport option.
5. Construct covered escalators up Brecon and Hay Streets to facilitate pedestrian access between the Town Centre and PC 50/Lakeview/Skyline.

OTHER

1. Support community facilities of Local Government, Performing Art and Public Art Gallery in Downtown.
2. Art Gallery should and can be privately funded and administrated (or option might be locating the same on top of a privately funded car park or public land at the top of Hotops Rise.)
3. Support significantly enhancing existing and future laneways to promote a means of crossing the Town Centre.



31 July 2017

The Chief Executive
Queenstown Lakes District Council
QUEENSTOWN

Dear Mr Theelen

Queenstown Town Centre Consultation

Firstly, let me congratulate the Council on implementing some longer-term visionary planning with the release and consultation on the Queenstown Town Centre study.

There are many aspects to this document to agree with including the proposed Melbourne Street/Henry Street/Memorial Hall link.

However, as you will be aware Plan Change 50 promoted by Council, effectively doubled the area of land zoned Town Centre in Queenstown. The Town Centre document and consultation largely ignores this substantial large area. As a land owner in the area, and the inevitability of the major increase of visitors to this area, I would like to see the connectivity and relevance of the Lakeview area and surrounds be more recognised. This should include the urban design aspects of the [entire] Town Centre; creating walkability through laneways, careful thought about the form and nature of buildings and ensuring the Town Centre[s] are connected; unless this is well planned, some poor outcomes could result.

This is particularly the case as redevelopment of the Gondola means it will only be a few years before 1.5+million people will utilise this area. The discussion document suggests a 350-car park building in vicinity of the Gondola. Being familiar with Skyline's resource consent application I am unsure of whether this is for public or for Gondola patrons only; if the latter then there will be a need for additional carparking in the area. There is also potential for such amenities as hot pools and other attractions, and planning for these likely activities and the town centre connection is important.

I look forward to seeing this plan develop further.

Yours sincerely



Graham Wilkinson

Queenstown Town Centre Conversation

Feedback to Council on the July discussion document.

Setting the Scene. (page 2)

I have enjoyed pottering around the Queenstown foreshore for most of my life as a kiwi (Southland) holiday maker. More recently, since retiring to the area, I find I avoid the place, as it is busy with tourists with their go pro sticks, cameras and tablets standing in the middle of the pedestrian way taking photos, especially selfies, talking loudly, and occasionally there are too many buskers spilling into the walking space. I prefer to stay away. However if the area could be returned to a relaxed family area, where the commercial tourist operations were not competing for my attention, I would return! So I appreciated reading the first paragraph of Mayor Boulton's introduction "We want our local people to feel a sense of pride and our visitors have an authentic NZ experience."

I have used public transport, and appreciate the push to have people using buses more. However I do not go into town to sightsee, (because of the reasons mentioned above), but to do stuff! Go up the Gondola or Queenstown hill with equipment to battle the wilding pines, to take vehicle parts to the industrial area to be repaired, to take food for tuatara and kiwi at the bird life park have been the reason for the last 3 trips to Queenstown. None of those are readily done using a bus – lugging a chainsaw or huhu grub infested log on a bus doesn't quite work!

The council has appealed to local people to use public transport, but to this local there has been no obvious attention to have tourists use public transport. We have increasing paddocks of rental cars covering Frankton flats (future market garden areas?) and there has been a huge increase in self drive tourists since 2008. As was pointed out at the Frankton Community Assn meeting (27 July), most hotels have courtesy vans/buses, most tourist activities have courtesy vans/buses, yet we see tourists driving everywhere; to Glenorchy, Arrowtown, driving up ski field roads, driving to Milford, all able to be accessed by public transport. Local people I have spoken to on this issue feel aggrieved they are expected to use public transport, and made to feel wasteful or 'not community minded' by using their private vehicle when often they are contributing to the district in a practical way.

This Queenstown Town Centre discussion needs to take place, and looking to 2050 is what we need to do. We need to keep the town authentic as you say, and we need to make it a place locals want to go to and enjoy working there.

