

H-K

Submissions to the draft 2021-2031 Ten Year Plan



QUEENSTOWN
LAKES DISTRICT
COUNCIL

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

There are a few projects.

How many of these are going to benefit Residents ?

How many are going to going to benefit Tourists ? (which will not return for many years)

I pay rates in the QLDC area, I pay a Tourist Levy,

WHY will I have to pay a Tourist Fee when I come and stay in Queenstown ?

You need a Resident/Ratepayer card (like a drivers licence, to swipe when out of town ratepayers stay in the Queenstown area.)

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Council need to support Rain Water Harvesting. Approx. \$5000 for a full house system. ((\$2500 if you get it from Australia) A full house system on every house in the QLDC area will save any money being spent on increased water supply.

Remove Resource Consent and Council fees, to a one off cost plus yearly inspection of no more than \$ 100. (to ensure UV lights and filters are changed)

Every new construction must have at least 5000 litre storage capacity built into the property.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Council need to provide Totally Safe and Secure car parks at each end of Entry / Exit of CBD.

Ramp up the 'Orbus' system 100% so no one has to wait for transport.

24 hour availability, monitored for customer numbers at all times. (or)

From say 5am to 7pm daily. Allowing people to drive to the CBD in the evenings.

Through traffic is another item that could be handled differently.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

Property values have already dropped by up to 4% and may go further. This will lower the Council take on Rates, and will trigger a larger than advertised Rate hike.

A larger rate hike is not what residents want right now.

Rents have dropped by 20 to 25% so the income generated has been lowered substantially.

With new tax laws and reduction in rent income, a lot of rentals will get sold.

Rate increases are all geared around these costs which now may not be able to be passed onto tenants. (limit on rent increases)

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

User pays is the only way forward.

Get special fee structure for Rain Harvesting Systems, to make installation cost effective and affordable. (NB. Auckland has dropped Resource Consent for RWHS and have a smaller fee structure for compliance. (still not enough to get people to install RWHS to save Council Millions of Dollars in Water Storage))

Good policy will save QLDC council huge funding for water storage that would not be required.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HANNA Michael

Private

Arrowtown

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Targeted master planning appears to be a principal driver to deliver an acceptable programme addressing climate change for at least the next 10 years. Unfortunately this council has a habit of changing approved master plans to better suit developers and the tourist industry, with whom council are very much aligned. Until the Mayor and other elected members truly represent the greater community the challenge ahead will fall short of the adopted action plan. Costs for additional 3 waters reform need to be fully funded by future developments and not existing ratepayers, a better mechanism to collect costs from developers and operators needs to be adhered to as part of this plan. While I agree maintenance works and action to protect existing works is required all new works need to be completed at user costs. It will be interesting to confirm the external consulting costs allocated to this work and to confirm costs will be correctly awarded based on an open bidding process and according to legal governance. This has obviously been abused over the past few years to the benefit of friends and colleagues.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

New user pays!

1. Cadrona Village \$8.1M - How can this be so expensive for such a small village, if it is connecting future expansion then this needs to be fully funded by developers not existing rate payers.
- 2., Ladies Mile \$9.3M again is this for new (unapproved and unwanted) development along Ladies Mile, if so then should be fully funded by developers.
3. Arrowtown Reservoir \$6.8M Not for existing rate payers as it relates to new subdivisions

The list goes on - do not saddle existing rate payers with the cost of new works to the benefit of property developers.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

CBD street upgrades - what an extravagant waste of funds
Primarily spent to attract the 5 Million Tourists the Mayor and and other conflicted council members and staff continue to push.

The Mayor recently commented on the serious drinking and violent nature of our town following a late night tour with our police, a large cost to benefit a small majority of tourist based businesses.

Allience - To revitalise the CBD is this a poor joke, Council has spent the past 10 years pushing the CBD out to Frankton, the civic heart no longer lives in Queenstown CBD which has been taken over principally by Tourist driven businesses, again following the trend towards 5 million tourists as driven by the Mayor and others.

If indeed this is encouraged to continue then it certainly needs to be funded by operators who benefit directly from these so called improvements, locals have already been forced out.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

As previous, principally the tourist operators and hospitality businesses are the ones who benefit from these so called improvements.

Other ratepayers not only receive little benefit but will continue to avoid visiting our CBD until our wishes are taken into account.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Fees and charges to be directly charged against new works

Fees and charges to be fully transparent and conforming to regulatory governance, work not to be handed out to friends and colleagues as has occurred, council staff to be capable of undertaking the roll out of projects without the need of hiring external consultants unless necessary.

Open book with no more hidden agenda items

Council to cease "workshops" and provide correct minuted meetings for public review.

Council to start listening to the key board warriors

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Overly expensive

Too much concentration on Queenstown CBD - driven by conflicted representatives

No account of proposed Tarras Airport

No clear direction for QT and Wanaka airports, is it still based on the 5M tourist plan preferred by Wayfarer group?

Q. Please use this space to comment on the draft Policy on Development Contributions:

Why are we still so intent on building a silly council edifice in Queenstown CBD
Relocate to Frankton and scale it back, many ratepayers are not happy committing large sums for an organisation which is continually failing, subject to various external and internal investigations on operations, contract awards and conforming to governance.

This together with obvious conflicts of interest is of serious concern to rate payers.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HANSEN Brian

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Rooding Rates

Please tell us more about your response:

The proposal to require wider CBD residents to assume a greater cost is simply unfair. We already contribute more to the Queenstown economy and frankly are adversely affected by many of the proposals as they increase the population in the CBD and make life more difficult. Everyone should contribute off the same base.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Seems there is a very limited response to this. No mention of public transport for the hawea community and the continued idea that we want more jets flying into this area

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Seems that the area is developing faster than you are building my for. Will these schemes be sufficient in 10 or 20 years time

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

This area seems very lacking. Seems Wanaka and particularly hawea have been completely forgotten

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

I have no problem paying more fees or rates but not if the projects are not what the community wants or needs. The swimming pool in Wanaka is already struggling with the needs of the community. What happens in another 5 years!

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Seems business as usual. No changes despite the covid reset requests. I feel the council needs to do a major survey on what the residents want post covid. There is of course a strong business community that want more tourists I am sure but do they outweigh those who do not. This is a constant debate we have and perhaps a survey would help focus these discussions. However it would need to be strongly advertised and directed to all rate payers to give a fair indication of what we all want

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

I write in SUPPORT of Council's investment in the Cardrona Water Supply (Mt Cardrona Station) scheme. Furthermore, I encourage the exploration of options to expand the (proposed) scheme boundary to include nearby properties not currently included.

My motivation to submit is linked to what I consider a misrepresentation of the Cardrona community's views by the Cardrona Valley Residents and Ratepayers Society. They appear to submit in a manner suggesting they have unanimous support of their members and that every member of the "Cardrona Village Community" opposes the proposed investment. This is incorrect.

My position of other water treatment matters is neutral.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

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Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

We should not be truck sewage to a land fill

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The plan is completely wrong

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Rooding Rates

Please tell us more about your response:

All benefit all should pay . It is quite frankly absurd and misleading to say all rate payers closer to CBD benefit by pedestrianisation , in fact we suffer .

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

We need no cars in central CBD service vehicles and golf carts only with bikes and pedestrian . We need huge carparkon cemetery site . With two lane hiway in and out .

All rental cars and bikes located in this car park

All buses into and out of this 7 storey car park . There should be Tunnel under car park to link up to Glenorchy rd

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HARRIS Neville

Private

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

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19th April 2021

SUBMISSION TO QUEENSTOWN LAKES DISTRICT COUNCIL TEN YEAR PLAN.

The following is my submission to the above plan.

After spending some time traversing the document I have come to the conclusion that the Upper Clutha area and in fact the whole Wanaka Ward has been severely disadvantaged with the proposed Plan as produced . (Note that the following relates only to the ten year plan and not the Spatial Plan)

Having been a long time resident of the area and during that time a former Councilor at QLDC find the document eye watering with respect to the proposed allocation of funds for our area.

I consider that Council either does not realize the importance of the Wanaka Ward as part of the whole structure of the district and it's wellbeing or our local councilors have been asleep at the wheel in allowing the in balance to occur.

Much of the proposed funds allocated to projects which are included in the Plan appear to be not of high priority and or are not specific.

As Follows:

- (1) Volume 1: Page 123: has sum of \$500,000 for Wanaka Master Plan of what area ?
- (2) Volume 2: Page 72: Wanaka Lakefront Plan 2021-22 \$2.3M, 24-25 2.7m, 25-26 3.6M, there is no indication of what stages of the Plan they refer to. Reference to stage 2 in Councils Consultation Document states "has been general consensus on a concept design". Stage 4 is bogged down because of real issues with parking & opposition to the removal of vehicles from the Town Centre. It is very likely much of this proposed Lake Front Development Plan will ever take place because all are very controversial and are unlikely to ever be implemented. Much water has flowed under the bridge since the plan was first instigated (2016) and is now well and truly outdated in our present climate, with 3 Parks well under way Wanaka CDB is now unlikely to expand further than it's present boundaries.
All Lake Front Development as presented, should be deleted from the Ten Year Plan
- (3) Volume 2: Pages 10-12, ie Water supply, Waste Water, Stormwater etc. The plan indicates Projects under \$5m are not itemized, I note the total expenditure over the term of the Ten Year Plan is just under 500M, a tidy sum in anyones language. It is unbelievable that such a sum can be spent by Council without any reference to it's ratepayers what so ever.

I would suggest to Council that a good hard look at what is proposed in the Ten Year Plan in respect to the Wanaka Ward in general, and reconsider what priorities are more important to our Town.

One item I could suggest as being an urgent works is the corner of Golf Course & Balantyne Roads intersection which with the new 3 Parks in operation, is a death threat corner. As a Life member of the Wanaka Golf Club I am aware that this has been ongoing for some time, with no response from Council to rectify the situation. (will it take a death to act ?)

It is noted that reference to development of Wanaka Airport is included, this must be deleted.

Surveys completed show there is no support for such large development of the Wanaka Airport.

Reading though the document it is apparent that Council is on a spend, spend, spend, track, with no intent to reduce the ever burdening load on it's rate payers, it is not the Rate Payers prerogative to keep the districts workers employed in projects that eventually will kill the goose that lays the golden egg. Council must by all means keep their spending under control and in particular their ever increasing wage costs.

Many people that I talk to consider the present Council is on track to wreck the very things that people come here to see and enjoy the natural environment.(ie. our beautiful lakes, Mountains and surrounds.)

As stated above my submission relates to the Councils Ten Year Plan, but would ask Council what is the intention of the Draft Spatial Plan in the sense that it is most difficult to predict the outcomes of Councils Ten Year Plan let alone predict what 2050 may look like, it appears it is nothing more than smoke and mirrors up in the clouds, and a costly exercise.

I look forward to attending the Mike & Jim show on the 11th May 2021 in Wanaka

Neville Harris

Ex QLDC Councillor

Submitter

HARRISON Michelle

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Wanaka's infrastructure needs to catch up to the demands that are put on it by the ever growing population.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

Specifically, I am requesting the following changes to the Ten Year Plan:

- Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024
- The Schools to Pool protected cycleway to be designed and built as a priority
- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026
- The promised business case for active transport in Wanaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

Please tell us more about your response:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community

would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HASSELMAN Amanda

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Submission on QLDC 10 Year Plan.docx

Temple Peak Station,



16th April 2021

Submission on QLDC 10 Year Plan

We applaud QLDC's 'Vision Beyond 2050' of zero carbon communities but see very little in the proposed 10 year plan which clearly outlines steps to achieve that goal. It would be wonderful to see all future plans viewed primarily through the lens of **climate change** rather than relying on an outdated economic model to chart our direction.

Public and Active transport should both be a priority not an either/or choice.

Reliance on 'business as usual' tourism doesn't recognise its huge carbon footprint or the burden on ratepayers. Many communities have enjoyed the respite provided by Covid and there may no longer be social license to push for endless growth. Covid has shown our huge vulnerability with a single focus economy and it would be great to see QLDC advocating for a more **diverse economic base** for the region.

The 10 Year Plan is very focussed on large **Central Queenstown infrastructure** projects; Lakeside, Arterials, parking building, Memorial Hall rebuild, QLDC offices whereas many ratepayers now bypass the area completely since most basic services have relocated to Frankton. Central Queenstown is a white elephant for many ratepayers yet it absorbs much of our rates contribution. We do not support that expenditure.

Hard times now should push us to clearly articulate how we will achieve our climate change commitments and funding **small communities** to develop their own version of resilience offers an opportunity for novel, local solutions providing local employment eg. walkways, cycle ways, local nurseries, community gardens, predator control. The diversity of local initiatives may well become a tourist attraction for the slow, ethical traveller of the future.

More investment in state of the art waste management facilities and **waste minimisation**. E.g. Water fountains in every community and a region wide commitment to no bottled water.

We acknowledge the hard work done by QLDC but feel Covid offers us a one off opportunity to reframe our thinking so that climate change is our main priority.

Many thanks for the opportunity to submit but we do not wish to be heard.

Amanda and Mark Hasselman

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Climate Change issues must take complete priority in all decisions. Pushing ahead with projects that encourage further growth in international tourism (airport development) and car use (roading and car parks) at a time when we should be absolutely prioritising less international travel and less fossil fuel car use and more active travel is directing our resources to the wrong areas.

The community have made it perfectly clear to council that we want the well being of our citizens and the protection of our environment to be taken into full account when making decisions. We need council to start listening to the people and make their decisions accordingly.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Wanaka in particular, needs a safe uncontaminated water supply. This needs to be addressed asap.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

This whole subject is totally focussed on Queenstown, almost as if the rest of the district doesn't exist. I want to see much less emphasis on Queenstown's roading and parking and more effort put into providing infrastructure for active transport and public transport on the Wanaka side of the hill.

QLDC needs to live up to their declaration of a Climate Emergency and revisit at all existing unfulfilled projects to determine if they are still relevant in a changing world where we have to discourage frivolous travel including international tourism and encourage less car use and at very least take measures to encourage conversion to electric vehicles and at the same time make the use of fossil fuelled cars less convenient. The town centre arterial road project is one such scheme that needs to be reassessed in the light of the changing priorities, as are the plans for the jet capable dual airport.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Again, more Queenstown centred projects, unlikely to have any real effect on residents on the Wanaka side of the hill as the significant commercial activities for non tourists is centred around Frankton.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

It is right that user pays but diligence needs to be exercised to ensure services are being provided efficiently and cost effectively and look at reducing or eliminating unnecessary or outdated compliance procedures. There are currently too many unnecessary barriers to providing low cost housing mostly as a result of property price inflation but also exacerbated by compliance rules and costs and the high prices we have to pay for building materials with a small number of large corporations controlling the prices. We don't need this situation made worse with costly and unnecessary red tape.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Stop pushing the dual airport scheme, that nobody wants, nor can the planet afford. Start listening and acting on the wishes of the residents. Reduce the focus on unnecessary Queenstown traffic related projects and give the Upper Clutha area the services and infrastructure it needs.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HAWKINS David

Luggate Community Association

Luggate

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I went through the submission survey only to find there is no section to deal with our annual grant.

I would like to make an application for continuing annual grant to Luggate Community Assn.

We have projects coming up in the coming months that will require funding.

We are planning a wheelchair accessible picnic bench for Taylor Park and we are going to meet the costs of printing our local community newsletter. These 2 projects alone will take up most of our \$5000 annual grant.

Please add this request to the 10 year plan.

With regard to the planned budgets for roading and transport, I would like to ask that council reconsider the expenditure on the Queenstown Link Road to the detriment of much needed funding for active transport and safer journeys for non car users, especially on the Wanaka side of the hill.

Just because there is a government contribution to this project doesn't give the project any more merit in the current situation we find ourselves in, with limited resources and more emphasis needed on active and other low carbon transport options along with discouraging more car use.

I feel the investment in more roading is a throwback to past thinking and we all need to start doing things differently.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HAYDON Victoria

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

- a. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,
- b. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HAYES John

none

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

I am deeply distressed that your plan will destroy the community of ordinary residents in Brisbane street and accordingly oppose this proposal

Queenstown has thanks to Covid become a pleasant place to live again. It is no longer overrun by too many people. We need not to exclude tourists but to thin their numbers by increasing their cost to the facilities and environment they can enjoy. I oppose the expansion of the CBD into residential streets.

I would support the imposition of a 3% CESS or tax as Singapore does on ALL Tourist Activity

I have other issues to raise at the hearing

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

It Makes no sense to increase the cost of building consents by 10 % when the country needs to build more accommodation

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

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Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

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The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading, as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; ie amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

See attached.

Q. Please use this space to comment on the draft Policy on Development Contributions:

The DC policy identifies costs beyond \$8.1M, with nearly \$14M costs identified for Water Supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection charges identified).

This makes it impossible for developers/ ratepayers to understand the costs of the scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

N/A

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly **opposed**.
2. This is because:
 - (a) The Council has demonstrated no need to invest in the scheme.
 - (b) In particular:
 - (i) the Council has demonstrated no need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and
 - (ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.
 - (c) The Council therefore has no need to invest in a competing system.
 - (d) This is particularly the case where:
 - (i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;
 - (ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/ or developers through rates, connection charges, and/or development contributions;
 - (iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;
 - (iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors); and
 - (v) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party:

... engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits
3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, **independent**, information before it on these matters.

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Road transport accounts for 37% of our district's greenhouse gas emissions - by far and away the largest emitting sector. QLDC's own Climate Action Plan states a key outcome is for the district to have a "low carbon transport system". It goes on to state that this will be delivered through "bold, progressive leaders" and "agents of change" with "public transport, walking and cycling [being] everyone's first travel choice."

This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years.

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Road transport accounts for 37% of our district's greenhouse gas emissions - by far and away the largest emitting sector. QLDC's own Climate Action Plan states a key outcome is for the district to have a "low carbon transport system". It goes on to state that this will be delivered through "bold, progressive leaders" and "agents of change" with "public transport, walking and cycling [being] everyone's first travel choice."

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Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I would like to see developers of new residential sub divisions and commercial precincts be required to link their sub divisions in to the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HEATHER Melanie

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

I SUPPORT a Council owned Cardrona Water Supply.

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I SUPPORT a Council owned Cardrona Water Supply. Given the Water Services Bill, formation of Taumata Arowai and Mt Cardrona Station development underway, this is an opportune time to improve drinking water services in the Cardrona Township. I would also like to see the proposed scheme boundary extended to include more properties, including those in Lower Cardrona by the Cardrona River intake. Bore in the immediate area could be affected by the proposed take (unlikely taken in to account) and it is an opportunity to extend safe drinking water to more within the Cardrona area.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HELBY Joanna

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

inadequate!!

Road transport accounts for 37% of our district's greenhouse gas emissions - by far and away the largest emitting sector.

QLDC's own Climate Action Plan states a key outcome is for the district to have a "low carbon transport system". It goes on to state that this will be delivered through "bold, progressive leaders" and "agents of change" with "public transport, walking and cycling [being] everyone's first travel choice."

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Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investment.

Specifically, I am requesting the following changes to the Ten Year Plan:

- Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024
- The Schools to Pool protected cycleway to be designed and built as a priority
- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026
- The promised business case for active transport in Wanaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including 'increase in km of urban cycleways and shared paths built' as a key metric.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I would like to see developers of new residential sub divisions and commercial precincts be required to link their sub divisions in to the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HELLES Margrethe

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

There is a fundamental disconnect between Council's stated aspirations and the actual investments and strategies planned. The draft plans do not set a direction that will lead the district to carbon neutrality by 2050. Further, Upper Clutha spending on carbon mitigation initiatives is severely limited, with investments heavily weighted towards Queenstown.

There is no reset to deliver the quality of life sought by the residents of the Upper Clutha.

Council's own annual Quality of Life surveys conducted over the past three years show that the majority of residents are frustrated by the ever expanding impact of tourists and visitors on their district. Yet this has been effectively ignored.

There is an equally fundamental disconnect between the QLDC's much lower projected residential growth figures and the growth rate we would expect on the basis of historical growth over the last 10-30 years. The Draft Spatial Plan significantly underestimates growth in resident numbers as the basis for future planning while assuming that tourism will grow massively throughout the 30 year period. In fact visitors are projected to outnumber residents by 2 to 1 by 2031. This has major ramifications for future planning for our district which must be addressed by QLDC.

The Council should be doing one of two things; either
1 - rewrite their plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or
2 - manage growth and limit visitor numbers to what we as a community can cope with and fund.

Instead growth remains a core policy.

The Council has failed to live up to its own stated commitment to climate emergency and a carbon neutral economy. Specifically, there is no investment to reduce carbon emissions in the Upper Clutha. There is not even a commitment to measure carbon emissions properly across projects and activities in the district.

Furthermore, Council is committed to a growth model of ever increasing visitor numbers with tourists outnumbering residents by 2 to 1 by 2031. There has been no reset on tourism and a dual jet airport strategy. This is still the only direction offered, despite airport scenarios being deliberately omitted from the community pre-engagement workshops for the Draft Spatial Plan.

Therefore, I believe Council should plan and prioritise reduction of carbon emissions, proper measurements and ongoing KPIS and targets to make sure we are on track for carbon neutrality by 2050 across the district. This includes an important reset on tourism and a dual jet airport strategy.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Water is life and not complying with drinking water standards is third world! By delaying the construction of the water treatment plant would not only have a detrimental impact on health for residents but will also impact the much valued brand of 'Green and clean' New Zealand for our international visitors.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

There is a massive substantial and inexplicable imbalance of investment between Upper Clutha and Wakatipu. This is the case in areas such as transport, public transport and active transport networks, reserves and community facilities. Hawea has been almost wholly ignored.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HENRIQUES Paul

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I am very concerned about the possibility of industrial development being allowed adjacent to the Lake Hayes Estate. Currently the area has a pleasant suburban - rural atmosphere and industry would destroy that.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HENSMAN Grant

Wakatipu Wilding Conifer Control Group Inc (WCG)

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:



Submission on the QLDC Annual Plan, QLDC 2021-2031 Ten Year Plan

2021 – 2031 He Mahere Kahurutaka

Wakatipu Wilding Conifer Control Group Inc (WCG)

7 April 2021

Summary of the submission

- Recognition of the wilding threat to tussock landscape, native ecosystems and biodiversity, our waterways, historical areas, QLDC and DOC reserves, to tourism and recreational areas, to fire risk and therefore to the community.
- Historical support of QLDC in founding the WCG, supporting and financing wilding control.
- In the current 2018-2028 Long Term Plan, QLDC commits an annual \$500,000 to wilding conifer control in the Wakatipu and WCG submits that QLDC continue this funding.
- **QLDC has contributed over \$3 million since 2009/10 for wilding control, WCG has succeeded in further leveraging this funding into a substantial amount of over \$20 million across the ten years.**
- This past investment of over \$20 million will be wasted unless the task is completed and on-going, scheduled maintenance is funded.
- WCG applauds QLDC's vision in allocating the annual funding of \$500,000 for wilding control and appreciates other support from QLDC, this funding ensures continuity of control and shows commitment to our environment, unique landscape and community.

- WCG supports the harvest of the Coronet forest and proposed re-vegetation programme. WCG has wilding maintenance work planned and budgeted for over the next few years, to deal with the seedling spread from the forest.
- Other Wakatipu environmental community groups also support and endorse the work of WCG and recognise that their own conservation efforts are interlinked with the detrimental effects of exponential growth of wilding conifers/pines. If WCG fail in their control efforts, then local environmental groups are also likely to fail in their own objectives.
- The continued foresight and support of QLDC is needed, the importance of their contributions to WCG are vital so that positive outcomes are created for the community, such as protecting our outstanding landscapes and unique environment, protecting recreational and historic features, protecting waterways (Independent analysis suggests wilding pines have a strong impact on waterways - wilding pines can decrease the amount of water that flows into rivers by 30% to 40%) and in the process, lessening potential fire risk and whilst in this current economic climate also create and maintain jobs that benefit the community as a whole.

1. Wilding control historically adopted by QLDC

- 1.1 QLDC has recognised the enormous threat of wilding pines to the Wakatipu golden tussock landscapes, native ecosystems and biodiversity, our waterways, to heritage values, to tourism and recreational areas, to the community and the fire risk from uncontrolled spread. In 2004 Council commissioned a Wilding Strategy.
- 1.2 In 2008 QLDC commissioned and adopted a Wilding Management Strategy for 2008 – 2012. The Strategy called for a community-based Group to be established, in part, so that other funding could be more easily sourced. Initiated by Council, the WCG was formed in April 2009.
- 1.3 WCG is tasked with co-ordinating funding and control efforts and responsibilities of various agencies including QLDC, ORC, LINZ, DOC and to represent Wakatipu in the National Wilding Conifer Control Programme lobbying for further National funding.
- 1.4 QLDC has received extensive WCG reporting, been totally supportive of and backed WCG with staff, finance, administration, resources, use of Council media and meeting venues when needed.

2. Over a decade of wilding control is a foresighted community investment

- 2.1 Investment of over \$20 million in wilding conifer control since 2009. Over the next three years, there is a forecast and approved further \$7,741,836 to be spent on wilding conifer control in the Wakatipu, funding can only be drawn down from other sources if QLDC's continued contribution is maintained at current levels.
- 2.2 Due to the exponential spread of wildings, large investment is required now for both elimination of seed sources and the maintenance/containment programme, as future costs will also become exponential if past investments already made are not followed up. (If no previous control had been carried out, it is estimated that the costs would have risen by 30% per year, this proves council was immensely foresighted to initiate the formation of WCG over 10 years ago with the resulting extensive wilding conifer control carried out to date.)
- 2.3 We are winning in many areas and holding some areas, WCG have been focusing on coning trees and continue to reduce seed sources affecting vulnerable land.
- 2.4 This wilding control season 2020/2021, WCG will invest over \$6 million in boom spraying, helicopter lancing and ground crew work. The maps attached show an example of operations undertaken.
- 2.5 Don't we need these trees to tackle climate change? Whilst wilding pines can help with climate change, their impact on the environment outweighs any benefit they could offer. On the whole it is better for the environment to remove them. Most wilding pines are not included in New Zealand's Emissions Trading Scheme because of the threat to New Zealand's unique biodiversity. There are better options for removing carbon from the atmosphere.
- 2.6 The WCG stakeholders greatly influence the direction and operations of WCG and operational activities take into account our obligations and responsibilities to Ngāi Tahu and support their role as kaitiaki. WCG and its stakeholders work collaboratively and take pride in being adaptive and responsive.
- 2.7 The WCG aligns most strongly with the QLDC 'Vision beyond 2050 - Deafening Dawn Chorus | Waraki' by protecting our whenua and unique environment protecting the flora and fauna and setting the standard for combating biodiversity loss by managing the eradication of Wilding Conifers in the Wakatipu Basin.
- 2.8 WCG 's vision and objectives align with QLDC 'Parks and Open Spaces Strategy' where open spaces are valued by the community and are protected and enhanced for future generations whilst contributing to enhanced biodiversity and improved water quality.
- 2.9 The WCG submit that Council continues to contribute \$500,000 annually as previously detailed in the 2018-2028 Long Term Plan towards wilding control and maintenance in order that WCG can continue to leverage this amount into far greater sums. The

successful advances made over the last few years have meant that WCG have been able to attack the problem from many angles and slowly sweep the wilding pine problem from the backcountry and work further in towards the Queenstown township. In order to continue the task, it is vital to maintain the backcountry and further remove more seed sources with an end view of completing the task and maintain gains.

3. Priority use of funding

- 3.1. WCG's priority is currently to remove as many seeding trees, woodlots, shelterbelts, road-side conifers (other than non-wilding species) as possible and permissible. The cost of constantly removing seedlings on infested land while still leaving seeding trees to rain seed onto cleared land is clearly not viable.
- 3.2. WCG commends Council for the proactive removal of the Coronet forest. This is setting an example to all landowners and ratepayers by investing in removing seed sources, thus reducing the future wilding control spend.
- 3.3. WCG has set a budget and planning is in motion to update their current strategy to ensure ongoing, relevant priorities are set.

