



26 April 2017

Mr Jim Boulton ONZM
Mayor
Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Dear Jim Boulton

ANNUAL PLAN 2017/18 SUBMISSION ON BEHALF OF THE FRANKTON COMMUNITY ASSOCIATION

The Queenstown Lakes District Council (QLDC) Annual plan 2017/18 comes at a time where the Frankton Community is adversely feeling the effects of sustained and unprecedented growth. We commend the Council (QLDC) who have made their top two priorities in their proposed Annual plan of; Public Transport and Water Quality. It is obvious from this QLDC statement, that other agencies (ORC) that would otherwise show leadership in these two policy areas is seriously lacking.

Frankton is currently experiencing the adverse effects of this sustained and unprecedented growth. We are a Community cut in half by State Highway Six and home to the Queenstown Airport, we therefore acutely experience the burden of increased growth, in particular traffic movements. Frankton has experienced a 19.5% growth rate in traffic movements in 2015-2016. This is further compounded by the Queenstown Airport passenger growth reported to have increased by 16% for the first half of the FY2016/17 and according to the Queenstown Airports Strategic plan, projected to grow a further 78% by 2025 (1.8M to 3.2M)

We are constantly confronted with congested roads during work hours to a point where residential streets are choked with traffic trying to avoid the congestion.

We note that \$2M is being set aside for the Queenstown Master plan, we are wary of supporting this until assurances are made that any works that are implemented from this study does not remove infrastructure spending in the Frankton area. We also ask that an update be provided on the annual plan 2016/17 \$250,000 allocation of funds for the QLDC "one stop shop" investigation and design work?

The following is our submission for QLDC consideration:

1. TRANSPORT

The Frankton Community Association (FCA) commend and support all efforts in realising an affordable fit for purpose public transport system, and are extremely pleased that targeting an effective bus service is a priority. However we feel that dropping the price point will be only half the battle. We note that establishing reliable journey times and increasing patronage will be essential in determining its success. We ask that extra funding allocation be set aside for improving existing QLDC infrastructure that will aid in the use of the bus network. By this we mean establishing and improving pedestrian links to bus stops/stations. We also feel that funding should also be allocated to promote the use of the proposed bus system. We also commend the Council on their ongoing representations at the Otago Southland Regional Transport Committee. We ask that temporary slip lanes be constructed along SH6 and SH6a for buses/taxis only as an interim measure prior to the four lanes project stated for 2020. The reason for this is it will enhance journey times and reliability as well as any money spent will not be wasted as the work can also be used when the four lanes occurs into the future. We also suggest that the trail running parallel with SH6a be sealed or made suitable for road bikes to allow for extra room on SH6a for the provision of bus/taxi slip lanes.

The FCA is pleased that efforts are underway to remove the parking along State Highway Six. However we are concerned that the implementation of the parking removal will occur prior to any implementation of residential parking in Frankton. The idea of residential parking permits were first mooted last year and the Infrastructure Manager was quoted in the Mountain Scene (30 September 2016) saying any plans will be consulted with the FCA before developing any significant changes, we are still waiting..... We ask that this is acted upon urgently and that it covers all of Frankton not select parts.

Just to put it into perspective a few articles of similar problems occurring elsewhere in New Zealand.

<http://www.stuff.co.nz/national/crime/91239737/wellington-tyre-slasher-jailed-for-22-months-claiming-to-be-proud-of-his-actions> Link describing a Wellington tyre-slasher in a bid to stop people parking for free in residential areas near the Wellington airport.

<https://www.odt.co.nz/news/dunedin/cheap-airport-park-turns-out-costly> Link describing cars being pushed into a ditch when parking on the street before the Dunedin Airport.

2. WATER QUALITY

If QLDC is serious about water quality, we would request that funding be allocated to retrofit gross pollutant and sediment traps at each major storm water outlet into Lake Wakatipu. The preference would be to start with the storm water outlet at 10 and 20 Shoreline Road, Frankton.