A Master Plan for the Future (Page 3)

Sounds like a good starting point. I agree there is little acknowledgement of our past – pastoral, gold and early adventure tourism eg lake travel... There is increasing loss of current pastoral sites as the Frankton Flats are engulfed by buildings and roads.

The Alternative Arterial route. 01 (Page 9)

Absolutely essential! Currently to take a trailer through town is a really stressful thing for me to do – weaving through clogged roundabouts, and with pedestrians walking out at random. With a boat in tow heading towards 12 mile or Glenorchy I have a great fear of a pedestrian walking between the tow vehicle and the trailer. It has happened! A bypass arterial route will make the town centre much more attractive, and through traffic safer.

Parking. 02 (Page 11)

I do hope the planners appreciate that locals doing business and local “good works” (such as working on wilding pine control or helping at the Sallies shop or Citizens Advice, or Pasta Cafe) need to be able to park relatively handy, and not be disadvantaged by the influx of visitors and reduction in available parking. Often it simply does not suit to use a bus when delivering furniture, clothes, food to helping agencies.

I notice there is no reference to new business /accommodation providers to be required to supply sufficient parking for staff, customers and suppliers in any new or refurbished building / operation. It may well be outside the scope of this document but needs to be addressed as this is part of the vision for the future statement “ increased commercial activity, without major negative impact on the environment or local residents' enjoyment.”

Possible park and ride sites (P12): Frankton Beach South Car Park is NOT feasible if it is on Allan Cres. It is currently used by school parents and buses and is fully congested often especially mornings and after school times. Even Bridge St turnoff gets congested with school traffic. It is a pity to see these spaces being used as parking as they are also frequently used by cyclists and walkers on the trails, which we also want to encourage! We need to avoid future conflict.

Creating Our Heart 04 (page 15)

If Queenstown is to be more than a place for tourists, it needs to have a sense of whole community: more emphasis on our natural heritage – flora & fauna, landforms, art gallery, museum, NZ goods on display, offices, work spaces, a mix of people and purpose. Currently down town Queenstown seems to be all about food, drinking, tourist information, and junky (imported) trinket shops. I feel disconnected. (But it does have some great outdoor sports shops!)

When I am at other NZ places as a tourist (eg Westport, Thames, Nelson) I visit their museum, the locals craft (not imported cheap rubbish) shops, I want authentic local information/goods.

The future?

That this is part of an overall plan for the whole basin

Use of the lake for a travel highway

Tunnels?

Gondolas

Lightrail from airport to town centre

Lots of open spaces to sit and enjoy the ambience

Keep a sense of our pastoral past – sheep farming has shaped the area even more than gold.

Helen McPhail

[REDACTED]

[REDACTED]

Attached please find an alternative alignment for a town bypass. I have reviewed all the options put forward by Council on their website but find all have significant limitations. This option frees the town centre up for innovative solutions with minimal traffic intrusion whilst maximising opportunities for pedestrian and cyclists.