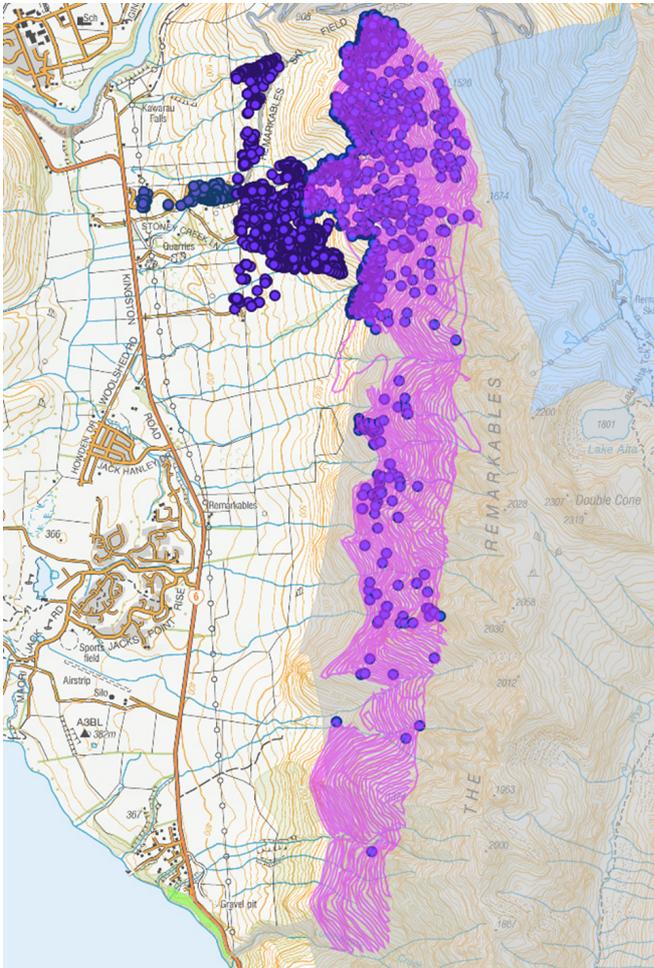
Recommendation

1. WCG has been allocated \$500,000 from QLDC annually until 2025. Extensive reporting by WCG shows the good work done thus far. Subsequently, WCG propose that QLDC continue to support WCG with the annual contribution of \$500,000 in the years following 2025 in both the annual plans and the new 2021-2031 LTP.

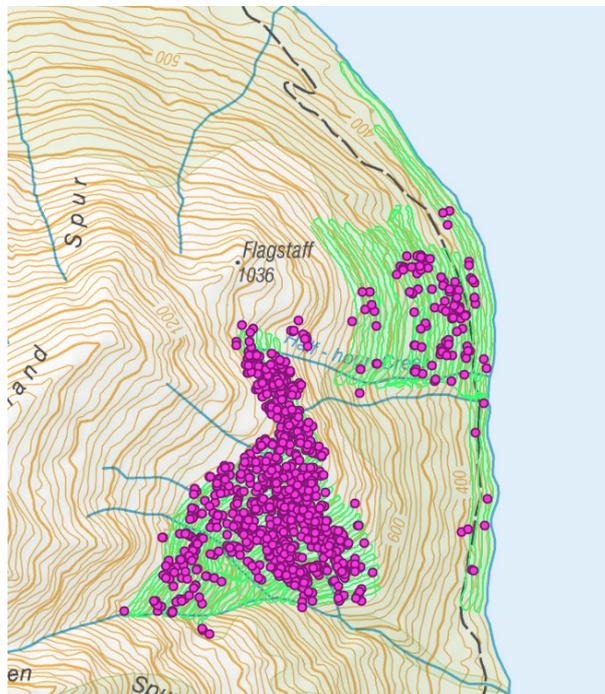
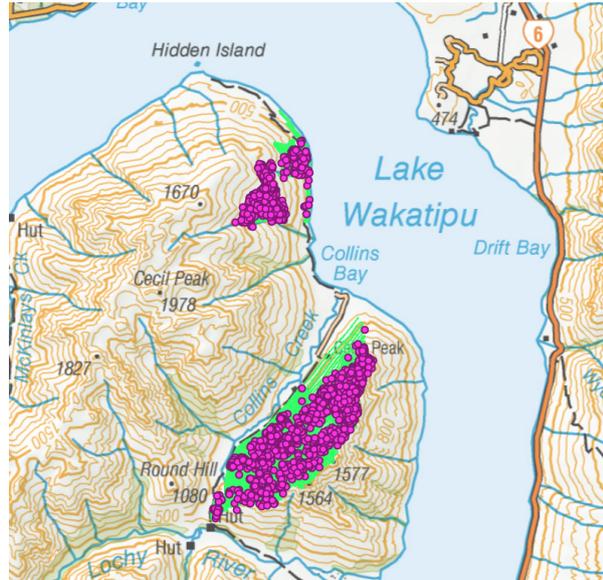
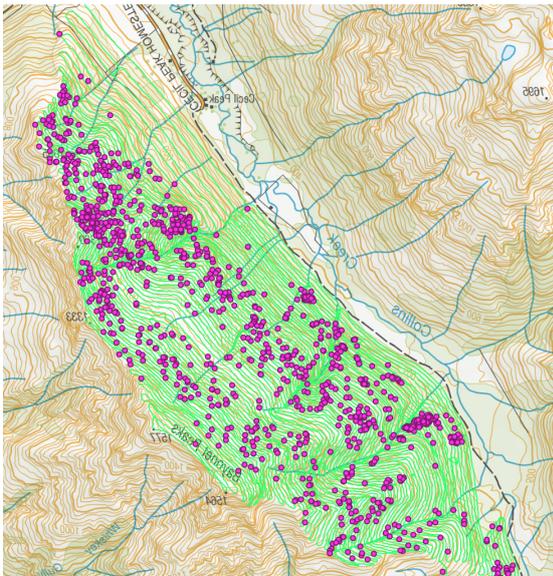


95 x wilding conifer control operations carried out this season by WCG so far (2020/21) including the two following examples.

Example 1: The Remarkables Range front faces. Map shows the distribution of trees removed/treated by both lancing & ground control operations. Just over 1,000 hectares protected in this operation.



Example 2: Cecil Peak Maps – 1,112 hectares protected by a heli/lancing operation over December '20/January '21 with 2,324 trees treated.



HERVEY Mark

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Can you please delete my name wishing to speak. Once I logged on I could not delete the request

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The transport needs required in Wanaka need to be reviewed, based on the significant increase in population numbers which are not forecast by QLDC but are indicated by Statistics New Zealand if you extrapolate the census population figures. Specifically the 10 year plan does not address the planning and requirements of transport in Wanaka

These include but not limited to

1. The intersection of State highways 84. 6. Riverbank road needs to be planned and implemented
2. The intersection of Anderson Road and State Highway 84 is under designed and already overwhelmed. The round about needs to be redesigned to two lane and include Plantation Road. Including Plantation road will deflect traffic from the Town Centre.. Plantation Road is a relatively new road, wider than Anderson Road and is currently dead end one way heading East. Extremely poor design.
3. It is important to put in place cross town roading network before the Town Centre development plan is further considered

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

The Council needs to implement a policy of having the rating differentials reviewed every 10 years by an external professional body to ensure rates levied are justified according to the benefits received and any community benefit is measured, accountable, and justified.

Until the Council has an open and transparent policy target rates are seen as a one-off sticking plaster approach to an equitable rating policy.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Wanaka Lakefront Development

Included in the section is the Town Centre Development proposals.

The town centre developments proposals were largely based on a "trial run" when the town centre was closed to traffic with organised activities held on the streets to measure the impact on the street closures.

This survey was biased and tainted. It was not a normal day and the activities were contrived.

Since this survey was undertaken we have had the benefit of understanding the impact of "3 Parks" on traffic flows. We have further seen the impact of the reduction of camper vans in the town centre since the demise of foreign tourists.

The town centre conceptual plans need to be put aside and a new start made.

Planned roading infrastructure proposals made in this submission will further change the traffic dynamics of the town centre.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

The Glenorchy Trails Trust - -QLDC 10 Year Plan Submission – April 2021

The Glenorchy Trails Trust (GYTT - formerly the Head of the Lake Trails Trust) was formed in 2017 with the aim of creating safe walking and biking trails in the head of Lake Wakatipu areas of Glenorchy, Kinloch Rees, Dart Valleys, and Paradise. It aims to achieve community-based outcomes including access to the foreshore, various recreational areas, linking areas of the community together, and safe options for families and children.

The Trust has a 10 year Strategic Plan that includes a recreational trail that links Glenorchy with Queenstown and the Greenstone Valley via the head of the lake communities and in doing so building the missing link of the Te Araroa Trail.

One of the desired outcomes from the recent shaping our futures visioning process is for the town to be at the centre of a network of interconnected trails and the Trust is working towards achieving that goal. The Trust enjoys strong support from the local community. It has on file support letters from the Glenorchy Community Association, Geoff Owen (DoC), the Glenorchy chapter of Rural Women, the Glenorchy Primary School, Camp Glenorchy, the Queenstown Mountain Bike Club, and the Queenstown Trails Trust. It has fundraised the \$89,000 required to build stage 1 of its first trail, the Buckler Burn Loop. This has been successful through the generosity of;

- Community Trust South
- Central Lakes Trust
- Glenorchy Rural Women
- Glenorchy Community Trust
- And the people of the head of the lake and the surrounding district supporting the Trusts own fundraising activities.

In the future we hope to have support from the QLDC proportionally commensurate with the Queenstown Trails Trust and the Upper Clutha Tracks Trust. For now, the funding sought is for two priority items for the Trust as follows.

Trail signage for Stage 1 of the Buckler Burn Loop Trail

The Trust is expected to have successfully fundraised the necessary money for Stage 1 of its Buckler Burn Loop Trail and commenced construction of it by June 2021. Signage at each end of the trail is necessary for way finding and safety, as it is within road reserve it will also advertise the QLDC along with the Trust. For example, this sign was recently commissioned and paid for by the Trust:



Based on the cost for the last sign the Trust is seeking a total of \$2500 towards signage at each end of this trail.

Website development

The Trust has a website however as it has matured the template-based website is no longer meeting its needs. To engage with its trail users, raise awareness, and improve fundraising, the Trust needs a new website that will provide the following opportunities;

- Direct fund raising through online donations
- Downloadable local maps and trails
- Planning for trips to Glenorchy
- A directory of related businesses and local hospitality to support the local community
- Links to social media
- Graphical updates of fundraising efforts
- Active transport route advocacy
- Membership
- Mailing list management

The Trust is seeking a grant of \$10,000 to develop a new website.

Consortium Submission

The Glenorchy Trails Trust has also joined a consortium of other bike entity's in the district who are making a submission seeking funding for the development of a strategic plan. Please refer to that submission for further information.

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission to the QLDC 10-Year District Plan

“Ko te kai a te Rangatira he kōrero” – the food of chiefs is dialogue.

FlightPlan2050

John Hilhorst

E: [REDACTED]

P: [REDACTED]

1 Introduction

Thank you for the opportunity to submit to the QLDC 10-year District Plan.

We would first like to acknowledge the considerable amount of excellent work and expertise by many people that has delivered this draft for our consideration. It will have been a challenging task, but a worthy one, being the first opportunity for our community to develop such a broad-based, integrated and long-term vision for our district’s future urban development.

Overall, we agree with the broad direction and many of the priorities outlined in the draft report. The focus on concentrating urban development into a sensible pattern that would better support public transport, protect our outstanding natural landscape and ensure the efficient provision of publicly funded infrastructure is to be commended. As is the focus on our district’s well-being as the principal driver for the outcomes it seeks.

The following submission has been prepared primarily for draft Spatial Plan. We hear submit to the 10-Year District Plan process as all the key points are equally relevant.

Thank you for your consideration in this regard.

2 Summary

While an excellent start, this draft Spatial Plan has one glaring fault, a purposeful omission that if ignored would reduce the report’s credibility and undermine the capacity of this Spatial Plan to provide for the district’s best future potential.

2.1 High-level design failure.

It completely fails to consider alternative scenarios for the region’s airports. The Spatial Plan Scenario Analysis Report makes plain that QAC’s proposed dual airport plan is the only scenario considered (p 6).

2.2 Current suboptimal design.

This is a high-level design failure that will, if not rectified, lead in the near term to decisions that would lock-in sub-optimal new zoning on Frankton Flats based on the currently proposed Frankton Masterplan. That plan would have high-density mixed-use zoning placed directly onto State Highway 6 along Five Mile. This proposed “Urban Corridor” is sub-optimal in that it risks:

1. The creation of a network chokepoint on the district’s most important arterial route, and

2. Would congest that urban centre by forcing all those who seek to transit this area to pass directly through its centre.

The need for this sub-optimal “Urban Corridor” is entirely predicated on the assumption that Queenstown Airport and its associated air noise boundaries will continue to dominate Frankton Flats and surrounding areas.

2.3 Alternative airport scenario

An alternative airport scenario would most likely be the relocation of all domestic and international scheduled services to CIAL’s proposed regional airport near Tarras combined with the closure of Queenstown Airport for all but vertical takeoff and landing (VTOL) and relocation of fixed-wing general aviation (GA) to a new airfield on Queenstown Hill or to the existing airfield at Kingston.

This would allow for a vastly better urban plan design for Frankton Flats, which the draft Spatial Plan clearly identifies as the district’s major metropolis for the future.

Alpine city campus design concept



THIS IMAGE SHOWS THE CONCEPTUAL ALPINE CITY DESIGN PROPOSED BY DAVID JERRAM AND GILLIAN MACLEOD. FRANKTON FLATS OFFERS A UNIQUE OPPORTUNITY FOR A FULLY INTEGRATED, HIGH-DENSITY SMART CITY.

1. CENTRAL PEDESTRIAN BOULEVARD
2. OVERBRIDGE CONNECTING TO LAKE
3. TRANSPORT HUB INTEGRATING SURFACE VEHICLES AND VTOL
4. EXISTING AIRPORT BUILDINGS REPURPOSED AS COMMUNITY FACILITIES, COUNCIL OFFICES OR CONFERENCE CENTRE
5. CONNECTIONS LINK RING ROAD TO INNER CARLESS COMMUNITY
6. INNER CIRCULAR ROUTE ENABLE EFFECTIVE CONTINUOUS PUBLIC TRANSPORT
7. NORTH-SOUTH ROUTES AND COMMERCIAL ZONE LINK ALL RETAIL/COMMERCIAL ZONES
8. SUBSTANTIAL MEDICAL/HOSPITAL PRECINCT MEETS DISTRICT’S NEEDS WELL INTO THE FUTURE

2.4 Acknowledgement of risk enables mitigation strategies.

Simply acknowledging this alternative airport scenario presents a low-cost opportunity to obtain enormously high rewards directly favourable to the values and goals outlined for this Spatial Plan.

If it acknowledged this alternative airport scenario, the Spatial Plan could easily mitigate against the risk of permanently entrenching suboptimal development at Five Mile. An effective mitigation, for example, would be to simply delay decisions that would commit new zoning of this urban corridor. A delay of 7 to 10 years would be sufficient and would have minor adverse effects on the district's post-Covid development.

2.5 Uncertainty would be temporary.

The community is right now actively debating the future of the region's airports and a decision on the alternative scenario would most likely be resolved within the current decade. While it may take a further several decades before Queenstown Airport could be closed under the alternative scenario, the decision to relocate could be made in this near term. This would allow for the complete redesign of Frankton Flats with a vastly better outcome than the currently proposed masterplan, with its Urban Corridor located on top of State Highway 6.

2.6 Minor cost for potentially massive benefits

A few years delay in rezoning of the proposed Urban Corridor would be a minor cost relative to the enormous gain for all the Spatial Plan's values and goals if Frankton Flats were redesigned as a single, comprehensive, integrated metropolis. Such gains are explained in more detail in sections 8 and 9 of this submission, and more fully in the appended draft report: *Part B – Queenstown Alpine Campus*.

2.7 Ladies Mile also at risk.

Failing to recognise the alternative airport scenario could also lead to irreversible mistakes in the Ladies Mile master planning that is currently underway. Early plans for this area suggested removal of the current 80 m setback for buildings alongside most of the Ladies Mile section of State Highway 6. This existing setback is enough to enable the Ladies Mile roadway to be engineered as an emergency runway suitable for Hercules aircraft during civil defence emergencies, such as the anticipated AF8 earthquake. Such emergency air lift capacity would be necessary if the runway on Frankton Flats were closed.

If the Spatial Plan acknowledged the alternative airport scenario, then such important existing assets would be protected, at least for the 7 to 10 years during which the airport scenario questions will most likely be resolved.

2.8 Alternative airport scenario is real and credible.

The alternative airport scenario is not vague, fanciful or distant. We are in an active process of community and political debate that has been a forefront issue within the district these past three years. CIAL's purchase of 750 ha near Tarras provides a concrete basis for an alternative scenario and confirms the intent and capacity to deliver on it. The situation is likely to be resolved one way or the other within the next 7 or 10 years. With the growing debate and changing circumstances, it is increasingly credible that alternative outcomes to QAC's current dual airport plans are possible.

2.9 Temporary uncertainty assures best long-term outcome.

Given that the airport scenario alternative is likely to be resolved, or at least better understood, within 7 or 10 years, it is unacceptable that a 30-year vision framework for the district's urban development does not allow for this temporary uncertainty. Particularly when ignoring alternative scenarios would unnecessarily, quickly and revocably lock in what are clearly major suboptimal outcomes on what is to be the principal metropolis centre for the district, and when simple, costless mitigation of these risks is possible if the alternative airport scenarios were considered.

2.10 The spatial plan is a long-term vision – please don't fly blind.

For these reasons, we ask that you require this draft Spatial Plan be amended to explicitly include the potential for change in our regional airport network. It should recognise the future potential closure of Queenstown Airport for all but VTOL, together with the development of an airport near Tarras for all scheduled domestic and international air services.

This Spatial Plan need not formulate a view or take a position of support or against either airport scenario. But it cannot blankly ignore the alternative scenario when there is real potential that it may eventuate, and when this would have such significant effects on spatial planning within the district.

The proposed new airport near Tarras is clearly within the 30-year timeframe of this Spatial Plan and its opening would certainly cause reflection on the wisdom of retaining Queenstown Airport in Frankton. Regardless of whether local political leadership supported it, a Tarras airport would force far greater recognition of Queenstown Airport's opportunity costs, and the enormous potential value for its high-density urban development as a fully integrated metropolitan centre.

As such, the Spatial Plan should at the very least consider the effects of alternative scenarios to ensure that it can anticipate and adapt to such changes and mitigate the overall strategy against potential risks.

That, after all, is the purpose of long-term spatial planning.

3 Changes sought.

We seek the following changes to the draft Spatial Plan.

3.1 Include the obvious alternative airport scenario.

We ask that the plan be amended to explicitly include the potential of two different airport scenarios that could develop over the 30-year timeframe of the Spatial Plan. The alternatives are, either:

- 1. QAC's dual airport scenario**

This would have QAC continuing to provide for all scheduled flight services within the district, either with Queenstown Airport alone or with its dual airport plan using both Queenstown and Wānaka Airports, or

- 2. CIAL's new regional airport.**

This would have all scheduled flight services relocated to CIAL's proposed new regional airport near Tarras, together with the closure of Queenstown airport for all but VTOL operations, fixed wing GA operations transferred to a new airfield on Queenstown Hill or to

Kingston airfield, and the development of all of Frankton Flats into a fully integrated, high-density metropolitan centre.

3.2 Remove the Urban Corridor from the priority list.

In recognising the potential closure of Queenstown Airport sometime in the next two or three decades, the Spatial Plan should recommend a delay of 10 years before any new zone changes are made to facilitate the Five Mile Urban corridor.

This would provide the most effective and almost costless mitigation against substantial suboptimal outcomes for the urban development of the Frankton area.

3.3 Protect the Ladies Mile corridor

In recognising the need for alternative emergency air lift capacity in time of civil emergency, such as in AF8 earthquake, ensure the retention of existing 80 m building setback that exists along most of Ladies Mile, and have this extended for the full length of Ladies Mile.

This would ensure that the Ladies Mile stretch of State Highway 6 could be engineered to serve as an emergency runway able to service Hercules aircraft during times of civil emergency.

4 Risk of suboptimal outcomes

The currently proposed Frankton Masterplan highlights the risk this draft Spatial Plan is exposed to.

Because the Frankton Masterplan irrevocably assumes the presence and growth of Queenstown Airport and that its associated air noise boundaries will forever dominate Frankton Flats, the urban designers have been forced to locate new high-density commercial and residential zoning as far from the airport boundary as possible, placing it directly onto the district's most busy and important arterial route – State Highway 6 at Five Mile.

Such development would clearly be suboptimal, both compromising the district's major arterial route and congesting its planned retail/commercial centre. Notwithstanding all the aspirations for public and active transport that will hopefully reduce vehicle numbers, it will remain a major arterial for increasing numbers of people.

The proposed Frankton Masterplan runs the real risk of creating a permanent, inefficient transport chokepoint on this critical network link. This runs completely counter to all urban planning best practice throughout the country. Best practice seeks to remove through-traffic from city centres and improve mobility. Instead, this masterplan would build the district's largest metropolis directly onto its largest arterial route, compromising both.

It would also permanently split the potential metropolitan centre of Frankton into two smaller, lesser, sub-centres.

And it would fail to achieve the extraordinary potential for substantially greater positive outcomes for all 16 strategies outlined in the draft Spatial Plan. These are explained further in Section 9 of this submission.

The need for this suboptimal Frankton Masterplan is caused solely because of the current location of Queenstown Airport. If the airport were relocated, then a very much better masterplan could be developed for Frankton Flats. (For example, see Chapter 3, starting at page 26 of the appended report, *Part B – Queenstown Alpine Campus*)

By ignoring alternative airport scenarios and *prioritising* the early development of this Frankton Urban Corridor, this draft Spatial Plan runs the risk of setting these suboptimal outcomes into concrete when it may not be necessary.

Once such high-density zoning was in place, and that is certainly feasible within a few short years using Council's next 10-Year Plan cycle, it would be almost impossible to remove, even if a subsequent mayor and council chose to investigate or support the relocation of scheduled air services away from Queenstown Airport. The opportunity to develop a much more effective and coherent metropolis centre at Frankton would have been permanently lost, and an inefficient transport bottleneck and congested town centre would have been permanently locked in.

This suboptimal outcome could be easily avoided if the Spatial Plan simply acknowledged the risk of the alternative airport scenario. It could then determine appropriate mitigations that protect against such planning failures. Simply, for example, delaying the full rezoning of the Five Mile Urban corridor by 5 or 10 years would allow the airport location questions to be resolved before the Five Mile Urban Corridor zone change was locked in permanently.

5 Ignoring alternative airport scenarios is a fundamental failure.

It is abundantly clear that the local political leadership under Mayor Boulton is opposed to the relocation of scheduled air services away from Frankton. The Spatial Plan, however, is more than Mr Boulton. It is a long-term vision and framework for the region that is professionally developed by QLDC in partnership with central government and Kāi Tahu.

For this 30-year vision, the question of airport growth and its location cannot be a sleepy, foregone conclusion that can be set aside and be simply assumed for this Spatial Plan. It is a hotly contested political debate that has raged in the region for three years and the outcome is far from certain. This active airport debate will not go on endlessly. We would expect some clarity of final outcomes over the next 5 to 10 years. It is both imperative and simple for this Spatial Plan to recognise this short-term uncertainty regarding the airport scenarios.

The uncertain outcome from the airport debate is also no reason for this Spatial Plan to simply run with the status quo and ignore the alternative scenario. The airport location is the single biggest spatial planning variable over which the district has control, and the outcome will have massive effects on the district's spatial planning options. Locking into a single scenario without allowing for this alternative possibility carries the high risk of permanent suboptimal planning, zoning and network outcomes that could have otherwise been easily mitigated against.

6 We are currently uninformed.

There has been no professional study or work done to assess alternatives to retaining Queenstown Airport in Frankton, so there is yet no credible information available to help inform the public or decision-makers. This ignorance has been purposefully achieved. Under the district's current political leadership, all planning and strategic analysis has been directed to explicitly avoid researching or

understanding the options for the opportunities different airport scenarios may present. For example:

6.1 Frankton Masterplan terms of reference

The terms of reference of the Frankton master planning process explicitly retained the growing airport within Frankton. Public consultation and workshops prevented an excluded any consideration or discussion of possibly designing Frankton with a relocated or reduced airport. At the public meeting presenting the draft masterplan, QLDC's general manager of property and infrastructure, advised by the CEO, refused to allow even the display of an alternative master plan with the airport relocated, despite it having been prepared independently by urban design professionals.

6.2 MartinJenkins social and economic impact assessment

The terms of reference for MartinJenkins social and economic impact assessment of alternative airport scenarios did include one of a new regional airport but this explicitly did not allow for the many benefits possible from the concentrated urban development of Frankton made possible by the closure of Queenstown Airport (for all but VTOL). Despite that option being central to much of the community debate on the issue, including public forums hosted by two of the most affected community associations and attended by 300 people.

Even so, the MartinJenkins assessment found that a new regional airport would provide the greatest economic benefit for the region, with the only diminishing aspect being the scenario did not have it open for operation soon enough.

Council leadership appears to have ignored or suppressed these findings, having had no public or closed workshops for counsellors to consider the report in the year since it was delivered. It has simply been received and put aside. In apparent window-dressing, QAC's statement of intent has simply noted it will "consider" the MartinJenkins report in its planning.

6.3 Spatial Plan consultation

6.3.1 MartinJenkins findings ignored.

Public consultation workshops for the Spatial Plan have also excluded any discussion of the relocation of Frankton Airport. The Spatial Plan Community Consultation Report acknowledges concerns expressed in public workshops (p 11). The then-ongoing MartinJenkins socio-economic analysis was the reason given for not discussing the district's single biggest spatial planning variable at those workshops.

It's now more than a year since the MartinJenkins report was published, finding that a new regional airport would deliver the greatest economic prosperity for the district (even without factoring in the substantial benefits from closing Queenstown airport and urban densification of Frankton).

Despite the Community Consultation Report claiming it would use the "fact-based assessment ... to inform the draft Spatial Plan" (p 11 of the), it clearly hasn't. If it had, the finding on the new regional airport scenario combined with CIAL's land purchase near Tarras would cause the draft Spatial Plan to acknowledge the greater economic prosperity possible from a new regional airport and reflect on the viability of Queenstown Airport within the plan's 30-year timeframe.

First, the MartinJenkins work was used to deflect discussion, now its findings are simply ignored.

6.3.2 Workshop maps unclear

In the Spatial Plan's Wakatipu workshops, the three maps used to choose between main centres, connected centres and dispersed options didn't even show the airport in Frankton.

How could anyone expect participants to choose the main centres option (development concentrated on Frankton Flats) when that area is obviously consumed by the airport, meaning no one would want to live there squashed into the periphery of this high industrial noise area. This puts into serious question the validity of conclusions that can be drawn from the choices participants made.



Main Centres map used during Spatial Plan consultation

6.4 It's time to get it right.

As a 30-year vision and framework for our region, the Spatial Plan must surely grapple with the big strategic questions such as airport location rather than ignore them. And in doing so, surely it must seek good quality information on which to base its conclusions.

We have headed this submission with the Māori wisdom: “Ko te kai a te Rangatira he kōrero” – the food of chiefs is dialogue. Such wisdom has not been evident in any of the airport debate, with local political leadership excluding and obstructing all opposing viewpoints and discussion. We have instead a narrow-viewed focus that places airport needs ahead of community well-being and high-volume bums-on-seats airport proximity ahead of sensible long-term planning for a healthy and sustainable district.

By excluding any consideration of alternative airport scenarios in the Spatial Plan, we would fail to ensure that its vision would indeed deliver the best spatial, urban and infrastructure planning for our district's wellbeing.

Our communities deserve better. They have a right to expect that the development of a 30-year vision and framework intended to develop the best social, cultural, environmental and economic well-being for them would take an unbiased and honest approach using merit-based analysis rather than a narrow commercial and politically driven predetermination.