3. FRANKTON BEACH – PROJECT FUNDING

We submitted last year on improvements to the amenity value of the Frankton beach area between the existing toilets and Beach Access Road. This area is highly used during the warmer months by locals and visitors, and just recently the staging area for the GODZone finish line. It is a pity that the area does not

provide an amenity that we can be proud of. We are pleased that the toilet block is to be addressed by the coming summer of 2017/2018 but wish to be kept informed as we are concerned of the aesthetic and functionality of an off the shelf proprietary system.

During the year we have had further discussions with the Parks and Recreation team and are pleased with the progress to date on developing the area that could enhance the community's connection and recreational use of the lake. We do not want this momentum to stop. We ask that funding be allocated for the full design of the improvements including landscaping. The FCA is willing to volunteer their time and expertise (both in Civil engineering and Architecture) in developing a plan that we can all be proud of. We would like to see these improvements designed this upcoming 2017/18 Annual Plan period and the project added to the LTP with the aim of implementing works prior to the summer of 2018/19.

4. FRANKTON CAMPING GROUND

In 2004 Council commenced a review of the camp grounds operating on land under Council control. This led to the formal adoption of the Camp Ground Strategy in August 2006. The Camp Ground Strategy notes that "Council does not believe it is a function of the Council to provide permanent or semi-permanent accommodation on reserve land." Subsequently the Finance and Corporate Committee 24 May 2011 allowed for the extension of licences to private cabin owners to when the lease concludes on 31 August 2018 at the Frankton Camping Ground.

We submit that administrative funds be allocated in this 2017/2018 Annual Plan to notify the owners of licences of their obligations to vacate and remove their structures. We do not want to be confronted by an unseemly mess, both physically at the ground and publically when the lease expires. We also ask for funding to be allocated to initiate public consultation on what is to happen to the Reserve once the private cabins/caravans/structures are removed and the current camp lease expires.

The FCA has submitted on this previously, during the previous 10 year plan consultation period. We have attached it for your information to initiate discussion and would like to see something of this nature implemented for the area within a 5-10 year period.

5. FOOTPATHS AND CYCLE TRAILS

Footpath along Hawthorne Drive.

Please install a footpath that connects the existing footpath at the Remarkables Park roundabout and The Landing along the northern side of Hawthorne Drive and crossing Tex Smith Lane. Currently this area is a grassed road verge, which can be unpleasant to negotiate in winter. We submitted exactly the same thing last year with a response that it was being looked into; we have yet to have any official confirmation of action.

Bus stop to Marina Drive hairpin.

Please install a footpath from the Marina drive bus stop, north side, to the end of the footpath from the Marina drive hairpin. It seems absurd that at present we have a footpath to nowhere that could easily be connected to an existing bus stop.

6. MCBRIDE STREET

Pedestrian crossing on McBride Street

Please install a pedestrian crossing on McBride Street so that children travelling to school or the Events Centre (we note that Remarkables Primary School has groups going swimming at the Events Centre throughout most of the year) and trail walkers (who are observed wandering across from the lake in search of the shops etc.) can cross safely. There is a dropped kerb on McBride Street – this might be a good location for a pedestrian crossing. We submitted exactly the same thing last year with a response that it was being looked into; we have yet to have any official confirmation of action.

Traffic calming devices along McBride Street

We have been informed that McBride Street will be classified as a secondary collector under the national One Network Road Classification (ONRC) in lieu of its current Arterial classification under the transport chapter in the current District Plan. By definition this means the road use is intended for local traffic to access local areas not as a thoroughfare for traffic trying to dodge the mess that is State Highway Six.

We ask that the ONRC status be acted on and that more traffic calming devices are installed. The current speed bump positions are too far apart and detract from the streetscape. We ask that landscaped chicanes be implemented down McBride Street to reduce traffic flow and reinvest some residential amenity to this area.