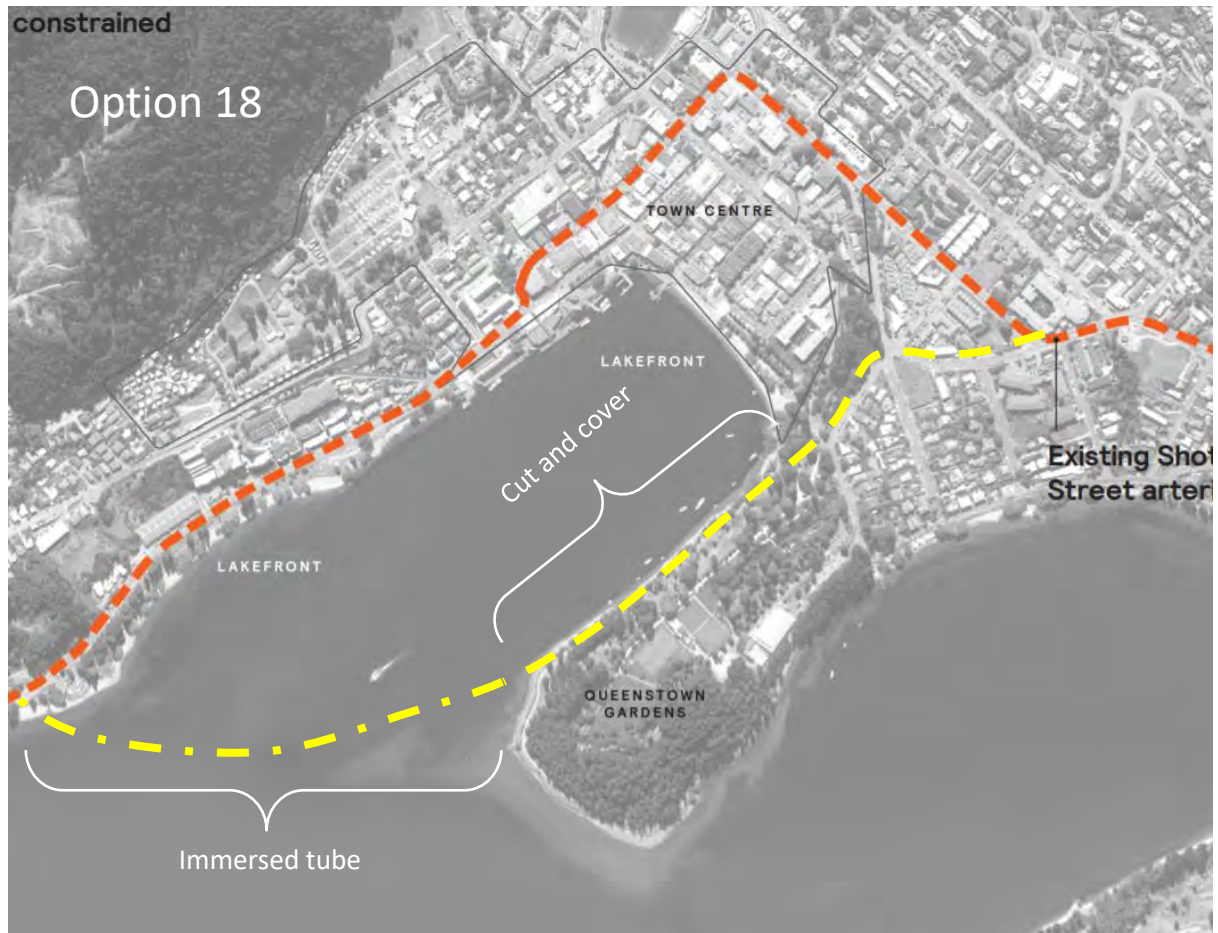
The option presented here wouldn't be utilised by all road users but new car parks could be built at One Mile Creek outlet (with the excess of fill derived from a cross-bay tunnel) and at the corner where Frankton Rd meets Brisbane St and incorporated into a park and ride shuttle through the town centre.

An advantage of this option is that it leaves the town untouched and doesn't sterilise it against future developments. For example, Option 17 will cut through an expanded town centre should it expand towards the gondola as Plan Change 50 is proposing.

I trust you will find this option worthy of consideration.

Regards

Jeff Bryant



Pros

- Fast connection from Millenium corner to One Mile roundabout without traffic lights, realigned Z bends or roundabouts (although possible one required at Millenium corner).
- No expensive land purchases.
- Leaves Memorial Centre, RSA and sports clubrooms intact without cost of rebuilding.
- Doesn't bisect town centre – allows more options for expansion with PC 50.
- No new road between Thompson Street and One Mile roundabout required as with Option 17. Such a road would be steep, south-facing and frost-prone in winter.
- Can ban heavy traffic, campervans and non-essential traffic from entering CBD.
- Leaves open other options for redeveloping CBD in a restricted traffic environment.

Cons

- Tunnels are expensive.
- Would need to lay immersed tube in lake-bed trench to give sufficient clearance for SS Earnslaw.
- Would need to remove trees (mostly old pines) along NW side of gardens but could re-establish covered tunnel with specimen plants on completion.