7 Is the alternative airport scenario credible?

If it were highly unlikely that Queenstown Airport would ever be relocated, then it would be reasonable for the Spatial Plan to ignore CIAL's Tarras proposal and its potential impact on Queenstown Airport. But this is not the case. The likelihood has increased substantially over the past two years, and the decision whether to relocate the airport is almost wholly a political one that is far from impossible, even in the near term.

7.1 Hanging on to the old ways

The refusal to consider or assess the relocation of Queenstown Airport results from incumbent inertia controlling the political process. As such, it is open to change at every electoral cycle, is susceptible to public opinion and influenced by new information, all of which are near-term events that fall well within the 30-year timeframe of this Spatial Plan.

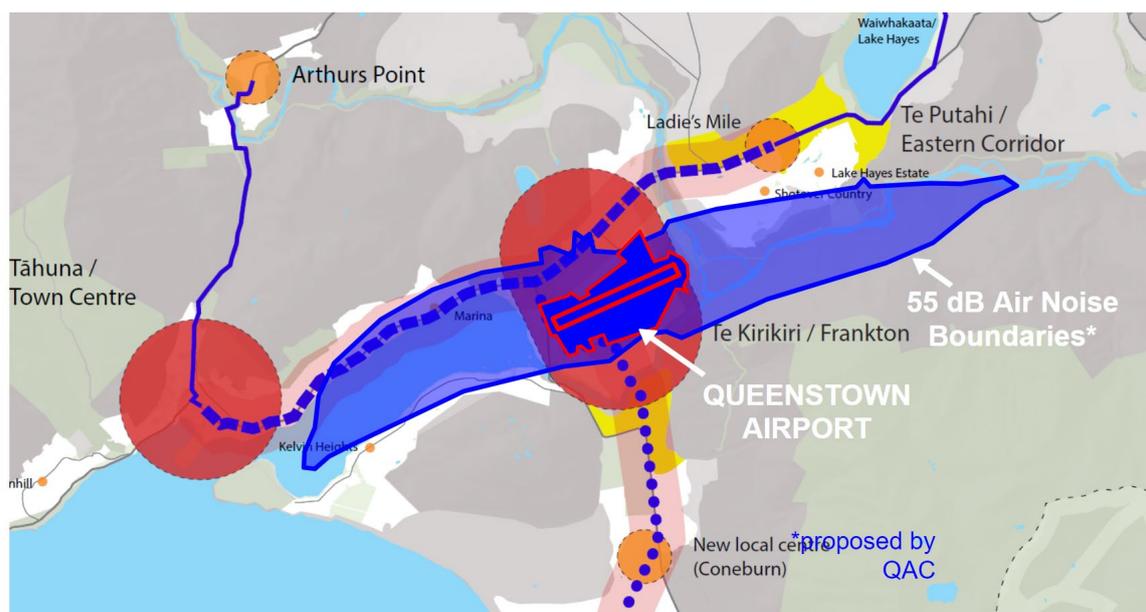
Any new idea such as relocating Queenstown Airport needs time to take hold. The first reason Mayor Boulton gave to retain the airport in Frankton in an interview with Crux (21/5/2019) was "the airport was put there for the very good and proper reason because it's close to the town." But when the airport was first gazetted in 1936 it was also a time when the steamboat Earnslaw carted sheep to the steam train Kingston Flyer, and the largely empty Frankton Flats was some distance from Queenstown and used only occasionally by small aircraft.

Our district, and indeed the world, is experiencing rapid change and such luddite thinking has little merit when we are engaged in developing a 30-year vision for our rapidly growing district.

7.2 Times have changed.

As the illustration below shows, we are no longer dealing with a small airport occasionally used near Queenstown, but with a large and rapidly expanding international jet airport situated in the dead centre of the district's major metropolis.

A busy international Jet Airport in the centre of town!



Map illustration of the Wakatipu connected centres as proposed in the draft Spatial Plan (page 52) with the property boundary of Queenstown Airport and the 55 dB air noise boundaries superimposed.

It is impossible to imagine that any urban planner would ever recommend the situation illustrated above if they were planning the district from scratch. If it were absolutely necessary and there was absolutely no other way to resolve the district's need for air connectivity, then maybe such planner could reluctantly resign themselves to the airport's location.

7.3 We are not trapped – we have choices.

We have historical urban development and infrastructure networks that make Frankton the most logical centre for the district's largest metropolis as shown in the draft Spatial Plan.

But, as the MartinJenkins report confirms and as CIAL's land purchase enables, our district's air connectivity is not dependent on having its major international airport located in the middle of Frankton. We have choices.

7.4 Obstructive political leadership

Current leadership in the district refuses even to acknowledge we have a choice. Far from seeking information or analysis that could inform our choices, our leadership is obstructing any information gathering and publicly denouncing alternative options with often ill-informed statements such as a new airport would cost more than \$2 billion (it wouldn't), that it's morally reprehensible for CIAL to undermine the commercial value of QAC (it wouldn't, QAC's value could quadruple several times over as a Frankton property developer), that it would be legally impossible to achieve, and so forth.

7.5 Listen to the experts.

It is far more instructive to listen to the voices of those knowledgeable professionals who have skin in the game.

Senior executives at Christchurch International Airport Ltd, with commercial experience, industry-specific expertise and resource to properly assess the situation have determined it worth putting \$45 million up front to secure land near Tarras, a consolidated holding five times the size of Queenstown Airport. They estimate the total cost of the new airport to be \$800 million, with planning, consent and construction potentially achievable within 10 years.

Similarly, Air New Zealand has advised QAC, in its submission on the proposed expansion of air noise boundaries, that QAC would be unlikely to meet the airline's future service requirements even with its dual airport strategy and explicitly called for a new regional airport.

7.6 Major changes increase the likelihood of airport relocation.

Other major changes have occurred since Mr Boulton's interview with Crux where he described the notion to relocate Queenstown Airport as "the silliest thing I've heard."

7.6.1 QAC expansion plans rebuffed.

QAC has suffered massive public resistance to its dual airport expansion plans. Its public consultation for the expansion of its air noise boundaries in the Wakatipu saw the district's largest ever community response, with 92.5% of 1507 submissions being opposed. Its expansion plans for Wānaka Airport has seen 3 ½ thousand residents join in active opposition, with Wānaka Stakeholders Group engaging in legal action to challenge the process and plans.

7.6.2 MartinJenkins finds greater prosperity from new regional airport.

The MartinJenkins economic and social impact assessment identified that a new regional airport would enable greater economic prosperity than QAC's dual airport strategy. In that pre-Covid

assessment, the analysis showed a new airport would be even better if operational within 10 years, rather than their 15-year presumption.

7.6.3 CIAL purchases 750 ha near Tarras.

Catching many by surprise, CIAL's land purchase has replaced the hypothetical with a real and credible alternative, one with the incentive and capacity to deliver. It has also expanded influence and control beyond local political leadership.

7.6.4 Covid 19 challenges business-as-usual tourism economy

Covid 19 has caused a seismic disruption of the district's economy, massively exposing its high dependence on international tourism. This has led to significant community reflection and calls for change. The business-as-usual model dependent on high-volume tourism is being seriously questioned, openly challenging the presumptive need for visitors to be able to access their hotels within 15 minutes of landing, instead of taking one hour if the airport were near Tarras.

It's hard to achieve fundamental structural change when the economy is barrelling along as it has for the past 10 years in Queenstown Lakes District. The shock from Covid 19 gives a rare opportunity to reflect and rebuild. This increases the willingness for our community to consider fundamental structural changes such as the relocation of Queenstown Airport and densification of Frankton.

7.6.5 Covid 19 increases calls for economic diversification.

The major economic disruption caused by Covid 19 has also accelerated demands for economic diversification. The immediate proximity of Queenstown Airport on Frankton Flats inhibits such diversification by both fuelling tourism and undermining the potential to develop the Frankton Flats as a world-class, walkable, smart city campus specifically designed to meet the needs and aspirations of knowledge-based enterprise – a place where, as Sir Paul Callaghan extolled, talent wants to live.

(See Chapter 3, starting at page 26 of the appended report, *Part B – Queenstown Alpine Campus an example of such a design*)

7.6.6 Climate change increasingly drives policy.

Public concerns regarding climate change are growing rapidly and increasingly drive public policy and commercial activity.

While climate activists have been quick to condemn the new airport proposal near Tarras, with 94% of Wānaka Stakeholders Group surveyed members citing climate change is their primary opposition to this new airport proposal, these objections could quickly change into support. A thorough emissions analysis that included the closure of Queenstown Airport (for all but VTOL) and the urban densification of Frankton would show a new Tarras airport could offer far more effective mitigation of climate change than QAC's dual airport proposal or having only Queenstown Airport operating scheduled air services.

Proper emissions analysis comparing QAC's dual airport proposal against CIAL's new airport near Tarras combined with the densification of Frankton as the district's major fully integrated metropolitan centre would soon have those concerned with climate change advocating for the redesign and densification of Frankton instead of retaining its airport.

7.6.7 Replacement of RMA legislation.

The proposed abolishment of the RMA and its replacement likely next year with legislation specifically intended to facilitate wise, integrated urban and network development is another major

enabling change that increases the likelihood for Queenstown Airport's closure in favour of a new regional airport near Tarras.

CIAL will find the legal process easier, as a thorough and integrated network analysis will unequivocally show its advantages ahead of QAC's dual airport plans.

7.6.8 National oversight of air transport network

Less certain, but also possible, is that the air transport network be considered under some government oversight, such as national roads with the NZTA. Central government is reviewing the country's national infrastructure and how best to all plan for them.

The current debacle that proposes three competing international airports within 70 km, all driven by independent, competing local interests despite mostly public ownership, is obviously not the best way to develop the most effective national air transport network. Already there are many calls to central government to take some initiative to resolve these conflicts to achieve a more effective outcome.

Any such national oversight would almost certainly favour a single regional airport together with the closure of Queenstown Airport and densification of Frankton.

7.7 Possible, even likely.

What may have been a fanciful idea just two years ago is now a real possibility. It is increasingly untenable to propose a 30-year, long-term vision for an urban spatial plan in the Queenstown Lakes District that flatly ignores these trends and uncertainty regarding the district's airports.

8 Would an alternative airport scenario be desirable?

Better for climate change mitigation. Better for economic prosperity. Better for social, cultural and environmental well-being.

8.1 Relocation would be hugely positive.

These positive outcomes are unequivocal. They become obvious to anyone prepared to investigate with any depth. As evidence, we have appended to this submission the draft report titled **Part B – Queenstown Alpine City Campus** and ask that you read this as part of our submission. This is the first half of an independent report that provides some of the analysis and information that has so far been absent from any political or public debate on these issues.

8.2 Massively increase commercial value of QAC.

Even the business case for QAC falls greatly in favour of relocation. It's 165 ha Frankton landholdings currently valued at \$220 million would more than quintuple in value if this were rezoned from its current predominantly rural general zoning to high-density mixed-use. With the company majority-owned by Council, such zoning change would be no different and less difficult than the processes being applied to Ladies Mile or proposed for the Five Mile Urban and Southern Transit corridors.

A tremendous advantage over any other options, is that most of this massive billion-dollar value gain would be captured by the district's community through Council's 75% ownership of QAC, instead of by a few lucky private individuals.

QAC's pre-Covid enterprise value of \$480 million would similarly balloon if its commercial focus changed from airport property management to developer of the Frankton metropolis.

QAC is fundamentally a property management and development company. It is not involved in aircraft management or operations, airline scheduling, flight control, customs or border protection. It's business revenue comes from developing buildings and leasing these to various retail stores, charging aircraft for landing on the runway it maintains and car parking fees. It already has the skills and competencies that would allow it to pivot and achieve far greater business value from its 165 ha Frankton land by developing a high-density metropolis than it currently can using the land as an airport.

Owning 165 ha centrally located in the developed metropolis of Frankton, QAC could become one of the largest and most profitable commercial property companies in New Zealand.

8.3 Better for QAC shareholders.

QAC's shareholders would also be far better recompensed. Instead of an uncertain pre-Covid \$5 million annual dividend, QLDC would be guaranteed a minimum \$16.5 million additional rates from the rezoned land. To this could be added any capital disbursement to both shareholders from land sold at much greater prices than it is currently valued, and much greater annual dividends if QAC were to focus on property development and management for rental and lease revenues.

As the 75% majority owner of QAC, our Council and therefore local community would get most of the windfall value gain from the 165 ha that would be rezoned from predominantly rural general to high-density mixed-use. This value gain would normally be lost to the community and go to the benefit of private landholders.

If the QAC property company sold long-term lease rights to develop and occupy, substantial annual dividends would be permanently assured, presenting a significant revenue for Council to offset against rates or substantially increase infrastructure investment across the district.

Under current leadership, Council is pursuing the absurd view that a CIAL owned regional airport near Tarras would threaten its financial investment in QAC. On this false premise, Council has encouraged QAC to aggressively assert its commercial interests, to the extent of even trying to hide QAC's commercial planning from the statement of intent process.

8.4 Better for communities' well-being.

Careful analysis shows that a similar quantum benefit would accrue across the district for most stakeholders and the community generally, substantially enhancing the district's social, cultural and economic well-being. As well as the significant commercial and economic prosperity, the district and its communities would have greatly improved social cultural and environmental well-being. I encourage you read the appended *Part B – Alpine City Campus* for an explanation of these.

8.5 Better for climate mitigation.

Future climate mitigation would also be greatly improved if Frankton Airport were relocated, as any comprehensive analysis would quickly substantiate. Certainly, three international airports within 60 km makes no sense in the face of climate change (or for any reason). But a single regional airport near Tarras instead of two major airports within 50 km starts to make much more sense.

QAC's dual airport expansion plans proposed more emissions producing construction than the construction of CIAL's single new regional airport. While never publicly acknowledged by QAC or local political leadership, this is evident from its Queenstown Airport master plan and its public statements regarding proposals for Wānaka Airport. The 30-year plan envisaged 5.1 million

passenger movements through Frankton plus 3 million in Wānaka, requiring a full rebuild of all terminals, parking and other facilities at Queenstown Airport, as well as new construction in Wānaka equivalent in size to the existing Queenstown Airport facilities. Also included was a new aircraft taxi runway in Queenstown and a newly constructed jet capable runway at Wānaka Airport. With the many duplicated facilities resulting from using two locations, this total construction would exceed any construction to achieve similar passenger volumes at a new single greenfield regional airport built by CIAL.

When coupled with the substantial reduction in per-person emissions made possible through greatly increased urban density and network centralisation on Frankton Flats, then the benefits for climate change mitigation become clearer.

A Tarras location would also reduce surface travel emissions. As much as 50% of those using Queenstown Airport currently travel in and out of the Wakatipu for their flights according to data published by QAC during the air noise boundary consultation. High-quality, electric airport express bus services from Tarras to Queenstown, Wānaka, Cromwell and Alexandra would both reduce private and rental vehicular traffic, and far more quickly increase the proportion of travellers conveyed by renewable electricity rather than carbon fuels. A full surface transport analysis would also factor in the reduction of private and rental vehicle travel by tourists who arrive through Christchurch Airport and then drive to the Queenstown Lakes District. With an international airport near Tarras, much of this surface travel could be reduced.

A major long-term benefit for climate mitigation is that it would also decrease local business dependence on tourism and so reduce their constant pressure to grow visitor volumes. With the Frankton metropolitan centre explicitly designed to suit the needs of high-value, knowledge-based enterprise, whose participants would live permanently in the district, the proportion of businesses dependent on tourism fuelled by long haul international and domestic flights would significantly decrease. Reducing the local economic dependence on tourism is one of the best long-term strategies to mitigate climate change.

8.6 Council misguided.

Council leadership appears misguided regarding its community governance role under the LGA.

It appears to view its ownership of QAC falsely and narrowly in the framework of private enterprise. Even here, it fails to recognise the massive financial value increase if QAC changed to be the Frankton metropolis property developer instead of a property company leasing out airport space.

Council leadership also appears to believe it crucial that QLDC should own and control the region's airport. It fails to recognise that its communities' social, cultural, economic and environmental well-being could be perfectly well served by a well-functioning regional airport regardless of who owns it. In a parallel situation, it would make no sense for the local Council to insist it should own and pay for the state highways within its district when the central government is prepared to do this.

Council leadership also refuses to engage in or promote any analysis that could inform debate on the trade-off in community well-being to be gained from the sensible development of Frankton Flats as the district's major metropolitan centre vs the effects of having the airport slightly further away.

In this way, it has focused its response to CIAL's Tarras proposal from the perspective of private equity shareholder, rather than from its governance responsibilities to promote the much wider reaching and integrated outcomes for all its communities' social, cultural, environmental and economic well beings.

8.7 Should be part of the 30-year vision.

It is clear from our independent analysis presented in the appended Part B – Queenstown Alpine Campus, that the alternative airport scenario would provide substantially greater benefits to the region compared with QAC’s dual airport plans. For this reason, the Spatial Plan should not be blind to these opportunities and should remain conceptually open to alternative airport scenarios.

There is a crucial role for the central government and Kāi Tahu, as partners in developing this spatial plan, to ensure that it will achieve the best well-being outcomes for the district.

9 Aligned with the Spatial Plan goals and values.

If an alternative airport scenario were detrimental to achieving the Spatial Plan’s values and goals, then it could be understandable that the plan might resist acknowledging them. But this is not the case.

The CIAL Tarras proposal combined with the closure of Queenstown Airport for all but VTOL would far more effectively achieve the values and goals set out in the draft Spatial Plan.

This is made clear in the following table that compares outcomes from the draft Spatial Plan with those that could be achieved if Queenstown Airport were relocated, and Frankton was redesigned as a fully integrated, high-density urban campus along the lines we suggest in the appended report: *Part B – Queenstown Alpine Campus*.

Enormously positive, wide reaching and long-term opportunities directly in line with the Spatial Plan values and goals would be enabled by the densification of Frankton as an integrated metropolis. This gives compelling reason for the Spatial Plan to acknowledge the potential of alternative airport scenarios. Failing to acknowledge alternative airport scenarios would, in the near term, undermine and permanently diminish these opportunities.

It is imperative, therefore, that the spatial plan should acknowledge the potential for regional and international air services to be relocated to CIAL’s proposed airport near Tarras to allow Frankton flats to be developed as a fully integrated metropolitan centre.

Outcomes and Strategies	Improved spatial plan outcome from the alternative airport scenario. Scenario: A new regional airport near Tarras combined with closure of Queenstown Airport (for all but VTOL) to allow development of a fully integrated metropolitan centre on Frankton Flats.
Desired Outcome: Consolidated growth and more housing choice	
Strategy 1 Increase density in appropriate locations	Frankton Flats Metropolitan Centre. Frankton Flats is the most appropriate location in the whole district for increased density. This is abundantly clear from the map provided on page 52 in the draft Spatial Plan which shows the large metropolitan centre of Te Kirikiri / Frankton. This total metropolitan densification of Frankton makes the most perfect sense of all other spatial planning elements, including the transport and other infrastructure networks.

Historical Prescience

This has been obvious from the outset. When the Otago Provincial Council first reviewed the Wakatipu district as part of William Rees land lease applications in 1861, the then superintendent Major John Richardson designated Frankton Flats for the future township. That's why William Rees located his homestead in Queenstown Bay, because if he based himself more centrally on Frankton Flats, he would have forfeited the right to purchase the 80 acres surrounding his homestead. For the same reason, when moving from Queenstown Bay he relocated not onto the Flats but to the south of Kawarau Falls. It's why the hospital that he helped build was located on the Flats, the presumed site for the township.

Construction Suitability

Frankton Flats is amongst the most geologically stable land in the Wakatipu, significantly reducing seismic risk for urban construction. It offers the largest concentration of flat, stable and easily used land for construction. It is one of the sunniest locations in the Wakatipu, greatly increasing its liveability, especially in winter.

Existing Ring Road and Transport Network

Frankton Flats already has a fully formed ring road in place that is well-connected to the suburban developments that spring from it, like spokes from the central hub of a wheel, such as Quail Rise, the eastern corridor, the southern corridor, Kelvin Heights, and Goldfield Heights through to Queenstown.

This ring road would give multiple access points to the space inside while protecting it from unnecessary through traffic and congestion, creating the most fantastically liveable, virtually carless, fully integrated place to live in the district.

Existing Metropolitan Facilities

Frankton already has a substantial collection of retail, commercial, educational, medical, sporting, recreational and cultural facilities that would all be fully accessible using active transport for as many as 30,000 residents that would finally be accommodated within the Flats. Much of the Wakatipu's future population could easily choose to be carless if based on Frankton Flats.

Rezoning Simplicity

Council, through QAC, is the 75% majority owner of the 165 ha of Queenstown Airport, which simplifies the rezoning from its current mostly rural-general to high-density mixed-use.

Community Captures Value

QAC ownership would also deliver 75% of the massive multi-billion-dollar gain in land value directly to Council and therefore to the district's communities instead of to a few lucky private landowners.

This value, together with similarly massive increases in QAC's enterprise value and annual dividends paid to Council, as it pivots from being an airport provider to metropolis developer, would provide unprecedented resource for Council future funding of districtwide infrastructure.

No other location could deliver such financial benefit to the district's communities.

	<p>Draft Spatial Plan Vision Is Undermined.</p> <p>The draft Spatial Plan’s failure to use all Frankton Flats as a fully integrated metropolis is shown on page 60 of the draft plan. Instead of a single, large centre shown on the first map on page 52, the grand vision diminishes into two smaller, lesser, disconnected centres, neither being sufficient to ever give the district a decent sized or fully integrated metropolitan centre that could help promote the regions develop beyond its tourist centric economy.</p> <p>Even worse, the diminished vision would degrade future liveability with an Urban Corridor on State Highway 6 that would both restrict a vital arterial route and congest the urban centre being created with the inevitable through traffic.</p> <p>Instead of the existing ring road becoming an effective protector and nourisher of a carless centre, the proposed split into two centres to the north and south of the Flats would force more traffic to travel back and forth.</p> <p>Conclusion</p> <p>The alternative airport scenario would much more effectively enable location of greatest urban density onto Frankton Flats, the most appropriate location.</p>
<p>Strategy 2 Deliver responsive and cost-effective infrastructure</p>	<p>Frankton Metropolitan Centre</p> <p>The full use of Frankton Flats for a fully integrated metropolitan centre would:</p> <ol style="list-style-type: none"> 1. Enable by far the most efficient and effective infrastructural networks for the Wakatipu Basin, 2. Enable far more effective supply chain with greater cost and operational efficiencies improving their effectiveness and profitability, 3. Provide significantly more ongoing Council revenue to fund future infrastructural investment throughout the district. 4. Enable more cost-effective air connectivity. <p>In the Wakatipu Basin</p> <p>Public, private and active transport, the three waters, energy, communications, and all such networks could be delivered much more efficiently and provide much more effective utility if the Frankton metropolitan centre included the whole of Frankton Flats. The much greater central concentration and stronger connection of that centre to the suburban spokes would ensure this.</p> <p>The densification of Frankton would also enable the most cost-effective construction and operation of these networks, reducing the collective burden on ratepayers.</p> <p>The draft Spatial Plan already acknowledges this, with the presence of Queenstown Airport on Frankton Flats being the principal reason not to pursue the concentrated centre strategy.</p> <p>Delaying the development of the Frankton metropolitan centre for the one or two decades it will take to establish CIAL’s proposed airport near Tarras will improve the outcome. New Zealand’s mode shift from standalone suburban homes to higher urban concentration is accelerating, driven by the needs of climate change, transport efficiencies, cost savings and government policy. The delay will facilitate greater densification than people might currently accept, further improving the cost-effectiveness of infrastructure.</p>

More Efficient District Supply Chain

The CIAL proposed airport near Tarras would more effectively deliver a cost-effective supply chain network for the district and the wider Otago region. The Tarras distribution hub would combine with and strengthen that already developing at Cromwell. Both Tarras and Cromwell are the state highway gateways to the district and, unlike Queenstown, are within a single day's return trip from Christchurch for commercial transport drivers.

The greater availability of land at significantly lower prices than in the Wakatipu and the ability to service both Wakatipu and Wānaka markets from a single base, have seen many distribution, construction and other light industry companies centre their operations from Cromwell. This improves their profitability by reducing overheads, duplication and employment costs. It also enables more affordable accommodation options for their employees, compared with the extreme costs they might face in the Wakatipu or Wānaka centres.

CIAL's proposed airport near Tarras would consolidate this development, allowing for greater efficiencies in scale, co-location and network effects. These would all strengthen the district supply chain and reduce the need for light industrial land use within the scarce and increasingly expensive Wakatipu and Wānaka centres.

QAC's current dual airport plans could never deliver a more cost effective or efficient supply network for the region than CIAL's proposed single regional airport. The dual airports plan would cause far greater inefficiencies than just the inevitable and unnecessary duplication costs inherent in the construction and operation of two airports instead of one.

This same inefficiency and greater cost would also permanently undermine all ancillary businesses associated with or servicing the airports, airlines, travellers or distribution channels, and even the airlines themselves. These would all face unnecessary increased fixed, operational and employment costs from the need to operate from two geographically separate and comparatively expensive locations. QAC's dual airport plan would permanently undermine the profitability and therefore wages of all such businesses.

Funding Source for Districtwide Infrastructure

As explained previously, the urban densification of QAC's 165 ha landholding on Frankton Flats would provide a massive source of funds to Council that could be used for additional infrastructure investment throughout the district.

As QAC pivoted from being an airport provider to Frankton metropolis developer, Council would benefit from 75% of:

- the massive multi-billion-dollar gain in QAC's rezoned land value,
- a massive increase in annual dividends paid from QAC, if it retained ownership of the 165 ha in the middle of metropolitan Frankton, selling long-term lease development options. Such lease revenues could last in perpetuity as QAC became the country's largest property management company,

- occasional capital return if QAC chose to sell rather than lease some land, and
- far greater rates revenue from the rezoned 165 ha.

More Responsive and Cost-Effective Air Connectivity

Our district is isolated and distant, and so relies heavily on air-transport. This is currently provided by QLDC through its 75% ownership of QAC.

This comes at massive cost to the ratepayers of this district, a cost of which most people are unaware or choose to ignore.

There is, for example, enormous value, as much as \$2 billion, tied up by the airport in QAC's 165 ha of Frankton land and this land use has enormous opportunity cost given it could otherwise be used for the district's major metropolitan centre. QAC needs extensive borrowing to develop and maintain its airport infrastructure.

QAC's proposed dual airport expansion is unquestionably an inefficient and unnecessarily costly infrastructure model. Major regional and international airports benefit from scale, enabling multiple capital, operational and network efficiencies. QAC's dual airport model that would locate two major hubs within 50 km runs completely counter to this logic. The only reason prompting QAC into this model is that airport expansion at Frankton is limited. It's choice to develop an overflow second airport near Wānaka is fundamentally flawed.

With CIAL already having paid \$45 million for land near Tarras, it is clear CIAL is fully prepared to take over all scheduled air services necessary to maintain and enhance the district's air connectivity.

A single, centrally located regional airport would provide far more cost-effective connectivity infrastructure for the district and wider region.

Queenstown Airport is out on a limb relative to the region's needs. Whereas once a destination airport with most travellers destined for Queenstown, it now serves the region with more than half of travellers destined for outside the Wakatipu, mostly into central Otago, according to data published by QAC during its air noise boundary consultation. This suggests that CIAL's location near Tarras would be more convenient for most users.

A central airport location near Tarras would be far more responsive to the district's changing needs. It would enable a vastly more efficient and cost-effective travel and supply chain network. It would have far less opportunity costs. It would be more resilient to a downturn in air travel.

CIAL's 750 ha landholding near Tarras is sufficient to provide significant expansion if necessary. But equally if demand for long haul travel were to trend downwards because of Covid 19 or climate change, then airport operations could easily decrease with little investment or opportunity costs.