WE DO NOT WANT A REPOSENSE THAT REFERS TO THE BBC PROCESS; WE GOT THAT GROUPING OF VAGUE WEASEL WORDS LAST YEAR. WE WANT ACTION.

Traffic interaction McBride Street/Grey Street/SH6

We have been informed that McBride Street – Grey street traffic interaction is being looked at by Council especially the effect of traffic turning out of Grey Street during congested hours (most of the day now). We ask that the FCA is involved in any planning prior to any decision being made. We do not want to be shown the plans after design are 80% complete and tenders have been let, as was the case with BP roundabout Stage 1. We now have to deal with a pedestrian refuge 60m away from the commercial point of interest (humans are lazy, it will not get used as intended) and the left hand turning exit only from McBride street North not taking into account that the Mobil Petrol tanker will now have to travel down McBride street to exit from its own forecourt, if it wants to head east or south.

7. LUCAS PLACE

Initiate the 4 lanes of Lucas Place, Council have recommended this as the best strategy long term, and although this has a cost implication this is what should happen, we need to start investing in the long term infrastructure rather than 'cheap fixes'. The pavement has already failed once in places higher chance it will happen again once the Hawthorne Drive is finished. Please confirm if the Western End study commissioned early last year is Council Policy, and if so, when will it go to Council for adoption so we may have our say against it.

At a minimum we would request that an actual effort be made to establish an effective pedestrian link along this stretch of road. At present it is usually obstructed by parked vehicles on the eastern side while others who prefer to walk on the grass verge on the western side have to negotiate the suspended chains.

8. SECOND BRIDGE DESIGNATION

Please set aside funds for 2017/18 and expedite the designation of a second bridge over the Kowarau River. With our discussions with NZTA they see this as QLDC driven project. The FCA would like to see some forward planning on the issue.

9. BATHHOUSE PLAYGROUND

These funds and construction should be deferred and a full design and holistic design approach with respect to the Queenstown Master plan should be considered. The main reason the Margret Mahy Park in Christchurch was built was to bring families back into the city centre after the earthquakes with a long term goal of making it an intergenerational activity whereby the children of today will bring their children of tomorrow to the city. A similar goal should be set.

10. CONCLUSION

Finally, we have attached the response from the then Mayor Vanessa Van Uden from last year's Annual Plan Submission. We ask that if the Council wishes to reply that they do so stating actionable items and dates of implementation rather than vague references to process and business cases.

Yours Sincerely

Glyn Lewers
Chairman
Frankton Community Association

Note: that the FCA wishes to speak to its submission at the QLDC Annual Plan Hearing.
Attachments

1. FCA Frankton Camping Ground proposal June 2012
2. Council Response to FCA Annual Plan submission 2016/17.

Frankton Camping Ground: Alternative Proposal

This proposal is written for the future of the Queenstown community and surrounding subdivisions of the Wakatipu.

INTRODUCTION

The Frankton camping ground:

Designation number 154: Recreation Reserve (Motor Park)

Legal description: Frankton Motor park, Stewart Street. Sections 8/9, 16/17, Block XXIV part Section 7, and Sections 8, 10, 35, Lot 14

DP 8296 Block XXXI, Lot 1 DP 22500 Frankton Town.

This area encompasses the best part of the shoreline of the Frankton Beach and follows along Lake Avenue to Lower Stewart Street. The area is split into two levels. The entrance to the camping ground is located at street level on Lake Avenue. A rough road leads down to the lake level through the camping ground. The area of the camp is 1.8255 hectares.

This area was vested from the Crown to the Frankton Domain Board to manage and control in 1967. The Local Government restructuring in 1989 cancelled the Domain Board and vested the land in Council to manage and control in 1991, that vesting was upgraded to a simple fee, so effectively Council is thus "owner". The land was vested as **recreation reserve** (i.e. that is the purpose) and that is the current classification pursuant to the Reserves Act .