Emailed Feedback from Kelvin Collins

Queenstown needs to provide for growth in the CBD. It has been intensified over the last 15 years with larger buildings but scope for growth is diminishing. A long term vision for expansion needs to be looked at with retail through to Henry Street and Isles street.

An option to Man St bi pass

An alternative route would be to open Boundary road onto Robins road . This could then go up Isle st and cut through the council owned lakeview site to link with Thompson St at a later date (plan attached)

The benefits are

It ties the Rec ground into the town center allowing the Memorial Centre to be retained . Boundary Street is only 100m past the proposed intersection

It allows commercial growth with Man St to be linked to the town Center without pedestrian conflict . (It was only 15 years ago that we had housing in Shotover Street)

It would allow good redevelopment of the Lakeview site

Man street could be landscaped and used for extra parking

This road would require a split around the tree in Isle street but that could be a landscape feature

I believe the scope of the downtown plan should also be enlarged to incorporate the primary school site

An option is for the primary school move to the high school site. The high school has better facilities and is larger. The primary school site is a better option to develop for affordable apartments and car parking. From a financial perspective it would be cheaper to buy the bottom field at the primary school and landscape for parking than construct a building. This would obtain access of the new Boundary Street / Robin Road intersection

These changes would allow for growth

Kelvin

Kelvin Collins





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Queenstown Lakes District Council

Webmaps your view of your information

17 July 2017

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My Feedback to the Town Centre Planning Process
by Mindy Swigert
4th August, 2017

Like most Queenstowners I come from somewhere else; in my case, somewhere half the world away. I've been here for a third of my life now (15 years); my three young children were born here and my husband and I plan to raise them here. We don't have any extended family in New Zealand. We have invested heavily in Queenstown, are owners of a local business and have finally become Queenstown property owners after many years of hard work. I can confidently say we are established locals.

I'm writing today in opposition to the removal of the Queenstown Playcentre from the Stanley Street site to make room for new Council offices. Why remove something that ALREADY functions as a "community heart" to make way for another office building and bus turn-around?

Playcentre's themselves are an amazing socio-cultural-educational New Zealand tradition where a co-operative of parents volunteer to create a grassroots, community-driven, educational space for themselves and their children. The Queenstown Playcentre on Stanley Street in particular fulfils a community function that extends way beyond the traditional small-town Playcentre as a place for parents/locals to gather with their pre-school children. Because of the transient and immigrant nature of Queenstown, the Queenstown Playcentre functions as a welcoming and introductory service for visitors and new locals with young children, a support network for both new and established locals that replaces that of the traditional extended family, and a catalyst for community engagement and leadership.

Over the last NINE years, Playcentre has become the place in town where I feel I am accepted and belong, where I feel like I have some ownership and influence, where I teach my children that volunteering is valuable and rewarding, and where my children have learned that Queenstown is their home, that Queenstown is where they too belong and that they need to look after and care for the place. The Queenstown Playcentre has provided my family the opportunity to experience and learn the values of community ownership and stewardship, community acceptance and belonging, personal safety and security, civic leadership and responsibility. More than any other organisation, the Queenstown Playcentre has helped make Queenstown and New Zealand feel like home for our family.

Some brief personal examples:

In 2011 when I had to quickly go back home to help with an ageing parent in an emergency medical situation, the Playcentre Whanau were the ones who stepped up and helped my husband take care of our then 18 month old and 3 year old so he could continue to work. The Playcentre Whanau cooked me meals when my third child was born, the Playcentre Whanau are the one's that I can go to when I feel like I'm going crazy raising three small children far far away from my traditional support network. I could go on and on...

However, the location of the Queenstown Playcentre is the heart of the matter here today. Because of it's current CBD location, the Queenstown Playcentre is able to serve locals of all socio-economic levels. For those who don't drive (there are many), public transportation to the Playcentre is easy. For those of us who come into town, the free parking at Playcentre makes the town centre easy and accessible for us. The year-round sunshine at the current CBD location of the Playcentre is also imperative for the health and wellbeing of those who use the facility.