This contrasts with the QAC dual airport model which would have sunk more capital into dual facilities and, much more concerningly, have far greater opportunity costs. The cost of not having used Frankton Flats for a comprehensive metropolitan centre and instead having it committed to decreasing air services is untenable. Even today there is thousandfold difference

	<p>between the opportunity cost for QAC’s Frankton land compared with CIAL’s bare, dry farmland near Tarras.</p> <p>Conclusion</p> <p>Relocation of all scheduled air services to a CIAL’s proposed airport near Tarras would release several billion dollars of land value to the benefit of ratepayers that could be used to fund other necessary infrastructure, return many times more annual revenues to QLDC through substantially increased rates and dividend revenues from QAC, which would help offset residents’ rates, provide substantially more funding for capital and operational infrastructure investment throughout the district and allow far more effective use of Frankton flats for a metropolitan centre. It would create a more efficient, cost effective supply and transport network, ensure greater resilience and responsive capacity for increase or decrease in air travel. It would ensure far more cost-effective, resilient and responsive capacity for all infrastructure networks within the Wakatipu.</p> <p>The alternative airport scenario would much more effectively deliver responsive and cost-effective infrastructure.</p>
<p>Strategy 3 Improve housing diversity and choice</p>	<p>Improved Housing Density.</p> <p>The draft Spatial Plan already recognises that the “Main Centres” option of focusing urban densification across all Frankton would achieve the greatest housing diversity.</p> <p>Past market-led developments have invariably resulted in an overabundance of standalone, low-rise housing primarily because these developments provide the easiest, low risk return for developers. The eastern and southern corridors proposed in the draft Spatial Plan go some way to improving housing density and therefore increasing housing diversity.</p> <p>The full urbanisation of Frankton Flats, with the airport relocated, would further diversify housing by including a significant amount of even higher-density central metropolis housing.</p> <p>A mode shift in housing needs to occur, like that required for transport. The increased housing densities in the proposed eastern and southern corridors begin this mode transition. Within a couple of decades, the time needed to relocate scheduled air services to Tarras, this mode transition will have accelerated, meaning even greater density will by then be acceptable for the Frankton metropolitan centre.</p> <p>Relocating Queenstown Airport and the densification of Frankton, together with the proposed eastern end southern corridors, would enable far greater diversity and choice of housing than enabled by the draft Spatial Plan.</p> <p>Avoiding Worker Slums</p> <p>Much of the multistorey apartment opportunity zoned in the draft Spatial Plan, within the proposed Urban Corridor for example, would be best suitable for mid-range apartments that provide for worker accommodation, rentals and lower cost homes. That site, hemmed in against the hills to the north and the arterial urban corridor to the south, and impacted by aircraft noise, would be like apartments developed in Gorge Road, providing needed diversity but still within a narrow range and limited in scope.</p>

	<p>In contrast, a fantastically liveable Frankton metropolitan centre covering sunny Frankton Flats would be a highly desirable place to live, well suited for a wide variety of high-density housing in 5 to 7 story complexes within a mixed-use zone. New developments in New Zealand, such as Wynyard Quarter in Auckland and the harbourfront apartments in Wellington, demonstrate the quality and attraction of inner-city living.</p> <p>Greater Council Control</p> <p>Relocation of the airport would provide Council with far more influence over the density, quality and affordability of the district’s housing. It would have control of both the district plan and zone rules and be the controlling owner of 165 ha in the middle of Frankton Flats, through its ownership of QAC. This would give it enormous capacity to shape the urban design and development of the Frankton metropolitan centre. Continued QAC ownership of the land using long-term lease of development rights could greatly help mitigate the excessive cost of land, improving housing affordability and increasing diversity of ownership models.</p> <p>Economic Diversification and Increased Prosperity</p> <p>Creating a fantastically liveable and mostly carless metropolitan centre on Frankton Flats would do far more than intensify housing options. With the design focus on developing the world’s most liveable knowledge campus, it would provide enormous impetus to diversification of the district economy by attracting high-value, knowledge-based enterprise.</p> <p>Conclusion</p> <p>Relocation of the airport to use all of Frankton flats for a fully integrated metropolitan centre would provide the greatest diversity, affordability and choice for accommodation within the district.</p>
<p>Strategy 4 Provide more affordable housing options</p>	<p>Greatly Improve Housing Affordability</p> <p>Using the whole of Frankton Flats for the district’s largest metropolitan centre would provide massively more options for affordable housing, by:</p> <ol style="list-style-type: none"> 1. a quantum increase (165 ha) in land zoned high-density mixed-use, 2. a quantum reduction in land area in the Wakatipu constrained by air noise boundary designation, further significantly increasing the land available for residential use, 3. reducing the threat of air noise boundary designations around Wānaka Airport and the consequent restrictions on the logical residential expansion of Luggate and Albert Town, 4. much greater densification being appropriate within the Frankton metropolitan centre consuming all of Frankton Flats than would be suitable within the draft Spatial Plan’s combined eastern and southern or urban corridors. 5. unprecedented control of land values and the negative impacts of these on housing affordability, by Council (through QAC) able to retain ownership of 165 ha in the middle of the district’s largest metropolitan centre by selling long-term lease rights to develop rather than private ownership titles to the land,

	<ol style="list-style-type: none"> 6. transferring significant employment options to areas with substantially more affordable housing options by relocating the airport, ancillary and supply chain business operation to Cromwell and near Tarras, and 7. by greatly increasing the attraction of this district for high-value, knowledge-based enterprise that pays incomes much more able to afford accommodation costs in the district, by having the most fantastically liveable Alpine City Campus that would attract New Zealand and global talent. <p>These combined effects would substantially improve housing affordability for future workers in our district. They are only possible through the relocation of Queenstown Airport.</p>
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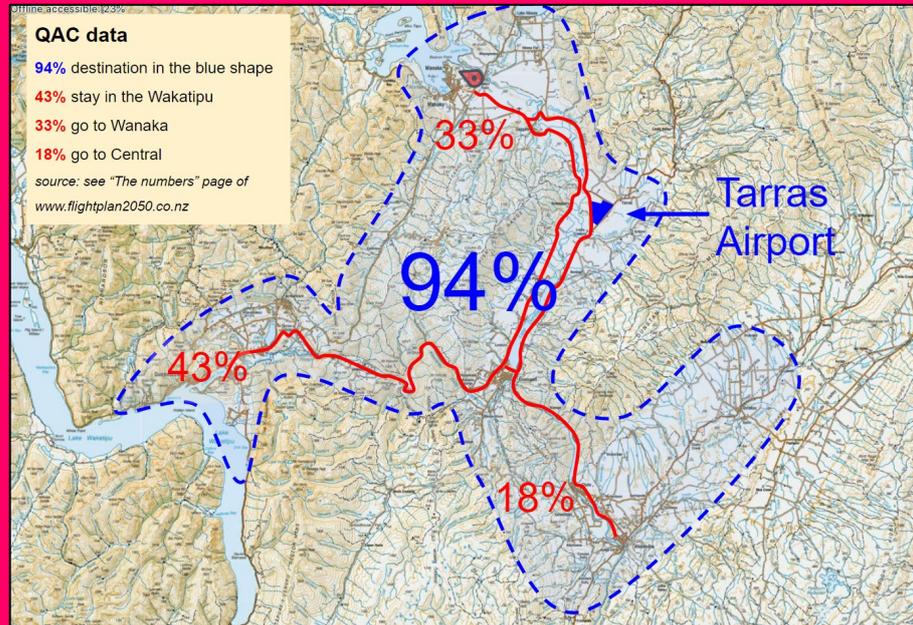
Desired outcome: Public transport, walking and cycling are everyone’s first travel choice

<p>Strategy 5 Ensure land use is concentrated, mixed and integrated with transport</p>	<p>A Great Vision Destroyed</p> <p>The map of the Wakatipu shown on page 52 of the draft Spatial Plan makes the most sense for Wakatipu’s transport network. But the presumed continuing presence of Queenstown Airport on Frankton Flats undermines the coherency of this vision, resulting in the much less effective plan shown on page 60.</p> <p>The page 60 map shows a high-density urban corridor that would severely constrict State Highway 6, and two smaller, lesser, disconnected centres to the north and south of the Flats. This would:</p> <ol style="list-style-type: none"> 1. obstruct those seeking to transit through North Frankton, 2. congest that proposed commercial centre by having no suitable bypass route, 3. split Frankton’s two centres apart and so undermine the potential for single central transport node, 4. increase the need for non-active transport between the sub- centres, 5. reduce the viability of active transport options within Frankton, and 6. reduce the central urban density that is so essential for the efficient operation and successful adoption of public transport. <p>These outcomes would be substantially inferior to one where the whole of Frankton Flats was designed as a fully integrated, comprehensive, mixed-use metropolitan centre.</p> <p>A Better Alternative</p> <p>Using the whole of the Flats to create a single, large metropolitan centre would keep the State Highway arterial routes intact, avoiding the constriction risk of the proposed urban corridor and separating the motorised transport away from intense retail and public walking zones.</p> <p>The existing ring road would provide excellent access between the metropolitan centre, its encircling facilities and the suburban spokes radiating outwards.</p> <p>The ring road would define and protect the metropolitan centre as a virtually carless zone eminently suitable for safe, active transport within and well connected with active transport routes to the suburban spokes.</p>
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	<p>This protected, carless centre could aspire to be the world’s most wonderfully liveable metropolitan centre, a magnet for Kiwi and global talent with as many as 30,000 people able to live healthy lives independent of car ownership.</p> <p>Relocating Queenstown Airport to allow sensible development of a single, integrated metropolitan centre on Frankton Flats would far more effectively ensure land use is concentrated, mixed and integrated with transport.</p>
<p>Strategy 6 Coordinate a programme of travel demand initiatives</p>	<p>Any such program would achieve much better results if it were clear from the outset that the whole of Frankton flats was to become a single, fully integrated metropolitan centre as I have described in Strategy 5 above.</p>
<p>Strategy 7 Prioritise investment in public transport and active mode networks</p>	<p>Again, any such program would achieve much better results if it were clear from the outset that the whole of Frankton flats was to become a single, fully integrated metropolitan centre as I have described in Strategy 5 above.</p>
<p>Desired outcome: A sustainable tourism system</p>	
<p>Strategy 8 Improve coordination across the tourism system</p>	<p>A Tourism Reset Is Needed</p> <p>The proximity of landing 15 minutes instead of one hour from hotel accommodation is not in the best interests of local tourism.</p> <p>For decades we have heard of Queenstown tourism’s aspiration to move up the value chain, while local economic data continues to show trends of declining productivity. Similarly, we hear of strategies to increase the time visitors stay with little progress made, and to better disperse visitor numbers to the region but we continue to find them heavily concentrated into Queenstown.</p> <p>Despite the long-running failings of all three strategies, we have local leadership obstructing any discussion of the possible relocation of Queenstown Airport to allow you to use of the Frankton land.</p> <p>Yet, Queenstown Airport’s immediate proximity in the middle of town is likely the biggest impediment to achieving the three strategies identified above. The immediate proximity of the airport enables and amplifies the high-volume bums on seats demand profile aligned with short-stay, opportunistic travel.</p> <p>Appropriate Distance for the Region</p> <p>Tourist destinations the world over show that a one-hour drive from the airport to the hotel is perfectly acceptable. Most of the famous destinations we have researched, whether Whistler, Phuket, Gold Coast, Chamonix and many others, are significantly more than an hour’s drive from the nearest airport.</p> <p>Google maps confirms CIAL’s Tarras property is under one hour’s drive from Frankton. We recently confirmed this with a 7.5 m campervan, not a sports car. From CIAL’s land near Tarras we reached Cromwell in 13 minutes and the BP roundabout in Frankton in 54 minutes.</p> <p>More than half the Wakatipu population lives to the east of this BP roundabout and so less than one hour’s drive to the proposed airport. For the travellers from Central Otago, including Wānaka, Cromwell and Alexandra who, according</p>

to QAC data make up about half of the airport users, the Tarras location would be far closer and more convenient than Queenstown Airport's location in Frankton.

Map showing traveller destinations



DESTINATION CATCHMENT FOR TRAVELLERS USING QUEENSTOWN AIRPORT
SOURCE: QAC DATA ANALYSED BY FLIGHPLAN2050

Those in the Wakatipu who are affluent or too time precious to bare an additional 40 minute's travel for a domestic or international flight, new electric drone taxis will likely be available to speed the trip.

Zephyr Airworks' autonomous flying taxi



GOOGLE FOUNDER LARRY PAGE'S COMPANY ZEPHYR AIRWORKS HAS PARTNERED WITH AIR NEW ZEALAND TO BRING THESE ELECTRIC, AUTONOMOUS FLYING TAXIS TO NEW ZEALAND. THEY AIM TO LAUNCH A COMMERCIAL NETWORK IN NEW ZEALAND BY 2024.

Destination Management

	<p>A high-quality destination such as Queenstown Lakes does not need an international airport in the middle of its Main Street.</p> <p>Indeed, the evidence of the failing three strategies would suggest the opposite, Queenstown is too accessible, too easy to flit in and out of on low-cost flights enabled by high-volume packages. A destination strategy with the airport located in hour away could well be more successful in developing a demand profile for longer-staying, high-value visitors.</p> <p>CIAL’s Tarras location would far more likely succeed in delivering the benefits of tourism more widely across the region than Queenstown Airport ever could, or than could QAC’s dual airport model.</p> <p>Queenstown airport’s location in the centre of the Wakatipu has increasing detrimental effects on the value and quality of the destination and of visitors’ experience of it. Jet aircraft noise negatively impacts the lived experience of both residents and tourists well beyond the designated arbitrary air noise boundary limits.</p> <p>Retaining and growing Queenstown Airport in Frankton would permanently degrade the environment and destination qualities that visitors value.</p> <p>The industrialised Frankton Flats dominated by Queenstown Airport further erodes the quality of this destination. It could never aspire to the outstanding, world leading Alpine city campus that Frankton Flats could become – an inspirational magnet for both visitors and talented enterprise looking for a permanent home.</p> <p>Conclusion</p> <p>Queenstown-based tourism would be better off in the long-term if the airport were relocated to CIAL’s site near Tarras. Regional tourism businesses would also benefit more from having the airport located centrally in Otago.</p>
<p>Strategy 9 Ensure infrastructure supports a great visitor experience</p>	<p>An airport that delivers visitors into the middle of town does not support a great visitor experience. For the visitor, there is little to be gained from shaving off half an hour in travel time if that causes the destination they value to become an overcooked industrial zone degraded by the constant howl of jet aircraft taking off and landing.</p> <p>Transport infrastructure would far more surely support a great visitor experience if it first protected and enhanced the destination qualities most valued by those visitors.</p> <p>Removing the constant jet aircraft noise and the industrial zone from the middle of the Wakatipu Basin would be a great first step. Facilitating the development of an outstanding Alpine city campus that is a delight to visit and live in would be another.</p> <p>Developing a modern new regional airport centrally for the region would be a third. A single, central airport that could enable the most effective scheduling by airlines for timing and destinations, suffer the least disruption from adverse weather, and provide the most safe operation.</p> <p>Ensure that the region’s airport would have sufficient land and space at affordable prices to enable efficient and profitable operation of all ancillary businesses, such as airline support and maintenance, rental vehicle parking,</p>

	<p>supply chain logistics and so forth. Ensure that this is available at a single location, so all these businesses are not forced to operate unnecessarily from two separate locations, and therefore not forced to endure additional capital, operational and employment costs. Two airport locations would increase these costs without commensurate increase in market access or revenues.</p> <p>Providing a high-quality, fully electric, express airport bus service, with on-board power and Wi-Fi for passengers, to connect with transport nodes and Queenstown, Wānaka, Cromwell and Alexandra.</p> <p>Ensuring that primary destinations such as the Wakatipu and Wānaka areas have high quality public and active transport options connecting walkable centres.</p> <p>Other infrastructure may also support a great visitor experience. But without question, Queenstown Airport located in Central Frankton does not, and nor would the dual airport network.</p> <p>Transport infrastructure would more surely support future visitor experience if Queenstown airport were relocated in favour of CIAL’s proposed new regional airport near Tarras.</p>
<p>Strategy 10 Promote a car free destination</p>	<p>In Strategy 5 above I outlined how the relocation of Queenstown airport away from Frankton with all scheduled services moved to CIAL’s proposed new airport near Tarras would far more effectively enable public and active transport than would retaining Queenstown Airport in the middle of Frankton.</p> <p>If Frankton were instead designed as a fully integrated metropolitan centre as I have suggested, some 30,000 people could live and stay there without using cars. The concentrated urban density would maximise the potential and effectiveness of public transport connections to other areas within the Basin, such as Queenstown Bay, Arrowtown, the eastern corridor, the southern corridor and Kelvin Heights.</p> <p>The airport express, fully electric bus service outlined in Strategy 9 above would then deliver visitors from CIAL’s new central regional airport to transport nodes in Queenstown, Wānaka, Cromwell and Alexandra. The greatly enhanced public and active transport network centred on the metropolitan centre of Frankton would enable visitors to reach their accommodation and to use these systems for the duration of their stay. Queenstown and Frankton would each provide excellent carless environments.</p> <p>The visitor and residential concentration into the main centres will better facilitate public transport options to activities such as the ski fields, golf and so on.</p>
<p>Desired outcome: Well-designed neighbourhoods that provide for everyday needs</p>	
<p>Strategy 11 Create well-connected neighbourhoods for healthy communities</p>	<p>Relocating the airport away from Frankton would far more effectively enable development of well-connected neighbourhoods for healthy communities.</p> <p>Designing one of the world’s most fantastically liveable Alpine city campuses on Frankton flats would be the total focus of this strategy. To be the magnet for Kiwi and international talent it needs to be a great community in which to live and work. Planning to accommodate as many as 30,000 people within the Frankton metropolitan centre would ensure it was large enough to attract a</p>

	<p>wide selection of knowledge-based enterprise that would provide the pounds vitality and districts economic diversification.</p> <p>A fully integrated metropolitan centre covering all of Frankton flats would enable a vital, prosperous and safe carless environment with all facilities within easy, safe active transport reach.</p> <p>The perimeter boundaries, being geographic boundaries of rivers and mountains and the existing ring road, provide effective containment to help avoid urban sprawl and ensure that a comprehensive and cohesive plan can be developed.</p> <p>It would be exceptionally well-connected to the existing suburban areas that span out from it, including the proposed eastern end southern corridors.</p> <p>Significantly, it would ensure the existing urban boundaries currently within the Basin would remain intact for many decades, well beyond the 30-year vision of this spatial plan. This concentration would more easily enable quality facilities and infrastructure to support healthy communities and mobility to be funded and continue to protect the Wakatipu’s open spaces and outstanding natural environment.</p> <p>CIAL’s new airport near Tarras would provide additional sustainable employment for people in the smaller settlements of Cromwell, Pisa Moorings, Hawea and Luggate, increasing the viability of existing and new community facilities for these areas.</p>
<p>Strategy 12 Design to grow well</p>	
<p>Strategy 13 Enhance and protect the blue-green network</p>	<p>The future densification of Frankton Flats as a single, fully integrated metropolitan centre is the most effective way our district could protect its blue-green network for future generations in the long-term.</p> <p>Good design and densification of the eastern end southern corridors provides a first step to accommodating growth future residential population. This would be sufficient for the next two or so decades. Progressing from there onto the development of a fully integrated Frankton metropolitan centre, after the airport scheduled services were relocated to CIAL’s new airport near Tarras, would ensure the outer urban boundaries could be contained for considerable time beyond the 30-year vision of this current Spatial Plan.</p>
<p>Desired outcome: A diverse economy where everyone can thrive</p>	
<p>Strategy 14 Diversify the economy</p>	<p>Create a Magnet for Talent</p> <p>A beautifully designed, fantastically liveable, environmentally friendly and fully integrated metropolitan centre based on Frankton could become the world’s most attractive centre for New Zealand and global talent to live. A magnet to attract precisely the high-value, knowledge-based enterprise most suited for our district’s economic diversification.</p> <p>Creative talent requires urban intensity. Face-to-face relationships are essential. Multiple enterprises, serendipitous networking, co-location and community scale are crucial elements for a centre of knowledge-based enterprise. Accommodating 30,000 in a beautiful urban campus bounded by our mighty rivers, lakes and mountains would provide the necessary scale.</p>

	<p>We could develop such a centre on Frankton Flats. We could aspire to be the world best living campus for talent enterprise just as we have always sought to be amongst the world’s best tourism destinations.</p> <p>Non-delivery</p> <p>The draft Spatial Plan would fail to deliver on this opportunity. By prioritising the airport ahead of community and good urban design, it would fail to provide an attractive urban Centre of the scale and character needed.</p> <p>Environmental grandeur alone is not sufficient to attract knowledge-based enterprise, as should be well evident by now.</p> <p>Simply attracting people able to work remotely also falls massively short of the opportunity we would otherwise have to become a high-value creative knowledge centre.</p> <p>Knowledge enterprise does need good air connectivity, and a full-service airport near Tarras within one hour’s drive or 10 minutes flight by drone taxi would amply provide this. An expanding international airport delivering screaming jets into the middle of their work and living space would not.</p>
<p>Strategy 15 Make spaces for business success</p>	<p>Optimise for Business Success</p> <p>Relocation of all scheduled air services to CIAL’s proposed airport near Tarras together with a fully integrated metropolitan centre on Frankton Flats would provide the best opportunity for our district’s business success, by:</p> <ol style="list-style-type: none"> 1. avoiding the extra capital, operational and employment costs and inefficiencies for the airport, airlines, all ancillary and associated businesses and any other supply chain businesses, by avoiding the need to duplicate services and operate from two separate locations, 2. allowing all such businesses to locate in areas with substantially more space and cheaper lease, land and build costs compared with the excessive costs and confined premises in the Wakatipu, 3. enabling all such business to attract employment at wage rates more aligned with the businesses’ local accommodation and housing costs, 4. attracting significant numbers of high-value knowledge-based business to the area by providing a fantastically liveable, high-density metropolitan campus at the scale they need, 5. supporting the development of all tourism, agriculture, wine production and other businesses throughout the district and greater region by having a full range of domestic and international services centrally located at a single base central in the region, 6. increasing local tourism resilience by helping reset away from the current high-volume, low value visitor profile that is caused by excessive proximity of the airport, 7. ensuring local tourism businesses’ sustainable long-term future by protecting its golden goose, the environment, from the degradation caused by excessively frequent jet aircraft noise and from future suburban sprawl,

	<ol style="list-style-type: none"> 8. supporting fixed wing GA tourism by providing a dedicated, fit for purpose airfield, either on Queenstown Hill or at the existing Kingston airfield, 9. supporting helicopter and other VTOL operators (including electric tax drones) by integrating their Wakatipu operations with a surface transport hub on Frankton Flats within the Frankton metropolitan centre, 10. increasing the resilience and productivity of the hospitality industry by increasing local custom through increasing the proportion of residents employed within high income knowledge-based businesses, 11. increasing the districts economic resilience through significantly decreasing the proportion of its GDP based on tourism relative to high-value, knowledge-based business located in the Frankton Alpine City Campus, 12. protecting businesses’ long-term ability to attract staff by better managing the district’s housing affordability as explained previously in Strategy 4, 13. providing greater concentration of commercial activity to enable more efficient supply and B2B operations, and 14. providing more cost-efficient transport and other infrastructure networks that reduce congestion and other operational costs.
<p>Strategy 16 Establish efficient and resilient connections</p>	<p>It should by now be clear that a far more resilient and efficient transport and infrastructure network would be established if all scheduled air services were relocated to CIAL’s proposed airport near Tarras, fixed wing GA relocated to a new airfield on Queenstown Hill or to Kingston aerodrome, all VTOL integrated with a surface transport hub on Frankton flats and all of Frankton Flats was developed as a fully integrated, evenly dense, fantastically liveable metropolitan centre.</p> <p>CIAL’s proposed airport near Tarras has far more seismically stable geological characteristics than Queenstown or Wānaka Airports and its state highway surface connections are more substantial, resilient and provide more alternative connections. It’s open airspace and meteorological profile ensure far less weather disruption of delays, redirections or cancellations of flights. A single airport with the region’s scheduled air services ensures economies of scale and more comprehensive flight schedules for destination choices and travel times. CIAL is a significantly more substantial business than QAC and better able to fund ongoing investment the airport’s capacity and facilities.</p> <p>The concentration of transport and other network infrastructures centred on the Frankton metropolitan centre ensures far greater efficiency and enable more concentrated investment to ensure resilience than would be provided by the draft Spatial Plan.</p> <p>Retaining the existing 80 m building setback on State Highway 6 at Ladies Mile would ensure that roadway could be engineered to enable use by Hercules aircraft in the event of a civil emergency, such as the AF8.</p> <p>Frankton Flats is some of the most seismically stable ground in the Wakatipu Basin, ensuring that the substantial investment in infrastructure networks and</p>

urban construction would be best able to survive major earthquakes, substantially reducing the potential of functional damage, financial loss and human injury.

Thank you for taking the time to read and consider our submission.

For your further information, we include in the following pages as an appendix the draft report: **Part B – Queenstown Alpine City Campus**. This report is being prepared independently by FlightPlan2050 and will be published later this year.

Part B

Frankton Flats – a place where talent wants to live

Queenstown's Alpine City Campus

DRAFT



FlightPlan2050
December 2020

Executive Summary

Introduction

An extraordinary opportunity sits before us. Christchurch International Airport Ltd's surprise announcement that it has purchased 750 ha near Tarras for a proposed new airport could be the catalyst to enable the great post-Covid reset that so many have called for. One that could simultaneously, substantially and systemically increase the region's economic prosperity, enhance its environment, reduce emissions per capita and strengthen the communities' cultural and social well-being, now and for the future.

Three international airports within a 70 km to service the small Otago townships would be ridiculous. Even two international airports so close together would make no sense, whether QAC's dual airport model were to use Wānaka Airport or CIAL's proposed airport near Tarras to mop up the overflow from Queenstown Airport. A single regional airport sufficient to service all the region's communities from one central location would be the best solution to provide the necessary air transport infrastructure for the region.

This focus on airports, however, misses the crucial factor that should be central to the discussion. The Queenstown-Wakatipu resident population is growing rapidly, and the district urgently needs to plan for an urban centre. One that could centralise commercial, retail, educational, medical services and the many community facilities needed by larger populations. One that could make efficient sense of the road network to best enable public and active transport and avoid the inefficient thin spread of all other services and infrastructure. One that could concentrate urban development and minimise suburban sprawl that would otherwise erode the district's outstanding natural landscape, increase the carbon footprint of construction and the ongoing emissions resulting from a forced reliance on private transport. One that could support the district's economic diversification from tourism by creating an urban campus where, in Sir Paul Callaghan's words, "talent wants to live".

Frankton Flats provides the only logical place for such a centre. It's outstanding geography – bounded by rivers and lake at the foot of the dramatic Remarkables Range – offers a unique potential to create the world's most attractive Alpine Township/City focused on sustainable design. It could become a joyously liveable, high-density residential and commercial campus that enables the concentration of talent necessary for high-value knowledge business.

Frankton Flats' could become a joyously liveable, high-density residential and commercial campus that enables the concentration of talent necessary for high-value knowledge business.

The results of our research and analysis have been unequivocal. The positive opportunities are so substantial, we now feel compelled to share what we have learned.

The high density urban development of Frankton Flats is the most powerful strategy Queenstown Lakes District could use to combat climate change.

This would require the closure in ten to 15 years' time of Queenstown Airport, with scheduled domestic and international services relocated to CIAL's proposed airport near Tarras. The Wakatipu's helicopter operations and future passenger drones would be retained on Frankton Flats integrated with a road-transport hub, and the commercial fixed-wing general-aviation operations would be relocated to the existing airfield in nearby Kingston or to a new purpose-built airfield on Queenstown Hill. Wānaka Airport would retain its special character, focused on general aviation, special events and research.

Should we continue with business-as-usual that would retain Queenstown Airport in Frankton, or should we pursue the new opportunities presented by a proposed regional airport near Tarras? The members of FlightPlan2050 have spent several thousand hours investigating and consulting with experts to better understand this opportunity and its potential issues. The results of our research and analysis have been unequivocal. The outcomes would be substantial, long-lasting, reach broadly across all aspects of community wellbeing and be overwhelmingly positive. The positive opportunities are so substantial, we now feel compelled to share what we have learned, and we encourage people and all stakeholders to take the time to understand and consider this proposal in full.