This proposals aims to offer a management plan for the future of this reserve land so that it benefits everyone. It aims to help guide Council into making the right decisions for the future of generations to come.

BACKGROUND

A plan is attached to show you the area that is marked as Camping Ground; photos are attached to get you familiar with how it looks today. (fig.1 & fig. 2)

The camping ground provides only minor traditional camping ground needs (canvas camping) and essentially is increasingly meeting the needs for low cost accommodation for tradesmen's and truck drivers. The lessee owns 6 cabins, 3 tourists' flats and 6 on-site movable caravans that are on let on request. While the camp is located at the Lake edge the nature of the building structures essentially make camping the privilege of a few owners of cabins and built in caravans. There are 22 caravans located without permanent consent of QLDC. Council recognises that the removal of the caravans to comply with the existing Council by-law will create significant problems and it is thus suggested that all permanently located caravans be removed from site by 30 Sept 2018 (same time as the cabins are to be removed).

fig. 1



fig. 2



The proposal to date is to close the existing camping ground on 31 August 2018. There is no right of renewal for the existing lease.

The present public area (Domain Park) next to the Lake Wakatipu is widely used all year around for various family and individual leisurely pursuits; dog walking, picnics, water sports, barbecues, walking the elderly, running, para punting practice, frisbee playing, mountain biking etc. There is a small children's playground (fig. 3) allocated by 2 public tennis courts. The front area of the park has a very steep hillside to the lake, this is getting badly eroded in some areas due to the increase of public activity – there is an increasing demand for more flat foreshore land for locals to use for recreational purposes and for car parking.

At the Southern end there is a small toilet block below the new Frankton Primary School. (fig. 4) Willow trees surround the foreshore it is deeper water and is near the Kawarau Historical Bridge and Hilton Development. This area is used primarily for dog walkers, tourists, commuters to town via the walkway.

There is one small toilet block (fig. 5), a cooking shelter and rubbish bins at the flat end of the (North) domain park. This is the only car parking area on the foreshore. The car park is often used for marathon events; finish lines or beginning points. The Frankton Beach, near this car park is the only safe, sunny and shallow swimming area for children and the public at large to enjoy Lake Wakatipu. It is extremely congested already in the long Summer days, what will it be like in 40 years? There is a real shortage of lakeside public space.

There are 5 already commercial camping grounds in Queenstown; Creekside, Authors Point, 12 Mile, Arrowtown, and Queenstown Central.

PROPOSAL

It is suggested that this reserve land is reverted to its original status for the public to enjoy under the Reserve Act. 1977 ; " **...providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and an outdoor recreational activities including recreational tracks in the countryside**".

Plans are attached for Council to view how the land could be enjoyed by all in the future; with more car parking (including a turn around area), wider foreshore walkway for bikers and walkers. More seating provided, cooking shelters, picnic tables, and flying fox with a play area for small children near the lake-front. A botanical garden, for the elderly to enjoy (there are 2 retirement villages in the area with more planned), linking up - via the Frankton walkway with the Gardens in Central Queenstown. It is proposed to utilize the existing amenity block in the camping ground and to keep the kitchen Hall as a function room that could be rented out similar to the Lake Hayes Pavilion.

To fund the project it is suggested that Section 15 (6-8 Lower Stewart Street) owned by Council is sold when the lease runs out (estimated value \$400, 000-\$500,000). At present the section is a storage area for old trailers, boats, disused caravans and used by one person living in a tent for the last 8 years.

In Summary we are not closing the camping ground rather offering a community park as an alternative. There will be short term pain for those few who have had the pleasure of lake side camping but in the future all residents of Queenstown in particular, Lake Hayes Estate, Five Mile and future developments around Frankton will thank the Council for having the vision to create more open space, and safe access onto the Lake for all to enjoy.