Additionally, the Queenstown Playcentre on Stanley Street has become a community hub more and more so over the past 7-9 years by renting out the facility to other community groups at a break-even rate of \$17 per hour when Playcentre is not in session (9:00-1:00 Monday to Friday). The Maori Playgroup was able to get a start because the Playcentre was available as an inexpensive and family/child friendly place to hire; the Japanese Reading Group (up to 50 people at times) has been using the facility for years and can only continue to meet because the hire-fee is so low. There have been countless meetings held at Playcentre in the evening for other community groups, sports groups, church groups, ballet classes, cultural groups, family

celebrations, etc. Beginning Te Reo classes have been held at Playcentre so that parents who have children can attend. Again, the Playcentre is one of the only SAFE child/family friendly places to gather in the CBD. A parent of a toddler does not have to worry as the facility is fully fenced. Families with children of multiple ages can happily attend a course as the children have a fantastic playground and resources to keep them busy. Parking is free so it is easy to come into town with your family as you don't have to drive around for 30 minutes looking for a place to park and then drag three or four kids all the way across town in the rain or snow :)

The proposed master plan for town centre has articulated very well a vision for retaining locals in the CBD and a great vision for a vibrant, accessible "community heart." The language is great and the vision is fantastic, but the current proposed solution is lacking authenticity and to be honest, smacks of trying to cloak a new council premises in a shroud of "community heart" language so that the locals will accept it. Ditto with the removal of the Queenstown Memorial Centre.

The proposal for a "combined Council office and community heart" is weak in terms of practical application, particularly as proposed. Have you ever been to a local government office, anywhere in the world, that has the dual purpose of an office building and a vibrant community cultural centre where locals come to relax, perform, take a course/learn, hang out? This is an especially challenging marriage of purposes when you begin to think about making this proposed space one that is safe for families and children of all ages and a place where locals feel like they actually have ownership and belong.

I live in Kelvin Heights, but choose to attend the Stanley Street Playcentre BECAUSE it keeps me coming into town and keeps my family connected to the TOWN CENTRE. I also love the diversity of the population at the Queenstown Playcentre and the fact that my children get to know kids from all over the district (and world!), not just those who will attend Remarks Primary with them. The ONLY reasons I want to go into town anymore are to attend Playcentre, go to a performance or event at the Gardens or Memorial Centre or take one of my family members to an activity/class in town (ice hockey, gymnastics, dance classes, library). I DON'T want to shop at the expensive jewellers or handbag shops. If there aren't places where locals WANT to go in the TOWN CENTRE it will simply become an overpriced Disneyland full of only tourists and those dressed-up to serve them and play the part of the Kiwi. Authenticity...An Authentic Community Heart is what we need and the Stanley Street Playcentre is already functioning as this.

In summary, I oppose the removal of the Queenstown Playcentre from the Stanley Street site to make room for new Council offices. (Even if you propose it could be a combined community space, it's REALLY for a new Council premises at this point). I also oppose the demolition of the existing Memorial Centre to make way for a road (?)...can't you consider cantilevering the road over the other side instead?

Thanks for reading my story, I'd be happy to discuss any of this further, at any time. Shall we meet at the Playcentre some evening?

Kindest regards,
Mindy Swigert



Re QCDB Masterplan

My major problem with the Master Plan is that it appears to have been master minded by those that have one major objective and that is to build and establish a new Council building in the centre of Queenstown, located on some its most prime and attractive real estate i.e. Stanley Street. As a result, and with the lack of attention to contributing factors, it does not address the underlying needs of how and why the QCDB needs a revised traffic and parking plan.

It is somewhat concerning that the planners did not take into a previously considered and viable and more cost alternative of the Henry to Mann Street bypass. Again, it can only be surmised that the Gorge Road/ Mann Street option is current preferred one in that it provides an excuse to remove barriers to a new council building.