Climate emergency

The high-density urban development of Frankton Flats is the most powerful strategy Queenstown Lakes District could use to combat climate change. It would systemically and structurally reduce the district's emissions per person, a finding that holds across all the sectorial analyses we have undertaken.

Developing a high-density village with a concentrated population of 30,000 on Frankton Flats would drive savings in construction emissions per dwelling unit, enable lower emissions lifestyles, vastly improve capacity for public and active transport, and further reduce per-capita emissions through the efficiencies of concentrated, high-volume infrastructure instead of have this distributed throughout the Wakatipu in an inefficient thin web.

Our full analysis shows that overall network (surface transport) emissions would be less than if Queenstown Airport were retained in the middle of Frankton Flats, even allowing for the construction and operation of a new regional airport near Tarras. The construction emissions generated from building a single new airport would be less than would result from QAC's proposed dual airport model. Aircraft emissions would also be significantly less if the geographically open location near Tarras were used compared with the confined and challenging location of Queenstown Airport.

This report is unique. It is the only study that evaluates the potential of developing a high-density urban campus on Frankton Flats enabled by the relocation of Queenstown Airport.

The economic diversification to knowledge-based enterprise made possible only through the urban concentration of Frankton Flats offers the greatest potential to reduce the district's emissions per person over the long term. It would enable the district to transition away from its reliance on high-emissions, long-haul tourism to a more sustainable, high-value economy based on high-value knowledge enterprises.

Let's start a conversation

Our interest began at a Shaping Our Futures consultation workshop at the early stages of the Frankton master planning. The terms of reference for this planning had the predetermined assumption that Queenstown Airport would always remain in Frankton, an assumption that seriously compromised design options and destroyed any prospect of Frankton Flats becoming an attractive and liveable Township. We wondered what could be done if the airport were removed and Frankton Flats were designed to be a fantastic Alpine Centre. With our curiosity piqued, we have sought a broad understanding of the many complex and interrelated issues and of the wide-ranging perspectives across the district.

From every angle we looked and from every rabbit hole of detail we dove into, a consistent theme evolved. The benefits of concentrating future urban development onto Frankton Flats, creating an attractive, high-density urban campus that was a wonderfully liveable centre expressly designed to attract and facilitate knowledge-based enterprise that would help diversify the local economy and increase the district's productivity and wages, together with the relocation of the regional and international airport services to Tarras, would far outweigh any benefit we might gain from retaining Queenstown Airport at Frankton.

This conclusion was even more compelling if, as some anticipate, air travel was to reduce because of Covid's long tail or the ongoing impacts of climate change. In that case, the opportunity cost of not using the airport's Frankton land for high-density, urban development would escalate even as the benefits from the airport diminished.

This report is unique. It is the only study that evaluates the potential of developing a high-density urban campus on Frankton Flats enabled by the relocation of Queenstown Airport. We hope that it will trigger conversations and raise questions. We hope these questions will stimulate more research and analysis. We are confident that all serious and independent analysis will draw essentially the same conclusions.

Deciding our future

Key decisions are being made by Queenstown Lakes District Council that will shape the region's development for decades. These will determine whether:

1. Urban development	is contained and concentrated	or	we continue the proliferation of urban sprawl.
2. Our transport networks	enhance public and active systems	or	we increase dependence on private vehicles.
3. Our infrastructure of sewerage, water and power	is efficient and cost-effective	or	becomes a thinly distributed network.
4. Our carbon footprint per person	is systemically reduced	or	increases.
5. Our local economy	is diversified and enriched	or	remains dependent on tourism.
6. Our local average wages	increase by increasing the proportion of higher productivity business	or	remain low through tourism's low-paid workforce.
7. Our district's outstanding environmental values	are retained	or	diminished.
8. Our greenhouse emissions per person	reduce	or	increase.

There is an option, a single, unified strategy, that could deliver over the long-term on all the beneficial outcomes in the green column and avoid the negative outcomes in the red column.



An Alpine City Campus would deliver on all the positive outcomes, while the business as usual option would inevitably lead to all the undesirable outcomes in the red column.

9. Our people and communities	become more connected	or	more isolated.
10. Our district's housing	increases the variety of options, including many more affordable	or	remains primarily standalone houses in dispersed suburbs.
11. The region's air connectivity	can expand or contract with the least financial risk or opportunity costs	or	faces capacity constraints with greater safety risks and highest opportunity cost for stranded assets.
12. Businesses auxiliary to the airport or servicing air travellers	have lower lease and fixed costs to help drive improved profitability and wages	or	face higher rents and duplicated fixed costs, a constrained or split market and diminished profitability.
13. The cost burden per ratepayer	decreases through more concentrated, cost-efficient and high-volume infrastructure and services	or	greater increases in rates through less-efficient infrastructure spread more thinly.
14. Council (ratepayers) has	an additional \$1.2 billion for new investment in community facilities	or	no additional funds.

We expect that most people in would choose all the outcomes in the green column above.

There is a complete absence of any study, research or analysis that could inform the community or decision-makers regarding this choice.

Many in the community have an emotional, almost visceral, attachment to the existing airport as if it were the umbilical cord essential for the very life of Queenstown.

There is an option, a single, unified strategy, that could deliver over the long-term on all the beneficial outcomes in the green column and avoid the negative outcomes in the red column. But achieving this would require a decision to alter Queenstown Lakes District Council's current business-as-usual strategy that would retain Queenstown Airport in Frankton and use suburban sprawl across the outstanding Wakatipu landscapes to accommodate continuing growth of the district's resident population.

This report explores the alternative strategy. One that would centralise most new urban development within the Wakatipu Basin onto Frankton Flats. It plans a high-density commercial and residential centre able to accommodate at least 30,000 residents, equivalent to the number projected to settle in the Wakatipu within the next three decades.

The detailed research and analysis presented throughout this report compares these strategies. It finds that the Alpine City Campus option could deliver on all the positive outcomes in the green column above, while the current business as usual option would inevitably lead to all the undesirable outcomes in the red column.

The report shows that this choice – whether to use Frankton Flats for a high-density urban campus or for an international airport – is the single biggest determinant of this district's future character, cultural vitality and its economic and environmental sustainability in the face of climate change.

And yet, we note there is a complete absence of any study, research or analysis that could inform the community or decision-makers regarding this choice.

Flying blind?

Many in the community have an emotional, almost visceral, attachment to the existing airport as if it were the umbilical cord essential for the very life of Queenstown. This is an understandable response given the past isolation and smallness of Queenstown and the airport's past unimposing position some 8 km from town. The idea that it might be relocated to 54 minutes¹ down the road is, it appears, beyond contemplation.

This sentiment pervades the district's planning processes. The recently adopted Frankton Master Plan explicitly excluded any consideration of relocation of Queenstown Airport. The development of the district-wide Spatial Plan also explicitly excluded such discussion at the formative workshops that establish its

¹ Google Map's analysis shows the CIAL site near Tarras is 54 minutes' drive from Frankton, see Figure 7 – Map showing typical drive time on page 32.

overarching strategy. The work informing Council's triennial Ten Year Plan also gives it no consideration. And Council has recently committed \$1.4 million to develop a master plan for a new subdivision along Ladies Mile, even before the draft Spatial Plan has been released, thereby initiating further suburban sprawl in the basin while ignoring the advantages of central urban concentration.

Queenstown Airport Corp (QAC) similarly has given no consideration to any potential relocation of Queenstown Airport despite its operational limitations driving major strategic analysis and master planning over the past five years.

When pushed under electoral pressure to consider alternatives, in August 2019 Mayor Boulton had Council commission a social and economic impact study of alternative airport scenarios. But the terms of reference of this study excluded any consideration of a high-density urban centre on Frankton Flats that would be enabled by the relocation of Queenstown Airport from the scenarios analysed.

The announcement of Christchurch International Airport Ltd's (CIAL) purchase of 750 ha for a new regional airport near Tarras served only to have the Mayor and QAC double down on their independent airport plans, protecting their patch rather than reflecting on any opportunities made possible by CIAL's plans.

This absence of any research or analysis means that commentators and decision-makers, however well-intentioned, lack information and understanding of the issues at stake. The tremendous risk is that the district is flying blind. Instead of carefully evaluating this fundamental strategic question it will default to the easy, incremental path of business as usual, with the end result being all the negative outcomes listed in the red column above.

Time to act

It is urgent that we look ahead. Even once the commitment was made to develop a high-density urban campus on Frankton Flats, it would likely take some ten years of legal, design and construction work before Queenstown Airport's scheduled domestic and international services could be relocated to Tarras. We must, therefore, engage in this conversation now. The Covid-19 short-term reduction in demand should not be used to put off this discussion, but instead be used as a window of opportunity to evaluate these alternative strategies more thoughtfully. The MartinJenkins social and economic analysis, even post-Covid, indicates the district's employment and prosperity would be best served if a new regional airport were operational within ten years.

It is urgent that we look ahead. Even once the commitment was made to develop a high-density urban campus on Frankton Flats, it would likely take some 10 years before Queenstown Airport could be relocated to Tarras.



While it might take ten years to relocate Queenstown Airport, our analysis has shown that the benefits from a commitment to do so would be almost immediate.

While it might take a decade to relocate Queenstown Airport, our analysis has shown that the benefits from a commitment to do so would be almost immediate. These come in part from the immediate ability to plan and consolidate the district's infrastructure and associated capital expenditures, but also from the ability to immediately attract new high value, knowledge-based enterprises that want to establish an early presence in the new campus.

Conversely, any delay would soon lock in damaging zone changes and developments based on the new Frankton Master Plan² These would constrict the major arterial route of State Highway 6 at Five Mile with high-density small box retail rising four-storeys high. They would also limit Queenstown Central to big-box and light-industrial use, because the airport's location prevents more sensible, intensive use of any land within its surrounding air noise boundaries.

We ask you to read this report. To put aside preconceived notions and become informed on what is a complex and multifaceted topic. To ask, is it time for Queenstown to trim its airport umbilical cord with the confidence that it is maturing as a community? We encourage you to read our story and to join the conversation.

Synopsis

Write a brief map of the report layout and sequence.

Contributors

John Hilhorst – economics

David Jerram – architecture and urban design

Gillian Macleod – architecture and urban design

John Halse – engineering

² For analysis of this, see the section on Frankton beginning on page 92.

Their work and expertise have been provided pro bono to stimulate informed discussion on the future of the Queenstown Lakes District. The authors are long-term residents who have lived and worked in this district for many decades and have no business or financial vested interests in the airport. A range of external experts have generously contributed their time to provide information and respond to the author's many questions. The whole team's motivation is simply to grow the prosperity and well-being of the community that is their home.

DRAFT

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PART ONE

Part One is the prelude. In this section we explain the context and reasons why our community should consider these issues now. We present a vision of the type of high-density urban campus that we propose for Frankton Flats and we consider the opportunity presented by Christchurch International Airport Ltd's proposal for a regional international airport near Tarras.

Chapter One

The need to act

The decisions made these next few years will shape this region for the next century.

Population growth in Queenstown Lakes will continue, whether we like it or not. Our current business-as-usual strategy for accommodating this growth has been developer-led subdivisions creating urban sprawl throughout the Wakatipu, and this is now being replicated in Wānaka and the upper Clutha.

These dispersed residential suburbs greatly increase the carbon footprint per person, overload the road transport network, reduce community cohesion, undermine economic diversification and diminish our outstanding natural landscapes.

Historic growth

Queenstown Lakes has been one of the fastest-growing districts in New Zealand. Thirty years ago, there were no supermarkets and weekly groceries were commonly ordered via fax from Invercargill. There was no Remarkables Park and certainly no Queenstown Central.

None of the subdivisions such as Quail Rise, Closeburn, Wye Creek, Alpine Retreat, Millbrook, Lakeside Estate, Lake Hayes Estate, Jacks Point, Threepwood, Henley Downs, Bendemeer, East Arthurs Point, North Lake Hayes, Speargrass Flats Triangle, Shotover Country, Bridesdale, Arrowtown Retirement Village, Queenstown Country Club, Coneburn or Homestead Bay yet existed. All these subdivisions, and the ones before them, have been the result of private developers employing legal teams to have previously rural land rezoned for residential subdivisions.

We learn two fundamental factors from this history:

1. The district experiences substantial ongoing population growth despite significant boom-bust economic cycles.
2. New urban development has been led wholly by individual developers seeking profits, and not by any overarching urban, transport, infrastructure, landscape, environmental or community design. This is our business-as-usual strategy.

It is unlikely that we can have much effect on the first of these. As discussed below, the population of Queenstown Lakes will most likely continue to grow well into the future at a higher rate than most other regions of New Zealand. While we may be able to temper or adapt demand and numbers in tourism, we have no legal way to limit or restrict the number of New Zealanders or permanent residents who choose to live here. For our analysis, we consider this growth of residential population to be an exogenous variable – one over which we have no control.

But the second factor, the type and location of urban development, is something that we certainly could control. This report

34 SEPARATE DEVELOPMENTS

None with the commercial, recreational, or educational mix needed for a cohesive community

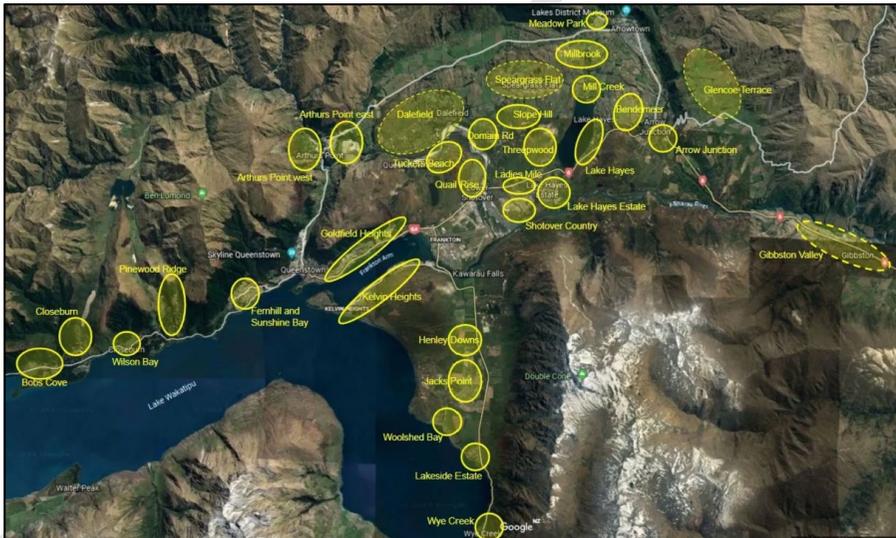
Arrow Junction	Lake Hayes Estate
Arthurs Point east	Lakeside Estate
Arthurs Point west	Meadow Park
Bendemeer	Millbrook
Bob's Cove	Mill Creek
Bridesdale	Pinewood Ridge
Closeburn	Quail Rise
Coneburn	Shotover County
Dalefield	Slope Hill
Domain	Speargrass Flat
Road	Sunshine Bay
Fernhill	Threepwood
Gibbston Valley	Tuckers Beach
Goldfields	Wilson Bay
Heights	Woolshed Bay
Henley Downs	Ladies Mile
Jacks Point	
Kelvin	
Heights	
Ladies Mile	

explores an alternative to the current business as usual strategy that is developer driven and leads primarily to inefficient suburban sprawl.

Future population growth

Detailed population projections published by QLDC in December 2018 forecast a near

Figure 1 – Fragmented urban development



DEVELOPER INITIATED RESIDENTIAL SUBURBS ARE SPREAD THROUGHOUT THE WAKATIPU. THESE STRETCH A THIN AND EXPENSIVE WEB OF INFRASTRUCTURE AND INCREASE DEPENDENCE ON ROAD AND PRIVATE VEHICLE TRANSPORT WHILE UNDERMINING THE CONCENTRATION NEEDED FOR EFFICIENT SERVICES AND PUBLIC TRANSPORT.
SOURCE: FLIGHTPLAN2050

doubling of residents within the district over the next 30 years from 2018 to 2048.³ In the Wakatipu Ward, they projected growth from 27,180 residents in 2018 to 50,100 residents by 2048, an increase of 22,920.

³ QLDC's population projections, QLDC 2018.

These projections were reassessed post-Covid but show little change, with the Wakatipu Ward residential population still projected to reach 49,230 by the year 2051⁴.

This population growth will not stop in 2051 but will continue well beyond that time.

If we extrapolate the possible growth beyond 2051 using the 2.0% average annual rate from QLDC's 30-year projections, then within 75 years, one lifetime, the number of people living permanently resident within the Wakatipu Ward would reach 130,000. This number is twice the current-day population of Nelson, and more than the current-day population of Tauranga or Dunedin.

There are many uncertainties when forecasting the future, particularly over such a long timeframe as 75 years, but it is reasonable to expect that this district's residential population will continue to grow over the long-term. The rate of population growth may change from year to year, but the district will remain a highly desirable place to live and will continue to attract both domestic and international migration independently from any growth or reduction in tourism.

Let us emphasise here that we are referring to resident population and not the visitor population based on tourism. While we expect that tourism will continue to play an important role, its future growth and importance are less certain in the face of growing concerns regarding the impacts of both over-tourism on local communities and travel emissions on global climate change.

Even if the growth in resident population is slow, we expect that it will continue, driven by the ongoing pressure of immigration to New Zealand.

We believe the international desirability of New Zealand as a place to live will continue and likely increase. New Zealand's well-managed response to Covid 19 adds to the list of drivers growing the number of people with the capacity and desire to emigrate here. With 84% of the country's electricity generation from

⁴ Population and demand, QLDC Aug 2020

renewable sources,⁵ New Zealand has increasing appeal for individuals and companies keen to reach sustainability goals. Our stable, progressive government and safe communities become increasingly attractive in a world with growing political turmoil and conflict induced by the disruptive effects of climate change. And, despite any long-term effects of Covid restricting travel, the rapidly growing middle classes in the world's major population centres provide a greatly increased number of potential migrants.



The only counter or moderator to these long-term megatrends will be New Zealand's immigration policy and we expect that this will continue to enable migration to New Zealand over the long-term.

Queenstown Lakes District will always be one of the regions in New Zealand attractive to migrants and there is little that our local council can do to restrict this.

Our expectation of ongoing population growth raises three important questions.

1. **Where will these people live** and what form of urban development would best serve the district in the long-term?

2. **What economic foundation** would best support the development of a long-term healthy community?
3. **How could the district absorb more population with less negative environmental impact** while reducing the average carbon footprint per person and supporting New Zealand's commitment to net zero carbon emissions by 2050⁶?

While the district may not be able to limit or control the number of people who choose to live here, it can most certainly manage the character and quality of its urban development, economic foundation and the consequent environmental impacts. Together these will heavily influence the well-being of its communities.

The evidence presented in this report shows that if we entrench and grow the district's economic reliance on tourism, then we commit the district to the worst possible future outcomes for the environment, the local economy and the community's social well-being.

Failing to develop alternative economic activity would be high risk, given the tourism sector's exposure to future pandemics and the unknown impacts of climate change on future air travel.

Given that the population in this district will continue to grow, the best way that we could promote the social, cultural, economic and environmental well-being of our communities in the future would be to:

- **Reduce dependence on tourism** in the district's economy,

If we entrench and grow the district's economic reliance on tourism, then we commit the district to the worst possible future outcomes for the environment, the local economy and the community's social well-being.

⁵ Projected to be 90% renewable energy by 2025 ([Ministry For the Environment](#)) and government is investigating the potential to be 100% renewable energy by 2030.

⁶ [Climate Change Response \(Zero Carbon\) Amendment Act 2019](#), MFE, Govt 2019

- **Encourage diversification of economic activity** into a range of highly paid productive sectors that have low environmental or resource impacts, and
- **Concentrate urban development** to enable the most resource-efficient transport and infrastructure networks and avoid urban sprawl that diminishes social cohesion and the outstanding natural environment.

Now is the time

The Queenstown Lakes District is at a crossroads where the decisions made over the next few years will determine the character of this region for the next millennia.

The trigger for this opportunity has come from Queenstown Airport Corporation (QAC). Rapid growth of the airport’s operation over the past decade had brought it close to its capacity limits under the current air noise boundaries, which led it to engage in public consultation for the expansion of its air noise boundaries in July-August 2018. This was then followed by public consultation regarding its 30-year master plan for the growth of Queenstown Airport along with a proposed development of a dual airport strategy that would include the development of Wānaka Airport.

Concurrently, QLDC, NZTA and Otago Regional Council contracted Boffa Miskell to develop a 30-year master plan for Frankton Flats ⁷. The predetermination that Queenstown Airport must remain in Frankton limited that outcome, not just because of the substantial land owned by the airport, but also because the air noise boundary



designations that extend over the privately owned land surrounding the airport restricts any business, construction or land use that is deemed sensitive to aircraft noise. These restrictions forced Boffa Miskell to locate residential and retail zones further away from the airport boundary, with the result that the highest-density zone was placed on top of State Highway 6. Their Frankton Masterplan⁸ inevitably has the district’s busiest arterial corridor, the Five Mile stretch of State Highway 6, targeted as the main commercial and retail road in the district. Because of the airport, this major arterial route would be completely built up four storey-high on both sides with small box retail at road level, committing it to become as constricted as Shotover Street has been in downtown Queenstown⁹.

These initiatives by QAC and Council come at a time of intense community reckoning. A prolonged period of rapid tourism and population growth within the district, and particularly within the Wakatipu, has heightened community concerns of over

tourism, congested infrastructure and excessive growth. These have undermined the social licence of tourism, with 76% of Queenstowners believing there is too much pressure from tourism¹⁰, 92.5% of 1,507 submissions opposing any expansion of the air noise boundaries ¹¹ and 3,400 people joining Wānaka Stakeholders Group to oppose jet aircraft operating scheduled services from Wānaka Airport.

The abrupt shock of Covid-19 has come at a critical time. Though difficult and challenging for individuals and business, it has provided a pause that has stimulated community-wide reflection. Many have expressed concern at the current business as usual

⁷ [Frankton Masterplan](#), Boffa Miskell, July 2019

⁸ [Frankton Masterplan](#), QLDC, Oct 2020

⁹ An arterial route around Queenstown centre to deal with traffic congestion on constricted Shotover Street has been promoted for 30 years, with [detailed master planning](#) published in July 2017, and [\\$50 million](#)

[government funding](#) announced in June 2020. The Frankton Masterplan would create a much worse problem focused on a much busier and more important arterial road.

¹⁰ [Mood of the Nation](#), Tourism Industry Aotearoa, March 2019

¹¹ [QAC Proposed Noise Changes](#), Mitchell-Daysh, October 2018

model and have called for change, a reset, a reimagining or a new paradigm.

It would be a mistake to think that Covid-19 has solved the problem and that we could put off these discussions. As the revised population projections show, Covid will likely have little impact on the district's growth in the medium and long-term and so all the same issues remain. What Covid offers is the time and space to research, learn and discuss what might be the best future strategy without the intense, immediate growth pressures overwhelming the decision processes.

We must use this window of opportunity because any new strategy to concentrate urban development onto Frankton flats needs a long lead-time, as it would require the relocation of Queenstown Airport, a project that would take some 10 years.

The confluence of these dynamics presents an enormous opportunity to effect real change that would set the district on a new path of greater prosperity and well-being.

The time and opportunity are now. What is needed is a vision and a plan.



It would be a mistake to think that Covid-19 has solved the problem and that we could put off these discussions. As the revised population projections show, Covid will likely have little impact on the district's growth in the medium and long-term and so all the same issues remain.

Chapter Two

A vision and plan

In our vision document *QUEENSTOWN – FUTURE AS AN ALPINE CITY?* we identified three goals for prosperity.

Figure 2 – Vision goals



QUEENSTOWN – FUTURE AS AN ALPINE CITY? FLIGHTPLAN2050

We regard each of these three – the economy, the environment and our community – as the essential drivers of the health and prosperity of our district. They are the foundational pillars on which we build our vision for the future.

Economic diversity

The impact of Covid-19 has highlighted the district's overdependence on tourism. This is concerning given that our economic analysis has confirmed tourism as one of the country's lowest paid industry sectors. This focus on tourism results in the average productivity per worker in the Queenstown Lakes District being some 11% below that of Northland¹², a region often identified as one of the country's weakest economies.

Construction, the second major economic sector for the district, generates higher productivity in terms of revenue produced per worker but has two fundamental disadvantages. First, it correlates strongly with the tourism sector and so amplifies the economic risk of changes in tourism demand. Secondly, it provides little economic investment, with its primary focus on residential development that does not contribute to ongoing economic activity.

Any vision to enhance the prosperity of this district must diversify the local economy to include high-value enterprises that have minimal adverse environmental impacts. The obvious target sectors would be the knowledge-based economies of technology, education, film, finance, science and medical tourism.

It is good to see that a range of individual initiatives are already being promoted. But it is clear from the difficulties experienced over past decades, with failed aspirations to more broadly diversify the local economy, that the infrastructure designed for tourism does not of itself provide sufficient value to lure knowledge-based industry.

Tourism in this district thrives with low density and dispersed infrastructure. Small town centres such as Queenstown Bay, Arrowtown and Wānaka make attractive destinations for sightseeing excursions. Similarly, with wineries, golf courses, and other attractions. Resorts such as Millbrook or activities such as rafting or skiing work best in loose separation, providing a diverse and interesting tapestry for visitors. But

¹² See the section 'Queenstown underperformance' beginning on page 66 of Chapter Seven

this low density and dispersed amenity completely fails the needs of a knowledge economy.

So, what is missing? The region has tremendous advantages that are attractive to business in the knowledge economy. It is a fantastic place to live, with an outstanding natural environment, a diverse and educated local community, the cosmopolitan feel of an international centre with the convenience of a small town, and high connectivity with quality Internet and airport service.

Our research has identified that the key element currently missing for a thriving knowledge economy is the capacity to concentrate talent. The ability to draw together in a relatively tight geographic space a cluster of entities.¹³

If Queenstown Lakes District is to diversify its economy with knowledge-based enterprise, then it must study what such enterprise needs and then design and build its urban centres and infrastructure to match. Currently, this is not the case. Queenstown Lakes has no substantial urban centre and no plans to create one.

Where is the most sensible place in this district to develop such an urban centre?

Environmental regeneration

The outstanding natural environment is without question Queenstown Lakes District's most important resource and its fundamental source of value. And global climate change is the greatest challenge facing the new generation. There can be no sustained prosperity for the district without ensuring the protection and long-term regeneration of both the local and global environments.



The key element currently missing for a thriving knowledge economy is the capacity to concentrate talent. But Queenstown Lakes has no substantial urban centre and no plans to create one.

Any vision for prosperity must, therefore, align with improved environmental outcomes. This directly challenges the district's current dependence on international tourism and long-haul air travel, making more imperative the need to diversify its economy to sectors with much reduced resource impacts.

It also challenges the direction of urban development and infrastructure investment, which has been reactive. The increasing sprawl across the Wakatipu Basin and upper Clutha of past decades¹⁴ has been driven by individual developers seeking to maximise private profits from previously rural-zoned land. This has been the case for almost all development in the district, from Sunshine Bay in the 1970s through to the current Northlake development and everything in between. The current hotchpotch spread of disconnected suburban sprawl is not the result of thoughtful environmental or urban planning.

Much better environmental and social outcomes would come from higher-density urban development that centralises and concentrates infrastructure and simplifies the road network in ways that optimise public and active transport. How could this be achieved while strengthening and diversifying our economy and simultaneously enhancing community well-being?

Community well-being

A healthy and sustained sense of well-being spread deep and wide across the whole community is perhaps the best sign of real prosperity. This needs a secure economic livelihood able to sustain a good standard of living for our local workforce together

¹³ This is explained in Chapter Eighteen – 'The knowledge wave' beginning on page 122.

¹⁴ See Chapter Fourteen – 'Different communities' beginning on page 96.

with strong social connectedness. How could our district-wide vision for prosperity best promote such high-level community well-being?