As part of the longer term foreshore project the FCA is interested in the future of the Frankton Camping Ground, which is a designated recreation reserve. In the interim (before the camping ground lease expires in 2018), the FCA would like to be involved in any consultation or discussions regarding the Camping Ground Strategy review and in particular, the Frankton Camping Ground.

fig. 3



fig. 4



fig. 5





Date: 11 June 2012
 Scale: 1:750 @ A3
 Job No:

Job Name:

Frankton Camping Ground Redevelopment to Public Park

Plan Name:
 LAYOUT PLAN

Issue:
 CONCEPT
 Sheet No:
 LP 1



Issue:	CONCEPT	Job Name: Frankton Camping Ground Redevelopment to Public Park	Date:	01 June 2012	<div data-bbox="1324 1388 1420 1456">  north </div>
Sheet No:	LP 7		Scale:		
Plan Name:	CONCEPT IMAGES 3		nts @ A3		
			Job No:		



Date: 01 June 2012 Scale: 1:150 @ A3 Job No:	Job Name: Frankton Camping Ground Redevelopment to Public Park	Plan Name: CONCEPT IMAGES 3	Issue: CONCEPT Sheet No: LP 6
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Dear Rosalind

Annual Plan for 2016-17

Thank you for your submission to our 2016-17 Annual Plan, which was one of 771 we received. Councillors took each submission into account when making the critical decisions. These are reflected in the final plan, which we adopted on 30 June. Community consultation is an integral part of the Annual Plan process and I would like to thank you for participating.

We consulted on 5 key issues this year – [click here to read the outcomes.](#)

Council are currently working on a concept plan to improve Frankton Beach, including the car parking and toilet renewal. This plan will be consulted with the Frankton Community Association and when approved by Council will go into implementation in 2017. Budgets identified in the Annual Plan for improvements include a reserves roading improvements budget and a Frankton toilet renewal budget.

Four laning Lucas Place has been investigated and not pursued. Although some measures to reduce speed are likely, the focus of the work (the Western End Study) was on the intersection of Lucas Place and the State Highway. The EAR (Hawthorne Drive) is due for completion by December 2017 and identification of funding is ongoing.

The speed humps on McBride Street are already at the recommended height for speed humps, any higher and they will do more damage to the underside of vehicles. They are already painted with yellow lines that are renewed after each winter. Option for assisting pedestrians to cross McBride Street may be an alternative to an additional speed hump.

The footpath from Real Journeys Hangar to the Airport is principally on airport land - the remaining width between the traffic lanes and the road reserve boundary is about the width of a footpath. Any redevelopment of Lucas Place would likely include the upgrading of the footpaths. Any other work on the footpaths would be associated with the redevelopment of airport land.

The development of the Kawarau River bridge will include an underpass that will direct the existing cycle trail under the bridge and eliminate the need to cross Kawarau Road. To encourage cyclists and walkers, especially children, to use this underpass, the crossing of Southberg Avenue will not be improved otherwise children will be tempted to cross two lanes of constant traffic on Kawarau Road or the large intersection with Humphries Street.

Council will look at the options for pedestrians, cyclists and parking vehicles in the vicinity of Boyes Crescent. The study will include any changes to pedestrian and cyclist movements do to the underpass at the new bridge, and the additional developments at the school.

When Hawthorne Drive was originally designed it was expected that pedestrians would cross at the pedestrian crossing east of Tex Smith Lane and cross back at the Lucas Place roundabout. Through the business case process, Council will consider whether putting in a footpath will be worthwhile compared with the current situation. This process also helps Council prioritise any works against other works across the district.

An investigation of options to improve the safety of children crossing McBride Street, especially around Lake Avenue, is planned for this financial year.

Again I would like to personally thank you for your participation in this process and your valuable input.

Yours sincerely

A handwritten signature in dark ink, reading "Vanessa van Uden". The signature is written in a cursive style with a large initial 'V' and a horizontal line underlining the name.

Vanessa van Uden

Mayor

Queenstown Lakes District Council