

17 January 2018

Otago Southland RLTP Consultation
Otago Regional Council
via email: transport_submissions@orc.govt.nz

Submission on Otago Regional Land Transport Plan 2015-2021 – Queenstown Central Limited

Queenstown Central Limited (QCL) appreciates the opportunity to provide feedback on the recently-released Otago Regional Land Transport Plan (the Plan). QCL is a long-term property investor in Queenstown, having owned 22 hectares of land in Frankton since 2010. QCL has actively participated in the development of the District Plan in recent years and, in particular, was actively involved in the recent Plan Change 19 process to rezone land at Frankton Flats for urban uses. Since completion of that plan change, construction of QCL's five-hectare town centre development has recently commenced on their Activity Area C1 land, as has a 225-unit residential development on the adjacent Activity Area C2 land (by Remarkables Residences Limited).

QCL generally **supports** the Plan and in particular supports the following:

- The recognition that Queenstown has been subject to sustained population growth and that this growth is likely to continue in the future. The topographical constraints of the District mean that it will not always be possible (or desirable) to simply build additional roading infrastructure to cater for the additional transport demand arising from population growth. The Plan therefore recognizes that the development of a multi-modal transport system will be required.
- Notwithstanding this, given the relatively dispersed nature of the population, it is realistic to expect that the predominant form of transport for most people for the foreseeable future will be by private motor vehicle. The proposed improvements to the arterial and state high network (e.g. **Items 78 and 83**) are therefore **supported**. The management of traffic and other measures to mitigate of adverse effects arising from congestion within the town centre is also **supported** (e.g. **Items 30, 70, 71, and 82**).
- In many cases public transport will struggle to compete with the convenience of private vehicle use, however, movement between key nodes within the Queenstown District will benefit from increased investment in public transport facilities and services. Frankton Flats, in particular, is likely to become a significant destination in the next few years as increasing commercial development cements this area as a significant retail, entertainment and commercial hub. Employees in particular are likely to benefit from improved public transport facilities for the journey to work but services are also likely to be utilised by residents and visitors. QCL therefore **supports** initiatives to improve public transport within the District, including subsidies to ensure that services are maintained at a level that makes the public transport system a viable alternative for those who choose to use it (e.g. **Items 32, 38 and 42**).
- The Plan also recognises that cycling potentially has a greater role to play in meeting the transport needs of the District. As part of their development at Frankton Flats, QCL has committed significant resources to upgrading the section of the Wakatipu Trail that passes alongside their land. QCL similarly supports initiatives to extend or upgrade existing cycle (and walking) facilities elsewhere in the District and therefore **supports Item 29**.

QCL appreciates the opportunity to provide feedback on the proposed Plan but **does not** want to be heard in respect of this submission.

Yours faithfully