Our goal must be to diversify the local economy, increase resilience and reduce dependence on low-wage tourism. It must also improve housing and transport affordability to strengthen economic livelihoods¹⁵. And it must also include a high-density, integrated, cohesive urban Centre. Research shows that such urban environments create much more social connection and happiness¹⁶ than the spread of suburban development that now characterises Queenstown Lakes District¹⁷.

A plan

The past business-as-usual has focused investment into the tourism sector, been a reactive enabler of development sprawl, and targeted the increase of visitor numbers to drive revenue growth. We need a new plan.

A new plan must:

1. Directly target high-value, knowledge-based enterprise,
2. Protect and enhance our outstanding natural environment, and
3. Increase social connectedness.

Our research presented in this report shows that all three goals could be achieved with one unifying strategy – the creation of an Alpine City Campus on Frankton Flats.

Within the centre of the Wakatipu Basin, we have a perfect location for an Alpine City designed to catch the knowledge wave. Frankton Flats:

- Is flat, sunny, with outstanding mountain views and with clear geographically defined boundaries.
- Already has on its periphery the full range of commercial and non-commercial facilities required for a small city.
- Is in the centre of the Wakatipu’s transport network and already has a ring-road that creates multiple connectivity options while protecting the centre for active and public transport.

It is hard to imagine anywhere else in the world that could have such an opportunity so ready to be enabled. Few would have the extraordinary beauty of this location.

Any that might have all the facilities for a small city would also likely have many old buildings and existing structures, roads and infrastructure that could not be easily moved or reconfigured.

On Frankton Flats we have the unique opportunity to plan and design a high-density residential and commercial Alpine City Campus specifically to attract

and enable high-value, knowledge-based enterprise. This would be an environmentally attractive, walkable, concentrated urban campus that has all the commercial, retail, educational, cultural, medical, sporting and recreational facilities to operate as a fully integrated and cohesive whole. It would be a great place to live, work and interact. It would concentrate interconnected expertise and capacity, enabling strong talent networks to develop and thrive.¹⁸

This district is uniquely placed to deliver on such a plan and could begin to reap the benefits almost immediately.

It is hard to imagine anywhere else in the world that could have such an opportunity so ready to be enabled.

¹⁵ See Chapter Seven – ‘Economic impacts’ beginning on page 66 and Chapter Thirteen – ‘Housing affordability’ beginning on page 94.

¹⁶ See ‘Happy City’ by Charles Montgomery, Penguin 2013

¹⁷ See Figure 1 – Fragmented urban development, on page 16

¹⁸ See ‘Get Off the Grass: Kickstarting New Zealand’s Innovation Economy’ by Sir Paul Callaghan and Prof Shaun Hendry, Auckland University Press 2013

The need to change

To achieve this vision of economic diversification, environmental regeneration and community well-being, however, requires an active choice and firm commitment to change direction. Unfortunately, our current model has tremendous momentum and resistance to change.

Our current business-as-usual model would see a similar growth in resident population, but it would have this population spread in subdivisions throughout the outstanding natural landscape of the Wakatipu Basin. The many city-sized resources that will be needed over the coming decades would become fragmented and dispersed, built among disconnected residential developments and strung along arterial transport routes within the basin.

The recent suggestion by Queenstown Lakes District Council that the Lakes District Hospital must move from its central location in Frankton to somewhere else in the basin because of airport growth highlights this concern¹⁹. Such car-centric and dispersed sprawl would create substantial, permanent inefficiencies and costs, with enduring adverse environmental impacts, which undermine any effort to diversify towards a knowledge-based economy.

That Council categorically refuses to ever consider the potential to use Frankton Flats more effectively is evident from all its Spatial and master planning, its commissioned studies and consultant’s briefs, its triennial Ten-Year Plans, transport studies and all internal and external communications. The parameters and terms of reference for all work starts with and is based on the premise that Queenstown Airport will always remain in Frankton. This inevitably drives increasing suburban sprawl throughout the basin while ignoring the advantages of central urban concentration.

In the next two chapters we consider what this Alpine City Campus might look like and what would happen to the airport?

¹⁹ [Hospital move idea surprise for SDHB, ODT, 8 Oct 2020](#)

Which plan to follow?

Alpine City Campus	or	Grow tourism
 Will this district develop a new high-value economy?		 Will it remain reliant on low-wage tourism?
 Will it enhance the local environment?		 Will it continue to expand negative environmental impacts?
 Will it reduce the carbon and resource impacts per person?		 Will it continue to grow the carbon footprint for each resident and dollar earned?
 Will it grow the proportion of people able to earn good livelihoods within the district?		 Will it continue to increase its minimum wage workforce?
 Will it increase social cohesion and community well-being?		 Will residents become more isolated and disconnected?

Chapter Three

Alpine City Campus

The vision proposed in the previous chapter calls for the development of a new Alpine City Campus on Frankton Flats. In this chapter, we explore a city campus design that could catch the knowledge wave.

In the following chapter we consider the consequent relocation of Queenstown Airport to near Tarras.

Where talent wants to live

People connections and networks

An outstanding natural environment with tourism centric businesses and infrastructure, while a nice-to-have, is not enough to meet the needs of knowledge-based enterprise.

Any knowledge-economy business looking for a home has plenty of options among the towns and cities of New Zealand and the world. To attract them to Queenstown Lakes District we need to offer what they need, which above all else is an environment that concentrates talent.

Our research found knowledge economies require the geographic concentration of talented people. Despite the digital and video communications that increasingly enable people to work remotely, the development of ideas and collaborative teams that are core features of knowledge economies do not work well with a dispersed

and remote workforce, but instead thrive on face-to-face interactions, close personal networks and the serendipity of frequent unplanned connections.²⁰ To attract such enterprise, we need to create an ideal environment for these to occur. Fundamental to this is a substantial and concentrated urban centre.

To be a real magnet for talent, our urban centre should be a wonderful and convenient place to stay. It should be a joy to live in, with engaging communal indoor and outdoor space, public art, and have the human scale that enables active transport to be the default option. The design should leverage New Zealand's clean-green brand and the district's outstanding natural environment by ensuring that its facilities, public spaces, construction methodology and operational efficiencies exemplify environmental and sustainable best practice. A concentrated mix of cultural, recreational, retail, commercial and educational amenities – all within walkable distance – would create a vital and cohesive community in the heart of the Wakatipu.

A plan to develop such a city campus on Frankton Flats would immediately attract high-quality knowledge enterprise.

Central urban campus

Create the heart for our region

Frankton Flats offers us this unique opportunity. Here we could create a liveable, compact, and attractive urban campus that would make it a fantastic place to live as well as providing a functional concentration of similar high-capacity, interconnected knowledge enterprises that provide the ecosystem such businesses need to thrive.

To attract knowledge businesses to Queenstown we need to offer what they need, which above all else is an environment that concentrates talent.

²⁰ For more on this, see Chapter Eighteen – 'The knowledge wave' beginning on page 122.

A modern Smart City²¹ design that integrates technology across all systems to improve service and increase efficiencies would further improve the attractiveness to knowledge enterprise. This smart technology focus on improving sustainability would add synergy and alignment with those knowledge enterprises that place value on excellent environmental stewardship.

Why Frankton Flats?

The Frankton Flats location offers a unique opportunity for this district to establish such a centre. Frankton is:

- **At the centre** of the Wakatipu’s already developed transport network.
 - It is the natural hub of the public and active transport networks.
 - Is integrated with State Highway 6, which connects to the north and south.
 - A ring-road is already in place.
 - Within this ring, high-density development on flat land would enable short distance and low impact transport options.
- **Naturally contained**, which promotes density and the avoidance of sprawl.
- **Large enough**. Without the airport, Frankton has enough area to accommodate an urban centre larger than Nelson.
- **The hub** of most of the district’s infrastructure networks, from power and communications to waterworks, sewerage and roads.
- **Cost-effective for construction**, with flat land that is geologically stable and with sound substratum for building foundations.

²¹ A *Smart City* is an urban area that uses different types of electronic Internet of things senses to collect data and then use insights gained from that data to manage assets, resources and services efficiently, in return using that data to better improve the operations across the city.

- **Sunny**. Frankton Flats enjoys the most sunshine hours in the Wakatipu Basin.
- **Already has civic, recreational and community facilities**. Including Queenstown Events Centre, sports fields, Wakatipu High School, primary and pre-school, library, medical facilities, and retail.
- **Less prone to seismic hazard** such as liquefaction, mass movement, landslide, or tsunami compared to most other areas of the Wakatipu Basin, including most existing urban areas.²²
- **Outstanding vistas**. With the Remarkables mountain backdrop to the south, mountain ridges all around and the natural borders of lake and rivers, Frankton Flats offers one of the world’s most beautiful alpine city settings.
- **Historical prescience**. William Rees chose Queenstown Bay for his homestead and subsequently the south bank of Kawarau Falls precisely

Figure 3 – Central Hub



GEOGRAPHICALLY BOUND BY LAKE AND RIVERS, FRANKTON FLATS IS THE NATURAL CONNECTED CENTRE TO THE SUBURBAN DEVELOPMENTS OF LAKE HAYES ESTATE, JACKS POINT, KELVIN HEIGHTS, GOLDFIELD HEIGHTS, AND QUAIL RISE. SOURCE: FLIGHTPLAN2050

²² *Seismic Hazard in Queenstown Lakes District*, Aug 2015

because these were not the best or likely places for a town. As early as 1862, the superintendent of Otago Provincial Council, Major John Richardson, had claimed the Frankton Flats as “absolutely essential for a township” and thereby prevented Rees from occupying it.²³

Design vision

Architect and urban designers David Jerram and Gillian Macleod have published an initial plan for Frankton Flats that could achieve our vision of a knowledge economy.



Figure 4 - Alpine city campus design



THIS IMAGE SHOWS THE CONCEPTUAL ALPINE CITY DESIGN PROPOSED BY DAVID JERRAM AND GILLIAN MACLEOD. FRANKTON FLATS OFFERS A UNIQUE OPPORTUNITY FOR A FULLY INTEGRATED, HIGH-DENSITY SMART CITY.

We share their master plan in Figure 4. This is indicative only, as a comprehensive public design process would be part of any plan, but it gives some insight into the opportunity that could be realised.

Their design shows a linear park with water features (1) that provides a central connector through the community, linking it visually and physically to the lake. A broad pedestrian overpass (2) extends this over State Highway 6, giving free flow connectivity to the lakeside reserve.

Helicopters and other vertical take-off and landing aircraft access a district transport hub at the eastern end (3), where the river systems provide natural flying corridors. This integrates with a major hub for the district’s public transport systems.

The airport buildings are re-purposed (4) for community facilities.

The existing main roads surrounding the area (5) continue to work as currently developed, routing traffic around the township while allowing access at multiple points.

An inner circulation route (6) provides opportunity for effective and constant public transport.

²³ ‘Queenstown’s King Wakatip’, by George J. Griffiths, Dec 1971

The mixed-use, commercial-residential, high-density centre (7) links Remarkables Park, Five Mile and Queenstown Central.

A substantial hospital-medical precinct (8) meets the district's needs well into the future.

Internal roads and alleyways provide low impact transport options, while retaining supply access to all areas.

People are prioritised over vehicles, with limited roadside parking. All key community assets including schools, shops, sporting facilities, recreational areas, community centres and major transport links are easily accessed, with minimal need for private vehicle use.

Good access to high quality reserves and green spaces provides a healthy and replenishing environment.

Integrating high-density residential within this urban centre would:

- Keep the centre vibrant,
- Enable low impact transport options,
- Enable the most resource-efficient construction,
- Increase the range of accommodation options within the district,
- Enable capacity to build more affordable accommodation, and
- Create more energy-efficient and sustainable communities.

Real life examples such as Auckland's Wynyard Quarter,²⁴ Copenhagen's²⁵ rise to become the world's most liveable city and Freiburg's²⁶ innovative adaption to both make it wonderfully liveable and one of the world's most sustainable cities all show

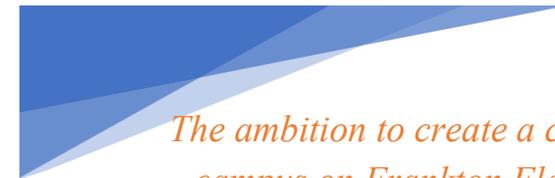
²⁴ [Wynyard quarter, Auckland, NZ](#)

²⁵ [Copenhagen's remarkable journey to liveability, Leaderlab, 2 March 2016](#)

the value that can be gained from a cohesive planning strategy being implemented by the city or local government.

The strategic ambition to create a centralised urban campus on Frankton Flats – specifically designed to attract high-value knowledge enterprise by being a place where talent wants to live – could meet all our communities' positive aspirations while avoiding the many negative pitfalls of business as usual.

In the next chapter, we consider what to do with the airport.



The ambition to create a centralised urban campus on Frankton Flats could meet all our communities' positive aspirations while avoiding the many negative pitfalls of business as usual.

²⁶ [Freiburg, Germany, population 230,000, BBC 16 July 2020](#)

Chapter Four

Where to for the airport?

The first questions asked when discussing the Alpine City Campus are “What about the airport?” and “Where would it go?” While these deflect insight into the enormous opportunity and advantages to be gained from concentrating future urban development onto Frankton Flats, what happens with the airport is important and is the focus of this chapter.

No one can deny the crucial importance of high-quality air connectivity to this district. It is essential for our economic and social wellbeing and a major contributor to the district’s GDP. Our proposal is not anti-airport and we do not seek any reduction or restriction of air capacity. That said, if air travel were to decline, then it becomes even more important to use the high-value Frankton land for much needed urban development rather than waste it on a reducing airport.

The purchase of 750 ha near Tarras by Christchurch International Airport Ltd (CIAL) has resolved the question of where a new regional airport might be located and, significantly, transfers all the legal and financial risk from QAC and Council to CIAL. It also commits CIAL to fully fund the construction of any new airport, meaning that the Frankton land currently tied up by Queenstown Airport could be

rezoned and sold with a pay-out of \$1.2 billion to its shareholders, a windfall gain of three-times the enterprise value of Queenstown Airport Corp²⁷.

In this chapter we review the need for a new airport, make sense of CIAL’s proposed location near Tarras and reflect on the travel distance to Queenstown. We then consider the potential impacts on frequent flyers and tourist visitors. We conclude that high-quality air connectivity will always be essential for the district to prosper, but the days of needing a barnstorming airstrip in the middle of town are ending.

Do we need a new airport?

“We don’t need yet another airport!” is a common first response to the proposed airport near Tarras. We agree. Three international airports within an hour of each other would not make any sense in the contexts of excessive growth and climate change.



No one can deny the crucial importance of high-quality air connectivity to this district. It is essential for our economic and social well-being and a major contributor to the district’s GDP.

Our support for the Tarras option is dependent on the closure of Queenstown Airport and transfer of all scheduled services to the new regional airport located near Tarras. In our proposal, all helicopter businesses at Queenstown Airport would continue to operate from a dedicated transport hub on Frankton Flats. The fixed-wing scenic flights would be relocated to a new dedicated airfield on Queenstown Hill or to the existing airfield in Kingston and developed with funds from the sale of Queenstown Airport land. So, all general aviation business based in the Wakatipu would

continue to operate from within the Wakatipu. QAC would continue to manage these, along with the Wānaka and Glenorchy Airports. Wānaka Airport would continue to

²⁷ The 2018–2020 statement of intent (pre-Covid) estimated the commercial enterprise value of QAC to be in the range \$466 million to \$483 million. Page 4, [SOI 2018-2020](#), QAC.

offer its unique mix of services without these threatened by scheduled jet services driving excessive growth and crowding out these niche operations.

Whether or not there is growth in air travel, the arrangement outlined above provides the most effective outcome for air services across the district.

1. **Best for *increase* in air travel.** It allows for the most efficient and prosperous potential for future growth as shown in the MartinJenkins socio-economic impact assessment of four alternative scenarios.
2. **Best for *decrease* in air travel.** It also provides the most resilient and effective solution for any potential future decline in air travel through much better economic use of the valuable Frankton land resource, improved economic diversification and the enablement of urban planning with much lower carbon footprint per person. Decreased use or stranded asset problems near Tarras would have much lower opportunity costs than they would at Queenstown Airport in the middle of an urban centre.

In contrast, continuing with an airport severely constrained by mountains, community opposition and thousands of neighbours when the land could be put to much better use would be a great failure. A dual airport model that would have the market for scheduled-air-services split into two different locations, whether the second was Wānaka or Tarras, would also fail to deliver the best outcome.²⁸

Does the Tarras location make sense?

Unlike many, we were not surprised by Christchurch International Airport Limited's purchase of land near Tarras for a future airport. We had spent considerable time researching alternative locations for Queenstown Airport and analysis of travel data had us focus into the Cromwell-Tarras valley. The land purchased by CIAL was the best of the five viable sites we had identified.

²⁸ These issues are further explained in Chapter Seventeen under 'Operational safety' beginning on page 114

To make sense of this, let's first look at the travel data.

Travellers' destinations?

Enhanced connectivity and meeting expectations

To understand the impact of the airport's location on travellers, we need to know where they are travelling to and from.

Most people are aware that Queenstown Airport has changed from being a destination airport to become a regional hub, with a threefold growth in passenger movements over the past decade. This means that many people using the airport are not now travelling to Queenstown, but instead are travelling to other centres in the region. They land in the Wakatipu and immediately drive out of it.

So, what are the proportions of those who are destined for Queenstown versus those who land-and-leave? And where do they go?

Better data is needed

Despite several years of planning the expansion of Queenstown's air noise boundaries, developing a dual airport strategy, and master planning for both Queenstown and Wānaka Airports, there is scant evidence that QAC has undertaken any methodical research to accurately determine the characteristics and destinations of travellers using the airport.

During QAC's formal consultation on the expansion of the Air Noise Boundaries (ANB), it did publish online a written breakdown of international and domestic travellers according to their final destinations. We understand this was based on data gathered by a contracted company that used ping technology to track passengers' cell phones, and it constitutes the only evidence-based information on passengers' final destinations produced by QAC. This information²⁹ showed that 57% of passengers using Queenstown Airport were destined not for the Wakatipu, but other locations

²⁹ [Data provided by QAC](#) during its official consultation on expanding the Queenstown air noise boundaries.

in our region, mostly to Wānaka, the upper Clutha and Central Otago, and about 6% heading south.

At other times, however, QAC has suggested different numbers, though never with any written evidence or credible source. To meetings in Wānaka, for example, QAC executives verbally stated that about 15-20% of passengers transit Queenstown Airport en route to or from Wānaka³⁰.

Yet more disparities exist in data provided orally by Colin Keel, QAC's Chief Executive. Mr Keel told the Kelvin Peninsula Community Association's meeting in August 2018 that 50% of the district's visitors arrive through the airport. At other meetings, both QAC and QLDC have used a figure of 30%.

These discrepancies in basic information remain despite multiple requests by us and others for QAC to provide the evidence on which their figures are based.

In their Socio-Economic Impact Report, MartinJenkins use the seemingly precise figure of 33.3% as the proportion of visitors to Queenstown Lakes District that arrive via the airport.³¹ But it turns out that their source for this is simply based on a newspaper article published in *Stuff* (August 05, 2018) in which journalist Debbie Jamieson provides a hearsay guesstimate when she writes "It is thought about one-third of visitors to the area arrive via Queenstown Airport."

Incredibly, QAC then authoritatively assert the economic importance of the airport in its 2021 statement of intent by referencing the MartinJenkins report when stating that one third of visitors to the district arrive by air.³² Made-up numbers have become facts.

MartinJenkins, the consultants employed by QLDC to assess the social and economic impacts of the airport, themselves relied on estimates provided by QAC for much of their destination and reason for travel data used in their analysis. But it appears these are also no more than unsubstantiated guesswork. While MartinJenkins make precise

statements throughout their report, citing for example that 5% of New Zealand resident passengers are business travellers, a check through the report's appendices show the numbers are vaguely estimated values based on 'consultation' with QAC but with no source data or study to validate them.³³

This continues to suggest that QAC has no reliable or robust knowledge based on hard evidence of either the travellers' final destinations, whether or not they are locals, reason for travel or what proportion of visitors to the district travel by air versus by road.

The lack of accurate destination data does undermine the confidence that can be given to any arguments that favour one location over another. Nevertheless, we do know many travellers using the airport are destined for the broader region rather than specifically for Queenstown.

³⁰ QAC executives met with selected Wānaka stakeholders, 30 Apr 2019

³¹ [Airport Socio-Economic Impact Report](#) (page 178), MartinJenkins June 2020

³² *Statement of Intent – year ending June 30 2021*, (page 11), QAC Oct 2020

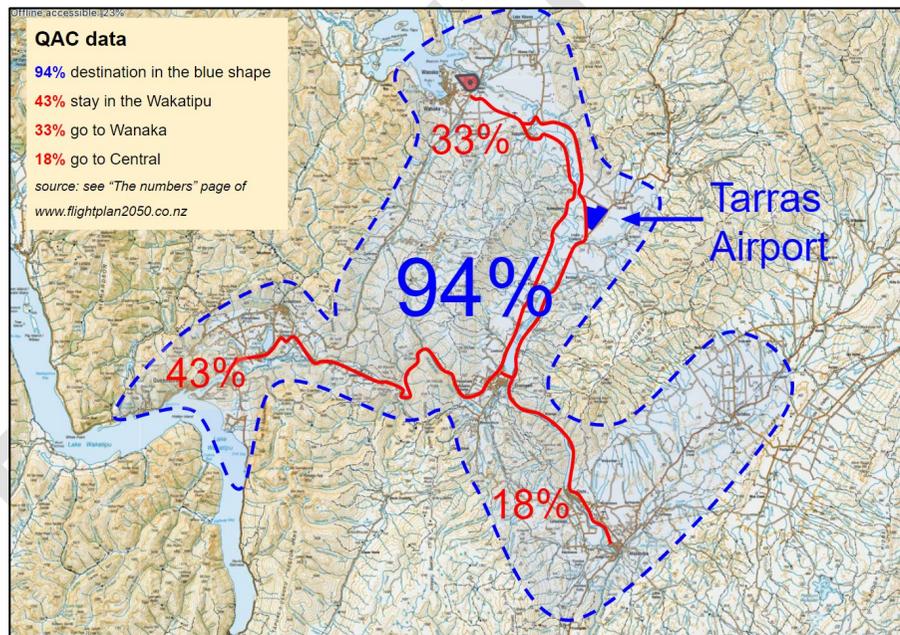
³³ [page 179, Socio-Economic Impact Report](#), MartinJenkins, June 2020

Is Tarras more central for Queenstown Airport users?

If indeed 51%³⁴ of Queenstown Airport users are destined for the Wānaka and Central Otago regions, as per QAC's written dataset published during consultation on expanding the air noise boundaries, then an airport near Tarras would offer more convenience to most travellers.

On the map in Figure 5 we have visually represented the final destinations of Queenstown Airport users based on the best data we have from QAC. About 94% of

Figure 5 – Map showing traveller destinations



DESTINATION CATCHMENT FOR TRAVELLERS USING QUEENSTOWN AIRPORT
SOURCE: QAC DATA ANALYSED BY FLIGHTPLAN2050

travellers are destined for the area within the blue dashed line, while the data

indicates about 6% travel from Queenstown Airport to the south. The destination data combined with the existing State Highway network suggest that Tarras would provide an excellent location for a regional airport, and one possibly closer and more convenient for most travellers.

If the destination data shown on the map in Figure 5 is accurate, then the net effect on travel times across all travellers using Queenstown Airport would balance. Those destined to the Wakatipu would travel a little further while those coming from the Central or Wānaka areas would be closer.

Added to this, about 70% of the one million international visitors arriving through Christchurch Airport travel into central Otago.³⁵ A significant proportion of these could see a new regional airport at Tarras to be a more convenient port of arrival, making the Tarras location yet more central and compelling while significantly reducing road mileage to-and-from Christchurch, with associated emissions.

Is Tarras too far?

While a regional airport near Tarras may be more central and convenient for many and maybe most travellers – those from Wānaka, the upper Clutha, Central Otago and even tourists who currently arrive by road via Christchurch – some tourist operators argue that it is simply too far from Queenstown. They believe that flying tourists into the very heart of the Wakatipu, into the middle of the Frankton town centre and to within 20 minutes of their hotels, is essential for Queenstown tourism to survive.

We can understand this concern. Particularly, in the current Covid-induced recession when many businesses are struggling financially in the short-term and need every option to restore visitor numbers. But we don't accept that an international jet

³⁴ This figure is based on the single most credible destination data published by QAC, in that it was published in writing by the General Manager Communications and Community as part of QAC's formal public consultation in July 2018 on the proposed expansion of air noise boundaries. The data was precise and

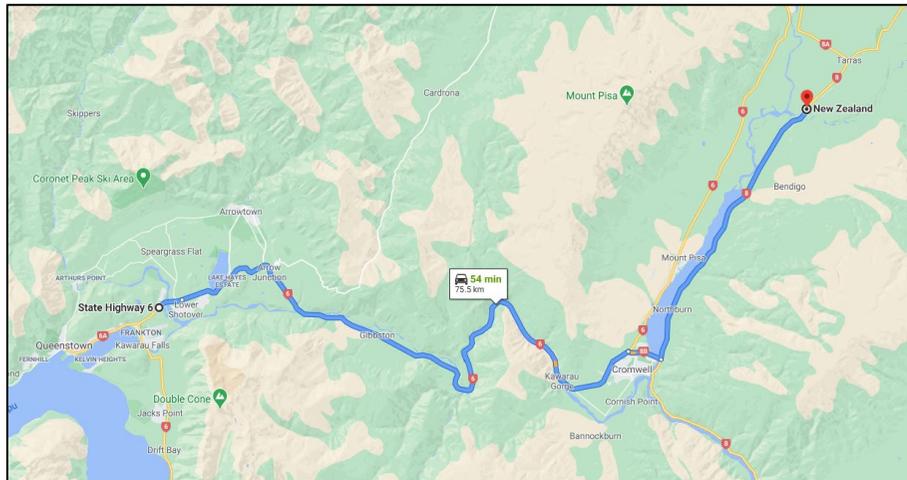
granular, distinguishing between international and domestic passengers, and between the Wakatipu, Wānaka, Central Otago and Southland.

³⁵ International visitor survey, Stats NZ

airport in the middle of Frankton is a necessary, or even desirable, feature of a sustainable, long-term tourism strategy for Queenstown.

The map in Figure 7 shows the drive from Frankton to the proposed CIAL airport near Tarras is just 75 km with a typical drive time of 54 minutes. People travelling to west of Frankton, to Queenstown, Kelvin Heights or Jacks Point, will take a few minutes longer. Those travelling to east of Frankton, to Lake Hayes, Arrowtown or Gibbston Valley, will find the trip shorter.

Figure 6 – Map showing typical drive time



THIS MAP SHOWS THE TYPICAL DRIVE TIME FROM FRANKTON TO THE CIAL LANDHOLDING NEAR TARRAS (75KM, 54 MIN). SOURCE GOOGLE MAPS

We note that Chamonix (France) and Whistler (Canada) are respectively 1:30 hrs and 2:30 hrs from their feeder airports, while Yuzawa, the nearest ski field to Tokyo, is 3:00 hrs from Narita Airport. The Gold Coast is 1:30 hrs drive south from Brisbane Airport while Noosa is over 2:00 hrs' drive to the North. Even on the small island of Phuket, the main tourist centre is an hour's drive from Phuket Airport.

This confirms that a regional airport near Tarras would be closer to Queenstown than is the case for many international resorts, with the inevitable conclusion that there is no evidence to support the view that relocation of the airport to an hour's drive from Queenstown would collapse or diminish its tourism economy.

Instead, we suggest the protection of the high-value environment from both the airport's many adverse effects and the consequent urban sprawl in the Wakatipu Basin would more effectively enhance the district's appeal as an attractive destination over the long-term.

Frequent travellers

According to the MartinJenkins report "about 10% of passenger trips through Queenstown Airport are by locals,"³⁶ though it is not clear what the term 'local' defines or how accurately the guesstimate of 10% reflects actual use. It is also not clear what proportion of these are occasional trips, say once or twice per year, or more frequent trips, say 10 or more times per year. Or whether local refers to people normally resident within the district, including Wānaka, Upper Clutha, Cromwell and Central Otago, rather than just those normally resident in the Wakatipu Basin.