To consider that it is satisfactory to place a major building such as a Council building on such a site as suggested i.e. Stanley Street, which will be ratepayer funded and maintained, that it will be occupied by upwards of 400 people plus visitors and that it would require onsite parking and associated facilities to make the building accessible and feasible, that it will have no room for future expansion, just beggar's belief. The reasons provided for proposed site of the Council building are not only disingenuous, but reflects badly on those who have been entrusted with providing the content of the Master Plan and is primarily given to the overreaching needs of Councillors, Bureaucrats and those, appear to delight in surrounding themselves with the professional class and developers. This is highlighted by the apparent suggestion that meeting rooms within the new edifice are more important than a Library.

That to achieve this goal, the planners use the nebulous excuse of having to remove the current Council building, Memorial Hall and Library, is just too convenient to believe, that it is isn't simply an excuse to build a new council building. Especially when a proposed road through this area has previously been considered and discarded and that other more viable and cost-effective alternatives are available. That council hasn't considered other alternatives to mitigate traffic and parking i.e. the Henry to Mann Street bypass. Ensuring that consents for new builds in the CDB includes provision for the number of car parks commiserate to the number of proposed occupants of these buildings. The use of areas like the old Lakeview site for car parking.

That council should consider the prohibiting the parking of camper vans in public parking areas of the CDB altogether, as those persons staying in the already be hosted in registered holiday parks and will not require further vehicle parking in the CDB. This only leaves Freedom Campers who could easily take the ratepayer subsidised bus service into the CDB from their already over subsidised overnight parking /camping areas (which were in fact provided to public as rest areas, public spaces, not overnight camping spots) on the outskirts of town. This will also stop the flagrant use of Freedom campers simply camping overnight on the CDB streets with little or no consequence for their actions. Why for example should these people have priority in the Boundary Street car park over visitors to the area who quite happily pay for accommodation and services and the ratepayers, who the council suggest is the main reason the Master plan redevelopment must occur? The Boundary street carpark could be converted to a ratepayer only car park, this could easily be monitored and enforced. This would assist in bringing residents back into the CDB and give a sense of fair play to already beleaguered ratepayers.

Rather than having to subsidise the proposed edifice of a new city hall in the CDB, which will no doubt involve extensive cost overruns due to a design that will have to fit the high standard a vanity project that will meet the high standards and needs of the proposed occupants. The Ratepaying public of Queenstown and the wider district would rather see a propose built cost-effective building in an area like Frankton or at a pinch the old Lakeview site, which would allow for cost effect civil

works and new build, plus parking and allow for future expansion. The current Council building should be left as is and could be easily converted into a cultural centre and Art Gallery with an enlarged Library, to suggest via the Master Plan to have a drop box, instead of a CDB library, which probably has more ratepayers visiting /using it daily than the council building. This skewed outlook really says it all about what the council, planners and its bureaucrats think about the needs of the ratepayers of Queenstown.

I would suggest that if the Council want true consideration and buy in from the Ratepayers, as they are the people who will ultimately pay for and must live with any outcomes from this process.

That the council should consider holding a binding referendum that clearly and fairly outline the choices available i.e. the preferred choice of the location of a Council building other public service buildings, who they would like to have priority for parking.

This would be a much fairer and inclusive way of involving the community rather than involving ratepayers in a consultative process that some see as an already predetermined outcome and difficult to be involved in process. That if reported correctly in the media made be to subject to ridicule and intimidation by those very same people who were tasked to provide an unbiased Master Plan for the ratepayer's consideration.

I would conclude, that I consider it is time that individual council members take a considered view of matters such as the proposed CBD Master plan. That should clearly remind themselves that they were elected by ratepayer's/ residents to serve their needs and provide a suitable environment for them and future generations to flourish.

I can't help but feel that the council's decision making or lack off in past decade, has been skewed to the needs of developers, business interests and others who in many instances arrive in a blaze of glory, satisfy their financial needs and creep out town leaving a trail of tears leaving individuals and the ratepayers via the lack of oversight out of pocket or a traffic / parking and infrastructure situation that should have been actively address and monitored.

