

## 6 Other Comments

### Would you like to comment on any other aspect of this draft 10 Year Plan?

Submission on Rooding and Transport – 10 Year Plan 2015-2025 This submission has been prepared to respond to the Long Term Plan, with a particular focus on the Transport Planning section. In our opinion, the questions posed in this section have conveniently ignored a more pressing question, which affects a significant portion of the Wakatipu population, and has glibly glossed over a potential solution, and further delayed this solution's implementation. This delay will be substantial and have wide reaching impacts for the community, as well as the accelerating tourism market in Queenstown. I would appreciate the opportunity to speak in support of this submission at the hearing scheduled for 25th May 2015 in Queenstown. The question that needs to be considered carefully by Council is what can be done to address the current congestion on the Frankton Flats, especially as the approved developments become more established and increase the pressure in this area in terms of traffic and congestion? The answer proposed to date is the development of the Eastern Arterial Road (EAR), which can provide relief to this over-crowded roading network, and is a key part of the accepted traffic planning to support the new developments on the Frankton Flats. After a long, expensive and protracted battle to secure suitable land for a new MEGA Store in Queenstown, our Company is making a huge investment in the future of Queenstown of approximately \$20 million to build the MEGA Store, to provide home improvement products at national prices in the Wakatipu basin. This store will be established to assist with the essential provision of affordable housing, and has a very strong trade and building supplies focus to deliver these products into Queenstown. Development of a suitable roading network which is both safe and efficient to address the current bottle necks of the one lane Kawarau Falls Bridge and the Frankton corner must be high priority of this Council to support the ongoing development of the Frankton Flats area, with Five Mile progressing well and the pending development of Shotover Park, led by the MEGA Queenstown Store. The pressure on this roading network will only increase with the Pak N Save Store, the new High School in Remarkables Park and the significant residential developments that link to Queenstown via the Bridge and the Frankton corner. A significant factor in the decision to make this very considerable investment by the Smith family in the Shotover Park location was the Council's commitment to deliver a suitable, safe and complete roading network for the region, and primarily the commencement of the construction of the crucial EAR by May 2015. Mitre 10 MEGA Queenstown will be employing close to 70 staff and attracting thousands of customers to its new premises from November this year. This Store's traffic reports were relying on council's previous commitment to construct the EAR, which enables safe and efficient traffic management into this new busy precinct, whilst maintaining quality access to Remarkables Park and the other areas of the Frankton Flats as well. The Frankton roading network including the proposed EAR benefits our customers, our team who serve our customers, and the large delivery vehicles which require safe and convenient access to our Store, as well as the other stores in the Shotover Park development as well as the Glenda Drive Industrial Area. Clearly, in our opinion without the EAR in place, the current congestion experienced daily in the Frankton Flats area will certainly not abate, and the efficiency of this roading network as a whole will be minimal, adding further to the cost of living in the Wakatipu basin. What Council has proposed in the Plan The Council's draft Ten Year Plan purports to be bringing forward expenditure on the EAR but it is in fact deferring work that the Council had already provided for in its 2014/15 Annual Plan (reference page 40 from the 2014/15 Annual Plan). The local community is clearly already very concerned about traffic delays at the State Highway/Glenda Drive intersection on a daily basis, and this concern is well established before the MEGA Queenstown Store, which will be the biggest employer to date and a much bigger draw-card for customers than any existing business in the broader Glenda Drive area, is open for trading. The delivery vehicles to support a MEGA Store will place further demands on the roading network, which will be simply compounded when the adjacent Pak N Save supermarket, due to commence construction mid-year, commences its operations. Council's view proposed in the Long Term Plan on page 19 shows planned capital expenditure on the EAR to be 2015/16 -\$1m; 2016/17 -\$4m and 2017/18 - \$5.205m. The \$1m in the next financial year is the design work for the EAR, which means that the EAR itself is now programmed to be completed in 2017/2018. This proposed slower programme simply means the local community, the accelerating tourist market using the growing Airport and the Bridge, and the many domestic visitors to Queenstown, will continue to suffer ongoing traffic congestion until early 2018, something which may be avoided through the EAR's construction, which provides an alternative arterial link relieving the pressure on the current Frankton corner. Currently, the Council's Long Term Plan is not a simple case of giving the EAR a lower priority because expenditure on roading is over committed, so what is the real reason in delaying this essential roading network? If Council is saving \$68m on its expected expenditure through this Long Term Plan, there must be capacity to bring forward some expenditure to earlier in the period to alleviate this obvious pressure point for the community as the new developments commence their respective operations. Conclusion Surely, if Council cannot afford the full \$9m road around the back of the

airport, as an option to address the congestion, it should consider at least funding a two lane road now, and add the kerbing and medians at a later date to create the linkage and commence the reduction of the congestion at the Frankton Flats. This would provide a temporary solution to the current congestion in the area, as well as the growing traffic requirements from the new developments approved in the Frankton Flats area. The two questions for the Traffic section raised for the Long Term Plan are sound, but the third question surely needs urgent focus as well. For many years, the battle for the Frankton Flats has held any significant progress in this compact trading area largely in abeyance, but now these developments are in full stride, with all the resulting impacts on traffic in particular to really be felt in the coming year. To defer the EAR further will create further congestion in this area at a time when this large scale retail and consumer growth is occurring, and this will only lead to a poor impression of the Queenstown area for the growing tourism base as well, who struggle to leave the Airport to get to their hotels in Queenstown itself. I urge the Council to consider this matter and re-prioritise the funding shown in the Long Term Plan for the EAR to complete this as quickly as possible, to coincide with the committed developments on the Frankton Flats.