³⁶ *Airport Socio-Economic Impact Report* (page 179), MartinJenkins June 2020. We note that such data used by MartinJenkins are just estimates made in consultation with QAC and Airbiz.

It has been argued that Queenstown Airport must stay in Frankton to best enable the business travel and the lifestyle choice of these local flyers. For this, we offer eight alternative perspectives:

1. The active facilitation of frequent-flying lifestyles runs directly counter to Council’s formal declaration of a Climate Emergency.³⁷ International research shows that a small number of frequent flyers contribute nearly two thirds of global aircraft emissions.³⁸
2. The substantial public benefits of economic efficiencies from a thriving urban knowledge campus, enhanced public transport and reduced development sprawl within the Wakatipu, would all strongly outweigh the small private benefits to a low number of individuals who prefer to be a few minutes closer to an airport.
3. The significant and continual adverse environmental impacts of jet aircraft noise on many thousands of residents daily, strongly outweighs the small and occasional inconvenience of a slightly longer road trip to those few who travel every month or so.
4. The low importance that frequent flyers generally give to being close to an airport can be inferred from Auckland, where there is no evidence that they establish their homes in South Auckland to be near the airport.
5. A larger regional airport with a more extensive timetable and destinations within one hour’s drive remains a convenient option.
6. The next decade will see the deployment of innovative electric passenger drones³⁹ known as “advanced unmanned aircraft”. Figure 6 shows the one produced by the joint venture of Google founder Larry Page’s Zephyr Airworks and Air New Zealand.⁴⁰ With the New Zealand government having pledged support⁴¹ to assist the development and regulation of this technology, these will provide rapid and quiet transport between the Wakatipu and a relocated airport for those who value this convenience. Indeed, this joint venture provides an

example of a technology company that could relocate to our Alpine City Campus from which their business model and IP could be scaled globally.

Figure 7 – Zephyr Airworks’ autonomous flying taxi



GOOGLE FOUNDER LARRY PAGE’S COMPANY ZEPHYR AIRWORKS HAS PARTNERED WITH AIR NEW ZEALAND TO BRING THESE ELECTRIC, AUTONOMOUS FLYING TAXIS TO NEW ZEALAND. THEY AIM TO LAUNCH A COMMERCIAL NETWORK IN NEW ZEALAND BY 2024.

7. The Local Government Act requires council to consider the views of *all* the district’s communities, without weight or priority to one group ahead of another. The Act also requires council to act in accordance with principles of prudent stewardship, efficient use of its resources, and the need to maintain and enhance the quality of the environment.⁴² The evidence presented in this report shows that these goals would be most effectively achieved through the use of Frankton Flats for an Alpine city campus, with the airport infrastructure relocated to land that was less valuable, had substantially less opportunity cost, and less adverse impact on outstanding natural environment.

³⁷ [QLDC declaration of a climate emergency](#), ODT 27 June 2019

³⁸ [Reported research from USA and UK](#)

³⁹ [Autonomous, fully electric, self-driving passenger drones by Zephyr Airworks](#), YouTube, August 2018

⁴⁰ [Media release](#), Air New Zealand, October 2018

⁴¹ [Newshub](#), October 2019

⁴² [Section 14](#), LGA 2002

8. The minor, occasional loss of convenience for local travellers based in the Wakatipu will likely be mitigated. A high-quality airport express bus service would certainly be part of moving the airport to new Tarras. For those time-precious, Zephyr Airworks plans to have its air taxi services operational by 2024. Also, flights into a Tarras Airport would land 7-10 minutes quicker and would incur fewer weather delays or diversions than into Queenstown Airport.⁴³

On balance, it is our view that the broader public good resulting from an Alpine City Campus on Frankton Flats would far outweigh the occasional inconvenience to a few.

The Covid-19 experience has done more than inspire a call for an economic reset. It has demonstrated the importance of collective action and the power of team, where the needs of the whole nation were placed ahead of individual benefit. In this vein, we encourage those who may be personally inconvenienced by moving the airport to Tarras to read through this report and seek a balanced view of what might be best for the district.

Tourist travellers

Travel convenience is only one of a multitude of factors that shape the tourist traveller's experience. Far more important is the quality and value of the destination – it is the reason why they travel.

For visitors to Queenstown Lakes, the foundation of the district's value is its outstanding natural environment. Over the years Queenstown has attracted tourists as the Adventure Capital of the world and, more recently, as Party Central, but it is the exceptional environment that is and has always will be the district's lodestone.

⁴³ See the 'Aircraft emissions' section beginning on page 97.

Visitors who make the effort to travel to this district have high expectations of the quality of its environment.

But this environment and the quality of the visitor experience within it has been significantly diminished by substantial growth of jet-aircraft noise within the Wakatipu Basin over the past decade. Whether from the golf courses, the trails, Skyline's viewing platform, or any other outdoor vantage or activity, visitors' experience has been negatively impacted by intrusive, industrial-level noise of jet engines that has come to pervade the environment.

Continued urban sprawl throughout the Wakatipu Basin, an inevitable consequence of retaining the airport in Frankton, also erodes the outstanding natural environmental and landscape qualities valued by visitors.

We would better serve our tourist visitors by protecting the natural environment they have come to experience than by delivering them to their hotels 30 minutes sooner on arrival.



Queenstown Lake's geographic isolation and ongoing dependence on tourism means high-quality air connectivity will always be essential for it to prosper, but the days of needing a barnstorming airstrip in the middle of town are ending.

A maturing destination

Queenstown is no longer the small, eclectic destination centred on Queenstown Bay, where a VW Combi hauled intrepid globetrotters up to the Skyline Lookout and Eichardts, the local's pub, was dressed up as a nightclub. The destination now has a much broader and more sophisticated array of attractions spread throughout the district with far more general appeal to affluent, mainstream tourism.

The locals have also changed. From a small group of polar-fleece-clad entrepreneurs, there is now a substantial, well established community with diverse interests and cosmopolitan confidence.

Queenstown Lake's geographic isolation and ongoing dependence on tourism means high-quality air connectivity will always be essential for it to prosper, but the days of needing a barnstorming airstrip in the middle of town are ending. The negative impact on visitors' destination experience exceeds the value of having the airport so close. As the destination matures, it needs to pivot from the past high-octane, bums-on-seats growth strategy that relies heavily on proximity to the airport, to a more stable, longer-stay and higher value market.

It would take at least 10 years for CIAL to establish a new regional airport near Tarras. That gives time for business to adjust and adapt.

Conclusion

In the balance between travel convenience and the quality of visitor experience, there is a tipping point, where the negative impacts of an airport on travellers' destination experience exceed the value for both visitors and host community of having it close.

Many have argued that such a point has already passed. The silent skies brought on by Covid-19 gave a rare opportunity for many to notice what had been lost.

The dual airport scenarios would deliver travellers closer to their destinations. A win for traveller convenience. But the retention of Queenstown Airport in Frankton would permanently and increasingly undermine the very qualities that make Queenstown and the Wakatipu an attractive destination for travellers.

It may seem counter-intuitive, but our analysis concludes that travellers would be best served – even those destined for the Wakatipu – by relocating scheduled domestic and international flights to the proposed new airport near Tarras.

PART TWO

Part Two is the main course. Here we provide more detail for those keen to better understand or challenge our reasoning. Each chapter focuses on a different aspect or perspective, so those with special interests – such as the impact on business, infrastructure networks or climate change – can dive with more depth into our analysis and reasoning to see whether our conclusions stack up.

Chapter Five

Business impacts

In this chapter we take a business perspective when comparing the dual airport strategy with one that would close Queenstown Airport in favour of a CIAL airport near Tarras.

For a more complete understanding, we separately analyse four different business sectors:

1. *the ancillary businesses directly connected to the air travel sector,*
2. *the airlines,*
3. *local general aviation, and*
4. *our local tourism businesses.*

Queenstown Airport Corporation is considered in the next chapter and the potential for knowledge businesses is explored in Chapter Twenty-two – The knowledge wave.

It became quickly evident from our research that QAC's dual airport model is not an optimal strategy for long-term business prosperity in our district. This conclusion was confirmed by the MartinJenkins socio-economic impact assessment commissioned by QLDC. It seems the dual airport model was simply the easiest incremental growth option for QAC, given the inevitable

limits to growth at Queenstown Airport, and QAC had made no effort to assess any alternative strategy.⁴⁴

Air connectivity is vitally important for the prosperity of business and communities in this region, but that doesn't mean two international airports within 70 km would be better than one. Particularly when the opportunity cost of continuing to use the district's most valuable land for an airport would undermine business diversification, opportunity and resilience in the face of climate change. We recognise that moving business services from Frankton to near Tarras would incur cost, but so would extending any new or duplicate business services to a dual airport, and the decade-long notice required to effect the change would enable effective planning and cost mitigation.

We conclude that, in the long-term, business would be better served by a single international airport and dedicated new facilities for Wakatipu based general aviation.

Ancillary business

Support these high productivity businesses

QAC reports that 80 businesses employ some 1,000 staff across Queenstown and Wānaka Airports⁴⁵. These numbers are likely to understate the companies and people who derive significant revenue and incomes from the district's air-travel sector.

They include air traffic controllers, immigration and customs staff and all the people working in the airport's shops and cafes, airline ticketing and vehicle rental services. The airport is essential for large airlines and small aviation companies, with yet more people working in off-site support businesses, maintenance, and food supply.

⁴⁴ In its formal response to our LGOIMA request, QAC confirmed that the 12-page, glossy brochure titled "Queenstown Airport Siting Study" was the "full account of the process and analysis that was undertaken by Queenstown Airport... in relation to the potential option of relocating Queenstown Airport."

⁴⁵ [QAC Annual Report, 2019](#)

All these ancillary businesses and staff rely on the airport for their revenue or customers, and their collective economic and social contribution to the district is substantial and uncontested.

FlightPlan2050 is not anti-airport. Our goal is not to restrict or diminish these businesses, but to ensure they can be more profitable and sustainable in the long term. Our view is that there is a much better way to ensure the future prosperity and well-being of our communities, including those directly associated with the airport, than that being promoted by QAC.

How would these ancillary businesses fare with QAC's dual-airport strategy compared with operation from a CIAL international airport near Tarras? Remember, our Alpine City Campus proposal would retain helicopter and fixed-wing general aviation businesses within the Wakatipu.

Dual airport impacts on ancillary businesses

The dual airport scenarios, whether the overflow airport was in Wānaka or near Tarras, would hurt all ancillary businesses. Either:

- They would suffer increased costs, or
- Their market access would be less.

To retain access to the whole market across both Queenstown and the second airport, companies would face higher capital costs. Such costs would include, for example, two leases and two shop fitouts instead of one.

Businesses would also face higher operational costs. Two teams of staff, two phone connections, two power bills, and additional costs of managing their employees and services in separate locations, plus more expensive supply logistics and admin costs.

Either way, all the ancillary businesses that support and work within the air-travel sector would be worse off. With increased costs or a smaller market share, they would all be less profitable than if the airport operated from a single, central site.

When business is less profitable, it cannot afford to pay workers as much, or employ as many. In this way, the dual airport scenarios would structurally and permanently undermine the productivity of the whole air-transport sector of this region. More than one hundred businesses and the thousand people they employ would be made worse off, and this disadvantage would be baked into the system forever.

That, however, might not worry QAC if the second airport was at Wānaka. The Corporation is primarily a landlord – it charges others to lease its land, whether this is for aircraft on the runway, shops in the terminal, or vehicles in the carparks. If the airport shops and other ancillary businesses operate in two airports, then QAC would get two lease payments from each business instead of one. The additional lease costs faced by these businesses would transfer to the bottom-line profit of QAC.

High costs in Frankton

Some of the most expensive land in New Zealand surrounds Queenstown Airport. The tight physical limits on available land at Frankton drives up business costs.

Those ancillary businesses that must locate near the airport face high land purchase or lease costs. They also find it increasingly

LESS PROFIT!

Expand to both airports

When a business chooses to open a second location under normal circumstances, it does so to access new or additional markets. But under a dual airport scenario, their additional costs would not improve market access compared with if there had been just one central airport. In this case, they would face increased expenses only because their market was split into two.

Operate in just one airport

Now consider those businesses that choose not to open a second branch but instead focus on just one of the airports. Their market size would be smaller than they would have if it were a single central airport, even though they retain all their fixed costs such as lease and fitout.

challenging to pay staff enough to retain them within the Wakatipu because of its high accommodation costs.

Retaining Queenstown Airport in Frankton would permanently lock in significantly higher fixed costs for these ancillary businesses than a location in the Cromwell-Tarras Valley.

Relocation to the Cromwell-Tarras valley

The idea of relocating business and staff from Frankton to the Cromwell-Tarras valley is unquestionably daunting but offers fundamental change that would structurally improve long-term business sustainability. These changes would increase business capacity, profitability and the wages and livelihoods of staff. In this context, the potential to relocate businesses to the Cromwell-Tarras valley presents many positives.

These include:

- Avoiding the increased costs or reduced market share of a dual airport strategy,
- Avoiding the limits to potential business growth if jet services were limited to only Queenstown Airport,
- More available land, cheaper lease costs and lower mortgages,
- Lower cost structures that would enable higher wages for staff,
- More affordable accommodation options for their workers, meaning better livelihoods and higher retention, and
- Simplified and concentrated supply chains.

A substantial move such as this would not be without costs. But these would, for the most part, be one-off and the decade-long lead-in time helps mitigate against cost and uncertainty. It should also be remembered that the dual-airport strategy would present a similar establishment cost into a new location, including the need to relocate or hire staff, for all those businesses that wanted to retain access to the full travel market.

Once completed, the move would enable all these businesses to be more profitable. And this would be a positive structural change that would continue to boost productivity, add value and support higher wages in the regional economy.

Conclusion for ancillary business

The effects on ancillary business can be summarised as:

- A single jet airport in Frankton would entrench higher business costs and poorer livelihoods for staff.
- The dual airport scenarios would structurally entrench lower profitability across this entire sector.
- A single central site near Tarras would systemically raise profitability and productivity for the sector. It would enable higher wages, while also improving housing affordability options and livelihoods for all staff. New helicopter and fixed-wing facilities would retain these general aviation businesses within the Wakatipu.

CIAL's single new greenfield airport offers by far the best market access, least cost and higher profitability for ancillary business over the medium to long-term. It would also provide the best outcome for the staff of these business through access to more affordable accommodation and the potential of higher wages from more profitable businesses, all resulting in better livelihoods.



CIAL's single new greenfield airport offers by far the best market access, least cost and higher profitability for ancillary business over the medium to long-term.

Airlines

Improved safety and better facilities

It makes no sense for airlines to operate from two airports when just one site could service the region.

Airline costs

For the airlines, duplication would increase cost and complexity. Many expenses of duplication are evident, such as the check-in facilities and employment of staff teams at two locations rather than one. Less apparent are the site-specific training costs for staff, flight crews and pilots, and the more complicated supply lines. Logistics, scheduling and route planning would all become more complex and expensive.

Schedule options

Operating from two airports in the same region would also split, and so reduce, the service frequency, destinations and convenience available from each site compared with having the full schedule operating from a single, central location. The convenience of flight times and destinations for airline's passengers would be compromised if a dual airport strategy were implemented.

Airport infrastructure and capability

The dual airport scenarios would also reduce the quality of airport facilities for airlines compared with a single, central location.

Dividing airport investment across two locations would provide less quality infrastructure at either airport than if this were focused into one facility. Whether repairs to the runway or the installation of advanced technologies to allow aircraft to land in difficult conditions, any dual airport option would always face a compromise. If it were QAC owning both, then should it invest and upgrade in both locations with twice the cost, or just one and have the investment apply to only a portion of total flights? If both QAC and CIAL each own an airport, they each have less than the full market resulting in less incentive and ability to invest, plus two separate companies would result in less coordinated investment.

The effect of this would inevitably result in investment being delayed or less effective than if all airline traffic were focused on one central airport. Either way, the net result for the airlines would be airports with lower quality infrastructure than would be possible from a single regional airport.

Queenstown Airport is landlocked and cannot, on its own, meet the future needs of airlines. Notwithstanding the recent purchase of adjacent land at Lot 6, Queenstown Airport will forever be constrained and have insufficient land capacity to provide for all the aircraft service requirements of the airlines using it, and a dual airport strategy would forever entrench lower quality infrastructure and capability at each airport.

Airline risk

Queenstown Airport is recognised as one of the world's least safe⁴⁶ for scheduled jet services, giving it a high-risk profile for airlines.

With Queenstown Airport constrained by geography, topography, weather, runway length, and crowded airspace, airlines must already mitigate these high risks by, for



Dual airports would increase cost and complexity for airlines while reducing the quality of airport facilities compared with a single, central location.

⁴⁶ See the section 'Operational safety' beginning on page 115 of Chapter Seventeen.

example, reducing 5200 kg of operational weight, reducing maximum crosswind and tailwind limits, reducing approach and departure speeds, incorporating higher degrees of flap at altitudes below 3300 m to increase lift and providing specialised captain flight training. For each of the past 10 years, the Civil Aviation Authority has explicitly singled out Queenstown Airport to cite issues with increasing safety risk in its annual reports.⁴⁷ Airline pilots have long expressed concerns regarding the risk of flying into ZQN, especially at night.⁴⁸

There is little opportunity for further mitigation of these Queenstown specific risks for the airlines, and the difficult operating environment will always be a feature of Queenstown Airport's location.

Figure 8 – Safe approaches to Tarras Airport



CLEAR, OPEN TOPOGRAPHY ALLOWS UNOBSTRUCTED, STRAIGHT LINE APPROACHES TO CIAL'S AIRPORT NEAR TARRAS
SOURCE: GOOGLE EARTH

In contrast, CIAL's new central location near Tarras would remove the high operational risks that characterise Queenstown Airport. The wide-open topography as shown in Figure 8 allows unobstructed, straight flight paths, less severe weather, more predictable winds and generally a much safer operating environment. The

concentration of investment into a single, central site would further ensure earlier upgrades to navigational and technological infrastructure that increase safety, including operational capacity in fog and limited visibility conditions.

Any scenarios that retain Queenstown Airport when a much safer new regional airport was easily available would continue to expose airlines to unnecessary safety risk.

We should recognise that airlines' reputational risk is much greater for even small infringements than it is for airports. In an expert cost-benefit analysis of runway severity reduction by Safe-Runway GmbH, they "estimated aircraft operators assume 90% of the total costs of a runway excursion accident. The costs of the aerodrome operators and the ANSP are estimated at only 10%." As a result, they go on to say, "Many operators of aerodrome with risky runways regard (their) risk is not worthwhile to invest in infrastructural mitigating measures."⁴⁹ This indicates the financial incentive to mitigate the safety risk of its short runway and minimal RESA zones is likely to be underestimated by QAC by factor of ten.

The fundamental improvements in safety at the proposed CIAL site would be a relief for, and valued, by airlines and pilots.

Reduced flight duration

CIAL's proposed airport location near Tarras would consistently reduce flight duration and also reduce the number of weather-induced landing delays and redirected flights, compared with Queenstown Airport.

Our analysis and research indicate that most flights to an airport at Tarras would be 7-10 minutes shorter⁵⁰ due to its location and the more straightforward landing and takeoff approaches that enable higher decent and takeoff airspeeds below 3300m. They also enable less use of drag-inducing flaps, less fuel-hungry acceleration and

⁴⁷ See the section on 'Civil Aviation Authority Reports' beginning on page 118 in Chapter Seventeen.

⁴⁸ *The Herald*, Nov 2015

⁴⁹ *Cost-Benefit Analysis of Runway Severity Reduction, Safe-Runway GmbH, January 2016*

⁵⁰ Based on feedback from airline pilots.

steep ascents at takeoff and less time in flight, with significant fuel saving and reduced financial and carbon emission costs.

Clear airspace

The Tarras location would have significantly less conflict for airspace, an important benefit for airlines.

Civil Aviation Authority reports have highlighted increased safety risk for airlines operating in the Queenstown airspace because of its busy skies.⁵¹ The Wakatipu has an extremely high level of non-scheduled commercial flight activity, including helicopter and fixed-wing scenic flights, parachutes and paragliding, all competing for space and presenting hazard for airlines. At Wānaka, the Warbirds event, NASA's balloon programme and GA each create scheduling conflicts for airlines.

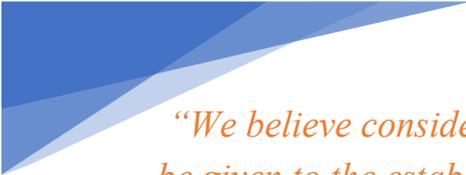
Airline's voice

In its submission to QAC's proposed noise boundaries, Air New Zealand specifically advocated⁵² for a new regional airport.

"Air New Zealand does not consider increases to noise limits at QAC, even combined with investment into Wānaka Airport, will ultimately be sufficient to sustainably grow visitor arrivals and the associated economic health of central Otago. While QAC has made some initial evaluations of new airport locations in its Master Plan Options, Air New Zealand considers that options for a central Otago terminal justify further investigation.

We believe consideration should be given to the establishment of an airport that can cater for the future growth of all domestic and international travel to Otago, as well as the appropriate transport solutions to disperse those visitors to all central Otago communities."

Following the announcement of CIAL's land purchase near Tarras, Air New Zealand said Queenstown Airport infrastructure is insufficient for long-term growth and a proposal to build a new international airport in central Otago "deserves consideration".⁵³



"We believe consideration should be given to the establishment of an airport that can cater for the future growth of all domestic and international travel to Otago"

Air New Zealand

And the Board of Airline Representatives (BARNZ), which represents most airlines operating in New Zealand, gave the proposal "an initial greenlight" saying airlines will be able to "fill every flight" into the region.⁵⁴

Pilots have also welcomed plans to build a new airport in central Otago. The NZ Air Line Pilots Association president Andrew Ridling says the site at Tarras appeared to have good approaches and would be a good alternative to Dunedin and Queenstown which were among the most challenging airports in the country.⁵⁵

Conclusion

The relocation of scheduled air services from Queenstown airport to a new regional airport near Tarras is unequivocally the best option for the airlines.

⁵¹ See the section on 'Civil Aviation Authority Reports' beginning on page 118 in Chapter Seventeen.

⁵² [Air NZ](#), August 2018

⁵³ [Stuff](#), 24 July 2020

⁵⁴ [Stuff](#), 24 July 2020

⁵⁵ [NZ Herald](#), 26 July 2020

It would be more cost-effective, enable the best schedule options for passengers, provide the best airport infrastructure and capability, substantially reduce the risk profile they currently face when flying to and from this region and reduce fuel and emissions costs.



*Queenstown Bay will always remain
the pre-eminent jewel in the
district's tourism crown.*

Local businesses

Reduce variability, increase sustainability and resilience

Perhaps the strongest support for retaining scheduled services at Queenstown Airport comes from some Queenstown tourism operators. It is essential, some argue, that Queenstown Airport remains in Frankton as tourists would not come if their hotels or attractions were not immediately accessible. They worry that moving the airport to 60 minutes⁵⁶ from Queenstown Bay would cause the collapse of the town's economy.

This concern is understandable, particularly with the current financial stress induced by Covid-19. The proximity of Queenstown Airport is helpful in this crisis to ensure it is as easy as possible to attract domestic visitors to help sustain local businesses.

We recognise it is essential that Queenstown Bay always retains its vitality and we thoroughly endorse continued long-term investment in Queenstown, such as the Queenstown Centre Masterplan and government's shovel-ready investment in the town upgrade and new arterial routes. Queenstown Bay will always remain the pre-eminent jewel in the district's tourism crown.

But we must look forward. The question we pose with our Alpine City Campus is not about today, the medium-term, or even the next decade. There is no prospect that Queenstown Airport could be closed or lose its scheduled services within the next 10 years.

Our question goes much deeper than the normal concerns that confront business. We ask our business leaders to think long-term and consider all the things that are important to them about their life, family and our shared community. What's best for their staff, for all our children, for our schools, for our environment, for housing affordability, public transport and for everything that makes life worthwhile. What, in

⁵⁶ The google map in Figure 7 shows driving time from Frankton to CIAL's proposed airport location to be 54 minutes (75 km).

the words of the Local Government Act, would best promote the social, cultural, economic and environmental well-being of all our communities?⁵⁷

It's in this bigger frame, that we ask Queenstown business leaders to consider our proposal. With this long lens, it becomes clear that our district and our needs have changed.

Decades ago, Queenstown was a small and eclectic adventure town at the bottom of the world, centred almost wholly on Queenstown Bay. But now a broad range of visitor attractions are spread widely across the district and throughout the region. There has also been growth in the soft tourism of golf, fishing, wineries and cycling that appeal to a more mature, higher-earning market, draw repeat visits and have people stay longer.

International tourism has also changed, with a massive growth in global numbers creating the new threat of over-tourism that has overwhelmed many once-favourite destinations. The resulting high volumes and low margins undermine both business return and what made the places special. With Queenstown being one of world tourism's hotspots,⁵⁸ we had already begun to experience these issues prior to Covid-19.

And our local community has changed. There is now a substantial local population with many more people calling the district home and seeking to make their livelihoods here, and often less directly involved with frontline tourism.

When we look forward beyond 10 years, we must now also consider global climate change, and how this might impact on air travel and international tourism. How well destinations adapt to climate change will determine both their resilience and the value of their offering. As explained in other sections of this report, using the middle

⁵⁷ *The purpose of local government, Section 10, LGA 2002*

⁵⁸ *Covid-19 may have paused global tourism, but the forces driving it remain. Two-thirds of Queenstown Chamber of Commerce members think visitor numbers will be back to February 2019 levels within three years (Crux, 24 April 2020)*

of town for an airport instead of a diverse urban centre would undermine both these outcomes.



STEAMER WHARF AT DUSK, SOURCE: TOP10 HOLIDAY PARKS

When reflecting on this bigger scale, we think there is good cause for local business leaders to be open to the idea of Frankton Flats being used for an Alpine City Campus.

After all, the airport would not likely be moved for 10 or 20 years, and then only to an hour's drive away. There will also be a range of mitigations available, including a quality airport express bus service, reduced flight delays, cancellations and diversions, and potentially new electric, autonomous flying taxis.⁵⁹

New business challenges

The long-term, post-Covid-19 challenge for our local tourism businesses is not how to attract ever more tourists. The real challenges are:

1. **Managing visitor numbers.** Over-tourism degrades visitor experience and places stress on the host community, reducing tourism's social licence and the value for visitors,

⁵⁹ *Zephyr Airworks plans to be operational by 2024*

2. **Protecting the environment.** The district’s outstanding natural landscape is its core attraction for visitors,
3. **Improving productivity.** Tourism must be able to support the livelihoods of its workers, and
4. **Building resilience.** Stabilising visitor demand and enabling economic diversity.

Managing visitor numbers

The social licence of tourism in this district has been under threat. And with this, the capacity of the host community to be welcoming and positive towards visitors.

Business should not ignore the 92.5% of 1,507 submissions that opposed the expansion of Queenstown Airport noise boundaries.⁶⁰ It should not overlook the strong pushback from Wānaka, with 3,400 members of Wānaka Stakeholders Group opposed to jet services at Wānaka Airport. It should not ignore the 76% of Queenstowners surveyed by Tourism Industry Aotearoa who believe there is too much pressure from tourism.⁶¹

The adverse effects of airport growth are compounded by its current location in the middle of what has fast become the recreational and commercial centre for the local community. Many in the host community have come to resent the substantial increase of intrusive aircraft noise, the pressure of airport related traffic and the feeling of being crowded out of their own environment.

Expansion of Queenstown Airport’s ANB would exacerbate community concerns and the threats of over-tourism on the environment and business. Our research has

confirmed that existing aircraft technologies, such as larger capacity jets together and noise reduction innovations, already enables four-times the number of passenger movements within the existing ANBs than QAC acknowledged during its July-August 2018 community consultation. Instead of the claimed limit of about 3 million passenger movements, as many as 12 million passenger movements could already occur within the current ANBs.⁶²

Dual airport scenarios would further accelerate visitor growth and extend these same adverse impacts onto a second community. Already, the Wānaka community has overwhelmingly rejected any introduction of jet aircraft services to the Wānaka Airport.