This has failed to occur is because many times these people were ennobled by the tacit or loud approval by individual and collective councillors and bureaucrats. That for whatever reason they appear to have forgot that they were supposed to provide oversight and wisdom to ensure that the best interests for those that collectively elected them.

If there is any such time "now" would appropriate.

Peter Coppens

Submission to the conversation from Lindsay J Williams.

My submission is:

1. Preamble
 - a. There are 9 people on the Advisory Group. 2 are women and 7 are men. This gender imbalance is so last 50 years, we should have a group that reflects the next 50 years, PLEASE! It's a disgrace in this day and age and reflects outdated thinking. Score card so far – must do better.
2. Notwithstanding point number one I must submit on what's in front of me in the conversation document.
3. The Vision on page 5 is good.
4. I support the 'Should Be's' on page 6.
 - a. The order of importance of these, in my view, should be:
 - i. Accessible
 - ii. Walkable and connected
 - iii. Sustainable
 - iv. Compact
 - v. Diverse
 - vi. Human scale
 - vii. Authentic
 - viii. Place
 - ix. Magnetic
 - x. Smart
5. I agree with 'The Key Moves' on page 7.
 - a. I would add a comment that in my view recent building additions to the lakefront are a let-down and do not present as either authentic or magnetic. Anecdotally I understand the design review board is pushing for more modern design at the expense of heritage architecture. If this is in fact the case and persists, Queenstown will lose its unique identity. I recommend appointing heritage architects to the DRB in favour of modern progressives who will only take us closer to a homogenous international appearance. This also is the case at Frankton where recent large scale commercial development at 5 Mile provides no reflection of the regions character and heritage. Building should provide more than basic functionality.
6. 01 - Town Centre Arterials on page 9.
 - a. I agree with the preferred route.
 - b. I cannot agree or disagree with the proposed on and off road cycle routes because they are not shown.
 - c. I cannot see separated dedicated cycle paths on the arterial route cross sections. I urge council to at all time consider providing physically separated cycle paths so that cyclists, pedestrians and traffic are all physically separated. This will enable efficient alternative transport options. Shared use paths are not efficient for commuter cycling especially with increasing e-bike use. Shared paths increase cyclist/pedestrian conflict and reduce commuter cyclist efficiency.

- d. The Queenstown Trails Trust should remain an important stakeholder in all transportation matters both in the CBD and wider region.
 - e. I can support the new road through the Memorial Hall site provided a suitable replacement venue is constructed prior.
7. 02 - Parking
- a. The civic building car park should be 1400 not 400 spaces.
 - b. I would use any of the car park buildings shown except the Gondola park (which will hopefully take Skyline customers away from the other car parks).
 - c. My main criteria for parking is handy to the arterial routes. I don't mind a 5-10 minute walk into the CBD from a car park.
8. Park and Ride locations page 12.
- a. Its difficult to give a view because there is no information about whether the proposed park and ride locations are intended to serve land or water transport options.
 - b. There appears to be a bottom dollar driven lack of imagination about the location of some proposed park and ride locations. Both Bayview and Frankton Beach locations appear to place car parks in key recreational areas thereby significantly reducing their amenity value setting up conflict between commuters and users of those areas. There are other locations nearby those places that better serve park and ride activity and which provide far superior outcomes.
 - c. Improvement to the CBD should not be at the expense of other beautiful parts of the area.
 - d. I am horrified that beautiful Bayview on the Kelvin Peninsula is proposed to become a car park. That is completely unnecessary. it will compromise a much loved and used area by locals and visitors accessing they water and Queenstown Trail. The car park there now serve those users well.
 - e. I suggest that a preferable park and ride facility to replace the Bayview proposal be located in the pine tree area adjacent to 'The Narrows' and the Yacht Club. This need not be at the expense of the Yacht Club amenity. Locating a park and ride in that location will:
 - i. Provide for removal of a considerable area of pine trees and enable replanting with native species.
 - ii. Remove noise and loss of visual amenity that goes with a large car park, away from the residential areas of the Peninsula.
 - iii. Good design will enable pedestrian proximity between car park and the existing yacht club jetty which could easily be upgraded to suit water based commuting.
 - f. I am equally horrified that it is proposed Frankton Beach be turned into a car park.
 - g. I suggest that a preferable park and ride facility to replace the Frankton Beach proposal be located above the beach in the large reserve area. Good design will enable no loss of visual amenity to both Lake Avenue residents and lake users. Leave the beach alone.
9. 03 - Public and Passenger Transport Facilities.
- a. I support the transport hub, it's a sensible location.
 - b. Showers are not needed at a transport hub. Public toilets and WiFi are needed. Preferably an app based system enable commuters to check arrival and departures times, in real time, on their various devices. Buses and water taxis will need to be able to transmit their location and timing via the internet in real time.

- c. I would ask the question, is it a commercial development or a transport hub. Transport hubs in cities are often isolated and thus provide commercial facilities however I don't think Queenstown can justify commercial activities that will detract from local business providing the same service 2 minutes' walk away. Isn't it self-defeating to seek to promote CBD vitality and at the same time compete with existing private business operators? E.g. the small offering at the Earnslaw Park public toilets adds absolutely nothing to that area and there are cafes literally metres away. That example smacks of financial desperation, or at best commercial naivety, we simply must do better.
- d. The transport hub should provide plentiful undercover, secure, well-lit and safe bicycle parking with e-bike charging capability.
- e. I would occasionally use affordable lake transport from Kelvin Peninsula but I don't work in the CBD so it would be to avoid parking hassles and a more relaxing journey.
- f. The Queenstown Trails Trust should be an integral stakeholder in planning and implementation of cycling facilities.

10. 04 – Creating Our Heart.

- a. I prefer to see the council office located at Frankton with plenty of free parking.
- b. If the council offices are to remain in the CBD then I agree with the Ballarat location.
- c. I agree all council staff and services should be together in one location. The building should be world class leading edge in sustainability and amenity. I agree to spend more now to ensure a quality building we can all be proud of well into the future.
- d. The main library should be at Frankton and there should remain a drop off pick up at the Heart for CBD and surrounds residents.
- e. The new Heart should include multi levels incorporating performing arts centre, volunteer group free offices (e.g. Queenstown Trails Trust) and a massive car park for staff, council visitors and the public.
- f. Let's make it good for at least 50 years!

11. 05 – A New Civic Axis

- a. This is a great idea and I support it.

12. 06 – Rec Ground Opportunity

- a. There should be no development of non-recreational activity / structures in the rec ground. I disagree that there is underutilised space for development. The whole point of a reserve is open space. Please do not fill it up with development and especially do not permit car parking or roading to encroach into the reserve.
- b. I support the idea that the reserve should be utilised for more than rugby. Rugby represents a very small part of the recreational background of Queenstown. All rugby should be played out of the CBD and the existing rugby clubrooms and grounds should be relocated out of the CBD.
- c. The top drawing appears to remove car parking from the area adjacent to the existing council offices and removes open space from the western end of the rec ground. This drawing suggests it illustrates development potential at both ends of the grounds. I assert that there is no development potential and development will remove open space and car parking possibilities.
- d. The bottom drawing appears to suggest there will be pedestrian safety concerns if the arterial road follows the existing road. There are a plethora of methods available to make this safe without unduly affecting traffic flows.
- e. In summary the illustrations appear intended to influence without providing any substantive evidence to support the assertions in the notations.

13. 07 – Celebrating our Lakefront.

- a. I agree with all the options.
 - b. I disagree these are options; they are all important to implement.
14. 08 – Our streets and lanes
- a. Start with the laneways, followed by shared spaces, but always with a view to go full pedestrian. If there is good parking at the periphery there is simply no need for the public to drive through the centre of town.
- PLEASE BE VERY, VERY AMBITIOUS.

Regards,

Lindsay Williams
Queenstown Resident

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