Relocating the airport to CIAL’s site near Tarras would remove the three greatest concerns: intrusive jet-aircraft noise within highly populated areas, heavy airport-related traffic within the local’s town centres and Wānaka opposition to jet-aircraft.

Moving the airport in 10-years’ time to one hour’s drive from Queenstown Bay would not cause the collapse of visitor numbers to Queenstown Bay. As noted in

Chapter 4, it takes more than one hour to travel from feeder airports to a great many of the world’s tourist destinations. For most visitors, this would be normal and acceptable.

Protecting the environment

The fundamental element that makes this region attractive to visitors is its natural environment.



The fundamental element that makes this region attractive to visitors is its natural environment.

⁶⁰ [Summary of Public Consultation Outcomes](#), Mitchell Daysh, Oct 2018

⁶¹ [Mood of the Nation](#), March 2019

⁶² [Citation needed to AJ's work published by Protect Queenstown](#)

Queenstown Lakes District is not Las Vegas, and nor would it want to be. It is not adventure, party or razzmatazz that underpin the district's tourism industry. It is the stunning landscapes and beautiful environment.

Some argue that the impressive views from the flight directly into the Wakatipu Basin is a major highlight for visitors. But the reality is, that is not the reason for their visit. People come to this district for a host of reasons – holidays, weddings, conferences, adventure and many others – and on few, if any, occasions does the view from the last moments of the flight feature in their decision on whether or not to visit. But without question, in virtually all cases, the district's outstanding natural environment is fundamental to why they would travel here.

Degradation of the district's environment, more than anything else, is the tourism industry's biggest threat. We suggest that the alienation of its communities would be the second biggest threat.

Both the expansion of Queenstown Airport and the dual airport scenarios would inexorably degrade the outstanding environment that attracts tourists in the first place.

Relocation of the airport would not stop jet-aircraft noise. But it would move it away from the outstanding environments on which the tourism industry rely and away from the largest population centres. Our initial research of the proposed location near Tarras has identified fewer than 100 residential dwellings within a 12km radius, so aircraft noise would cause substantially less harm.

Improving productivity

Increasing the value per visitor has long been the strategic goal of the local tourism industry, but one it has failed to achieve and the productivity per worker in Queenstown Lakes has been decreasing.⁶³

Improving productivity is key to improving the wages and the living standards of the tourism sector's large workforce. Local business resistance to the increase in the minimum wage emphasises its structural dependence on a cheap, undervalued workforce.

The solution to improving productivity has always been the same – focus on quality, not volume.

In both regards, the Queenstown and dual airport scenarios would run counter to raising productivity.

- Locating airports directly within both the district's tourism hotspots panders to quantity ahead of quality, and
- The quality of visitor experience would be directly undermined by either the Queenstown or dual airport scenarios, with increasing jet-aircraft noise degrading the very environment tourists come to experience.

Building resilience

Covid-19 has been a wake-up call that shows how heavily the region's economy relies on tourism and on an underpaid workforce of temporary visa-holders. Improving business resilience within the tourism sector is necessary, but so too is promoting a more diversified economy.

Variability of demand

Many tourism businesses operate on slim margins and short cashflow buffers. In these conditions, variability of market demand is a problem.

The most common response to changing demand has been to adjust staff costs. This impact on employment is regularly absorbed and hidden within an itinerant

⁶³ See Chapter Nine of PART C: QUEENSTOWN AIRPORT – FACTS AND FIGURES, June 2020

workforce. It keeps wages low, at or near the minimum wage. Such uncertain jobs and low wages undermine community well-being.

Queenstown Airport's location in Frankton exacerbates the variability of demand. Its immediate proximity encourages low-cost, high-volume tourism of short duration. Exemplified by the weekend ski trip from Melbourne or Auckland – cheap flights with discounted accommodation and ski passes.

Such tourism is vulnerable to rapid changes in consumer confidence, economic cycles, the destination weather and seasonal conditions.

Diversifying the economy

As with productivity, years of discussion to diversify the district's economy have had little effect. A fundamental cause is the lack of commercial density for anything other than tourism.

Queenstown Bay concentrates accommodation, food and retail with each new business adding to the vitality and success of the whole. But this offers little to support enterprise that is not founded on the visitor market.



BRECON STREET STEPS, SOURCE: CONFERENCES & INCENTIVES NZ

To diversify its economy beyond business reliant on tourism, the district must develop a centre that provides and concentrates the facilities and commercial ecosystem those businesses would need.

Retaining Queenstown Airport in Frankton would reduce the potential to attract such business. It would both limit the land available to develop any significant concentration while also making it a less pleasant place to be.

In contrast, an attractive high-density urban centre focused on sustainable practice, environmental values such as that proposed by architect and urban planners David Jerram and Gillian Macleod would leverage the district's outstanding environment to attract high-value enterprises aligned with these values.

Conclusion

As the region's tourism industry matures, the ambition of business should be for sustainable success in tourism and the diversification of our economy. Useful goals

would include strengthening community, protecting environment, raising productivity and building resilience.

Any strategy that would retain Queenstown Airport within Frankton would undermine each of these goals.

Only the relocation of scheduled airport services to CIAL's proposed site near Tarras combined with the development of an Alpine City Campus on Frankton Flats, aligns with the ambition of sustainable success.

The Alpine City Campus proposal may have seemed wrong at first glance, but we believe it offers a single clear strategy that would deliver multiple, enduring benefits for the region. Perhaps one year ago it seemed far-fetched, but the MartinJenkins report, the impact of Covid, the purchase of 750 ha near Tarras by CIAL, and the proposed new legal framework for resource management and strategic planning, all scaffold this proposal, making it more viable and mainstream. The issue is no longer whether it would be possible. Rather, it is a question of political will.

We encourage local business leaders to read through all the sections of this report and to take time to reflect on the future for this district.



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General Aviation

Protect an iconic industry

General Aviation (GA) is an iconic business sector of the Lakes District and it is essential that it can continue to flourish within the region. We believe our proposal offers the best future for this flagship industry.

General Aviation includes smaller, fixed-wing aircraft, helicopters, aeroclubs and private jets. It operates from bases in Queenstown, Wānaka, Glenorchy and Kingston. GA currently contributes 43,000 aircraft movements at Queenstown Airport, with this expected to grow to approximately 49,000 by 2040⁶⁴.

In this section we consider each of the general aviation sectors.

Helicopters

Helicopter operations would continue to operate from a dedicated transport hub on Frankton Flats as part of our integrated Alpine City Campus proposal.

The Alpine City Campus design for Frankton Flats would include a major transport hub that would integrate surface transport with a vertical take-off and landing (VTOL) zone. The logical place for this hub, as shown in the Jerram-McLeod design⁶⁵, would be at the eastern end of the current airport runway where the Shotover and Kawarau Rivers provide natural flight corridors.



SOURCE: GLACIERSouthernLAKES.CO.NZ

General Aviation is an iconic business sector of the Lakes District and it is essential that it can continue to flourish within the region. We believe our proposal offers the best future for this flagship industry.

As well as helicopters, this VTOL zone would facilitate the new technology electric-powered VTOL aircraft such as the those developed by Zephyr Airworks in conjunction with Air New Zealand and with the support of the New Zealand government.⁶⁶ These are low noise and low emission aircraft designed to provide taxi or scheduled services for distances up to 160 kilometres. They would, therefore, be suitable transport options for those seeking a faster link to Wānaka or to CIAL's proposed new regional and international airport near Tarras. These new technology vehicles may also replace some helicopters for other short-haul excursions.

The relocation of all scheduled services to the new airport near Tarras would present the best opportunity for this sector. First, through the integration of VTOL with a dedicated transport hub within the Alpine City Campus, and secondly, with the

⁶⁴ QAC Proposed Noise Changes, June 2018

⁶⁵ See the design vision on page 24

⁶⁶ Air NZ, 18 Oct 2018

additional business from those who prefer to fly the shorthaul to the new airport near Tarras.

Queenstown fixed-wing General Aviation

The closure of Queenstown Airport would not be the end of fixed-wing sightseeing businesses based in the Wakatipu. While our proposal would require some changes, it presents no threat to the nature or scale of these businesses' operations.

The closure of the Queenstown Airport runways would allow the sale of \$1.2 billion surplus land,⁶⁷ with some of this money committed to the full development of an airfield specifically for the fixed-wing GA businesses based within the Wakatipu.

While beyond the scope of this current work, at least two locations warrant further investigation for Wakatipu's fixed-wing GA.

1. **Kingston aerodrome:** With consents and a sealed runway already in place, this new home of the Wakatipu Aero Club is 30 minutes from Frankton.
2. **Queenstown Hill:** While this has been deemed unsuitable for a large, jet-capable airport, Queenstown Hill could likely accommodate an airfield suitable for fixed-wing General Aviation.

In either case, the fixed-wing business headquarters, centre of operations and customer base would remain within the Wakatipu.

⁶⁷ Estimated at 2019 values. See chapter X on page Y for details.

No easy road for fixed-wing GA

While it's hard to predict the future, the opportunity to create an alternative, fully funded and dedicated airport for fixed-wing GA might be the best outcome for this iconic industry. Retaining Queenstown Airport in Frankton for scheduled jet services, whether standalone or as part of a dual airport strategy, could present more uncertainty for fixed-wing business than our Alpine City Campus proposal.



Retaining Queenstown Airport in Frankton for scheduled jet services, whether standalone or as part of a dual airport strategy, could present more uncertainty for fixed-wing business than our Alpine City Campus proposal.

QAC has been in negotiations to close the crosswind runway that is used by fixed-wing GA. Such closure would force all these aircraft to use the main, east-west runway.

The combination of both fixed-wing GA and large commercial jets using the same runway may become incompatible as traffic grows. The forecast expansion of scheduled jet services, as proposed by Scenarios Two and Three in the MartinJenkins socio-economic assessment, would result in commercial jets movements at less than four-minute intervals

during extended peak periods. It is difficult to imagine that small, slow aircraft would be allowed to clog up the flight path of large commercial jets during these busy times.

As jet aircraft numbers grow, fixed-wing GA might first have their hours of operation restricted. Then their operations might be squeezed out of Queenstown Airport, as happened to the Wakatipu Aero Club when its lease was summarily cancelled in August 2015⁶⁸.

The ANBs place a limit on the accumulated aircraft noise over a year and in the absence of any increase in the Queenstown ANBs, the growth in the number of jet flights could crowd out the noise allocation to fixed-wing GA. If the air noise boundary

⁶⁸ *Stuff*, Sept 2015

were extended, the increased number of scheduled jet flights could lead to increased restrictions on fixed-wing timetables.

Already deployed technologies have enabled the reduction of aircraft noise by 75%. Such engines and airframes will fly into Queenstown in coming decades. These quieter jets would allow *four-times the number of flights to operate within the existing ANBs.*⁶⁹ Such numbers of jets would likely be incompatible with GA fixed-wing operations using the same runway. And when they were finally crowded out from Queenstown Airport, there would be no easy source of funds needed to help establish an alternative operating centre.

With these potential future threats to fixed-wing GA at Queenstown Airport, we suggest it is worth considering the opportunity to establish a fully funded new operating centre paid for by part of the \$1.2 billion sale of QAC's Frankton land.

Private jets

Queenstown Airport handles about 250 private jets annually, a market expected to grow. We acknowledge this market contributes the largest per capita aircraft emissions that exacerbate climate change, but many argue it is also high value to the local economy.

The private jet market prefers for the jet to remain parked at the destination airport rather than having it parked elsewhere. There is currently limited space at Queenstown Airport for this, though QAC's master plans do show potential to extend private jet parking onto the recently purchased Lot 6.

While the dual airport scenarios would have capacity between Queenstown and Wānaka to accommodate private jets, CIAL's new greenfield airport with five-times the land area of Queenstown Airport would provide the greatest the capacity to

accommodate private jets and their associated concierge, support businesses and leasable hanger space.

The extreme-high-net-worth owners of private jets would not be inconvenienced by the location near Tarras, as they would use helicopters, or the new electric aircraft, to access their accommodation.

Wānaka General Aviation

Our Alpine City Campus proposal with scheduled all air services moved to CIAL's proposed airport near Tarras offers support and certainty for Wānaka general aviation.

It would forever remove the threat that Wānaka Airport become fully developed to the current size of Queenstown Airport by 2050 as proposed by QAC's dual airport



TITANIC NASA BALLOON, JULY 2016, WĀNAKA AIRPORT
SOURCE: AMERICAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE

⁶⁹ *reference needed*

strategy. This prospect has mobilised substantial public opposition, with Wānaka Stakeholders Group amassing 3,400 members.

Wānaka Airport offers unique potential. It is close to an international resort and has wide-open, uncrowded airspace. This combination makes it a perfect base for research, such as NASA's balloon programme and Air NZ's collaboration with Zephyr Airworks.⁷⁰ It also makes it great for hosting major events such as Warbirds over Wānaka.

GA operators at Wānaka Airport could become crowded out by the development of scheduled jet services under QAC's dual airport strategy. These would likely see Wānaka Airport become the default regional hub, as greater urban density and public pressure restricts the expansion of Queenstown Airport.

While Wānaka has room for a second parallel runway that would allow continued operation of fixed-wing GA, full expansion of scheduled jet services would increasingly become incompatible with the other programmes and activities that makes this airport special.

Whatever the assurances given today; they could easily come undone under the pressure of commercial operation.

The proposed commercialisation of Wānaka Airport by QAC also threatens GA operators. With its stated objective to increase shareholder value, QAC would seek to maximise the return on its asset and

increase rents. These extra costs would reduce profitability for GA businesses.

Add to this the prospect that Wānaka could become the region's principal airport if Queenstown Airport were closed. A compelling case for this might eventuate from the combination of:

1. Growing population pressure in the Wakatipu,
2. Increasing public concern in the Wakatipu regarding the adverse impacts of jet-aircraft noise on residential developments directly adjacent the airport and along the take-off and landing flightpaths,
3. The potential for QAC and its shareholders to recover \$1.2 billion from its Frankton landholding,
4. The improved profitability QAC would likely gain from the reduction of capital and operational expenditures to a single location, and because
5. Wānaka Airport would not have the operational limits, safety concerns or land constraints that limit growth at Queenstown Airport.

Conclusion

The different sectors and locations of General Aviation are differently affected by the alternative airport scenarios that could now be possible. We believe that our proposal to close the Queenstown Airport runways, fully fund the establishment of a helicopter hub on Frankton Flats and a new local fixed-wing airport for GA, and relocate all the district's scheduled air services to CIAL's new airport near Tarras, would

We believe that our proposal to close the Queenstown Airport runways, fully fund the establishment of a helicopter hub on Frankton Flats and a new local fixed-wing airport for GA, and relocate all the district's scheduled air services to CIAL's new airport near Tarras, would offer at least equal, if not the best, future prospects for general aviation in our district.

⁷⁰ [Air NZ, Oct 2018](#)

offer at least equal, if not the best, future prospects for general aviation in our district.

DRAFT

Chapter Six

What about QAC?

The MartinJenkins analysis revealed that a single new regional airport would provide the best long-term connectivity and economic prosperity for the district. This chapter gives important reflection on the future of Queenstown Airport Corporation.

In this chapter:

- *We first learn that QAC is not a private company, but a vehicle Council uses to deliver on its statutory requirements.*
- *We find that QAC's dual airport model would cost 31% more and result in lower quality facilities than a new regional airport.*
- *We observe that Council and QAC gave no consideration to anything other than a dual airport model that would retain scheduled jet services directly into Frankton.*
- *We note that CIAL's proposal means our district could gain the best long-term air connectivity and economic prosperity without needing to pay the \$1.19 billion QAC's dual airport model would have cost, and*
- *That Council could claim back its share of \$1.2 billion from Queenstown Airport land and redeploy this towards other needed infrastructure and community facilities. Or retain ownership of the land while leasing long-term rights to build and occupy.*

- *So, Queenstown Lakes District ratepayers could be \$2 billion better off if Council endorsed CIAL's new regional airport and used QAC's Frankton land for an Alpine City Campus. Not to mention the economic, environmental and social benefits that such a campus would provide.*

A Council Controlled Organisation

Queenstown Airport Corporation unwittingly became a lightning rod for heightened community concerns. High rates of growth and lagging infrastructure investment had increased community stress and reduced the social licence of tourism within the district. Approaching its capacity limits, QAC undertook strategic planning for the next 25 years and its forecasts and plans have triggered a strong reactionary community response.

Serious questions have been asked, such as what rate of growth is acceptable, what is sustainable, what value to place on our environment, are the benefits and costs fairly distributed, how increased dependence on air travel fits with a responsible response to climate change, and many more.

All these questions go beyond the mandate of QAC, and yet its business strategy is the single biggest determinant that will drive all these outcomes and shape the character of this district for many decades to come.



THE STATEMENT OF INTENT OUTLINES QAC'S OBJECTIVES AND THE NATURE AND SCOPE OF ITS ACTIVITIES. COUNCIL'S CONTROL OVER THIS DOCUMENT GIVES IT CONTROL OVER QAC. SOURCE: QAC

Our Council being the supermajority shareholder of QAC does, however, mean the community, through Council, legally has complete control over QAC's objectives and the nature and scope of its activities. And, as a Council Controlled Organisation, the majority vote of shareholders (Council) can set whatever commercial or non-commercial objectives they deem appropriate. Significantly, these objectives do not need to include the normal private or listed company objectives of raising shareholder value and making profits,⁷¹ but should be shaped by Council to promote the social, cultural, economic and environmental well-being of the district's communities.

The Local Government Act 2002 provides "for the **transfer** of local authority undertakings to council-controlled organisations"⁷² (our emphasis) and for these to then be managed as separate entities. The intention is to make these utilities more efficient, but they remain accountable to the local authority, with control and governance structures prescribed in law.

On the 4th of March 1988, the recently formed QLDC used these provisions to establish the Queenstown Airport Corporation as a CCO. The function of a CCO is to deliver the services and fulfil the responsibilities required of them by their local authority owners. The job of QAC, then, is to do the job of Council in so far as this relates to airports.

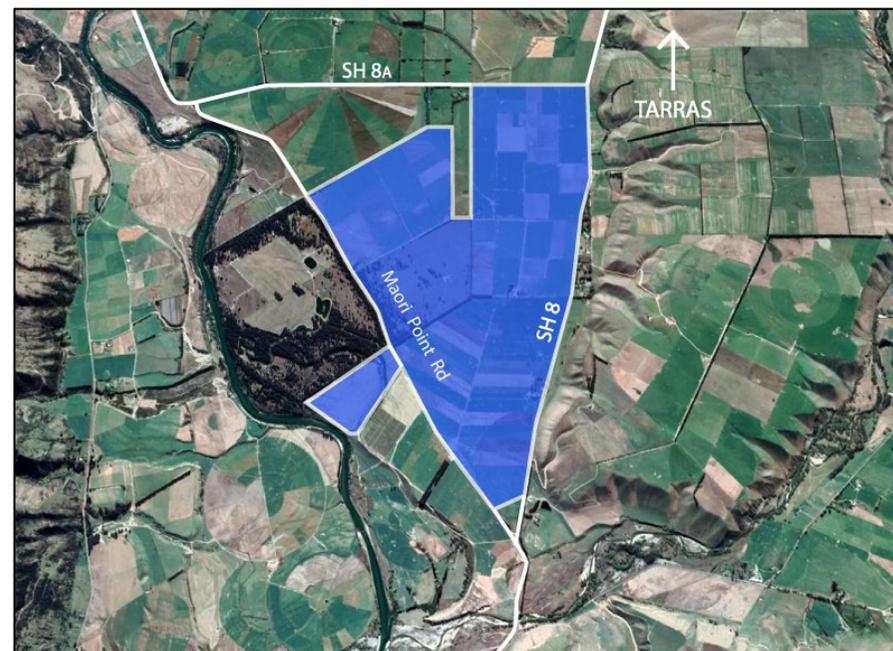
Council's job, its purpose according to the Local Government Act 2002, is to promote its communities' four well beings.⁷³ The Act requires Council to review QAC's statement of intent each year to confirm that the company's objectives remain aligned with Council's purpose and responsibilities.⁷⁴ If they don't, the Act requires Council to force the directors of QAC to make appropriate changes to the airport's statement of intent.⁷⁵

⁷¹ An example is the infrastructure company [Auckland Transport](#), an Auckland City Council owned company with \$1.3 billion annual revenues and over \$20 billion of assets.

⁷² [Section 55\(b\)](#), LGA 2002

⁷³ [Section 10](#), LGA 2002

Figure 9 – CIAL's 750 ha near Tarras



MAP SHOWING CIAL'S LANDHOLDING NEAR TARRAS, WITH SH8, SH8A AND MĀORI POINT ROAD PROVIDING EXCELLENT SITE ACCESS. SOURCE: WWW.TARRAS.ORG.NZ

Those responsibilities of Council, include the need to manage its resources with "prudent stewardship," to make "efficient and effective use of its resources," to periodically "assess the expected returns" of its investments in commercial activity and to take "a sustainable approach."⁷⁶

⁷⁴ [Section 65](#), LGA 2002

⁷⁵ [Section 65\(2\)\(b\)](#), LGA 2002

⁷⁶ [Section 14](#), LGA 2002

QAC, therefore, is not an independent company in control of its own destiny. It is a vehicle of Council and is used by Council to provide the service and infrastructure essential for both the district's air connectivity and for local aeronautical businesses.

It is with this lens that we assess how the resources and capabilities of QAC could be best used to serve the future needs of our district.

Best scenario

Prior to CIAL's announcement that it bought 750 ha near Tarras, our independent financial assessment of seven alternative expansion scenarios⁷⁷ had found that the best financial outcome for QAC would be the establishment of a new greenfield airport in the Cromwell-Tarras Valley together with the sale of most of its Queenstown Airport land.⁷⁸

But now, with CIAL prepared to assume all the legal costs and financial investment required for this new regional airport, there is absolutely no doubt. The QAC shareholders, Council, ratepayers, our local communities, the district and the region would all be better off letting CIAL takeover the responsibility for the district's air connectivity, allowing QAC to sell most of its Frankton landholding worth \$1.2 billion,⁷⁹ or retain ownership while selling long-term leases with the right to build and occupy.

This strategy would provide:

1. **The best long-term air connectivity.** According to MartinJenkins' analysis, it would deliver the greatest employment and economic prosperity for the region of all the scenarios they considered, even without considering any

benefit from the sale of Queenstown Airport land or the alternative use made possible of Frankton Flats.

2. **\$1.2 billion capital return to shareholders.** With only a helicopter hub required on Frankton Flats, most of the Queenstown Airport land could be rezoned high-density and sold. The \$1.2 billion value would be four-times the current value of QAC's physical assets and three-times the current commercial value of the shareholders' investment.⁸⁰ By any stretch, this must be seen as a good financial return for QAC.
3. **\$1.2 billion landholding.** As an alternative to selling its Frankton land, QAC could sell long-term lease with rights to build and occupy. This would generate far greater revenues and dividends than possible from Queenstown Airport, and could provide a mechanism for Council to mitigate excessive growth in urban property values.
4. **Savings of \$1.18 billion.** QAC's dual airport model would have required this much investment over the next 25 years.

With the many other benefits that this strategy would make possible – such as urban concentration onto Frankton Flats, economic diversification, and the host of other beneficial outcomes from an Alpine City Campus on Frankton Flats – it would by far promote the greatest social, cultural, economic and environmental well-being for the district's communities along with the most prudent, effective and sustainable use of the resources available to Council and the district.

The opportunity for Council to get a net gain of \$2 billion is not fanciful or inconsequential. Council's money is public money. It comes from taxes and our district has only a small number of ratepayers. We struggle to fund the local

⁷⁷ This completed work is published separately.

⁷⁸ In our proposal, some of QAC's Frankton land would be retained for a transport hub integrated with helicopter and other VTOL operations.

⁷⁹ This valuation is contingent on the land being rezoned from its current rural-general to high-density commercial and residential use. See [page XX for the analysis](#) supporting this valuation.

⁸⁰ The QAC board's estimate of the Corporation's commercial value is legally required to be reported to Council in its statement of intent but is notably absent from the version agreed by Council on 28 October 2020. In the 2018–2020 statement of intent (pre-Covid) it was estimated to be in the range \$466 million to \$483 million. Page 4, [SOI 2018-2020](#), QAC.

infrastructure we need to support a large visitor population. Our Council has petitioned government for a share of the GST paid in our district and it has worked hard to enable a bed tax to help Council revenues. This \$2 billion net gain Council could achieve by simply allowing CIAL to build and pay for a new regional airport is 24-times more than QLDC gets as revenue from the district's ratepayers each year.⁸¹

Public money is hard to get. Why is the Council choosing to ignore this massive windfall – without any investigation of these possibilities?

QAC tunnel vision

QAC's dual airport strategy was never based on what would be best for the future of this district. Instead, QAC was simply opting for the easiest way to incrementally grow capacity beyond the inevitable capacity limits at Queenstown Airport.

QAC had settled on this 'easy' overflow strategy many years ago and had never made any effort to consider alternatives. It's over 25 years since completion of the last of three major studies⁸² investigating alternative sites for the airport. The evidence suggests that QAC consulted none of these and gave no consideration to alternatives as part of its recent strategic planning.

QAC has confirmed that the simplistic 12-page brochure *Queenstown Airport Siting Study – April 2017*⁸³ published on 13 June 2019 constituted the total analysis and process that it had applied to investigating alternative sites or strategies.⁸⁴ This means the statements made in its public consultation document *Queenstown Airport Master Plan Options*⁸⁵ significantly misrepresent the level of work done for, or consideration given to, its analysis of alternative strategies.

⁸¹ Draft Annual Plan, QLDC 1 July 2020

⁸² 1987, 1988, and 1995

⁸³ Queenstown Airport Siting Study, QAC, June 2019

⁸⁴ LGOIMA response, 21 Nov 2019, In its formal response to our LGOIMA request, QAC confirmed that the 12-page, glossy brochure titled "Queenstown Airport Siting Study" was the "full account of the process and

Given that our own independent analysis had shown QAC could achieve much better financial outcomes and service levels from a single, new, greenfield airport than it could from investing in two sets of duplicate assets in separate locations, it came as no surprise to us that CIAL would draw the same conclusions. And CIAL were not the only other group actively looking.

QAC had its chance

QAC should not have been surprised by CIAL's plan for an airport near Tarras. Along with Council, it failed to anticipate this because both have consistently refused to consider or assess any alternatives to the dual airport model and so remained blind to the opportunity.⁸⁶ Our own analysis found that QAC could and should have aimed to develop a new greenfield airport funded by the sale of the corporation's Frankton land as it would deliver:

- A more profitable and resilient company with a substantially stronger balance sheet,
- Better quality assets and operational capacity, and
- A better product offering for its airline and tenant clients.

We had found the new greenfield regional airport to be the best of seven scenarios that we had evaluated for the future development of QAC. A summary of our evaluations and conclusions are included in the next section of this report, Part Three beginning on page 149.

The following financial commentary is drawn from this earlier analysis.

analysis that was undertaken by Queenstown Airport... in relation to the potential option of relocating Queenstown Airport."

⁸⁵ Queenstown Airport Master Plan Options, QAC, 2018

⁸⁶ Under election pressure, on 8 August 2019 Mayor Jim Boulton announced Council would commission an independent social and economic assessment. Martin Jenkins delivered this to Council on 15 June 2020, but as of December 2020 councillors have yet to consider the report at any workshop or meeting.

Comparative construction costs?

QAC's dual airport model would **cost at least \$280 million** more than investing in a new greenfield airport.

While it can be challenging to provide accurate estimates of future construction costs, it is easy to contrast the investment required for QAC's dual-airport model with that required for a new greenfield airport.

We can do this because QAC's 25-year dual airport model anticipated a completely new build from scratch of all its airport infrastructure at Queenstown Airport, in addition to all the new investment needed at Wānaka Airport. We can also easily compare the land acquisition costs needed for each strategy.

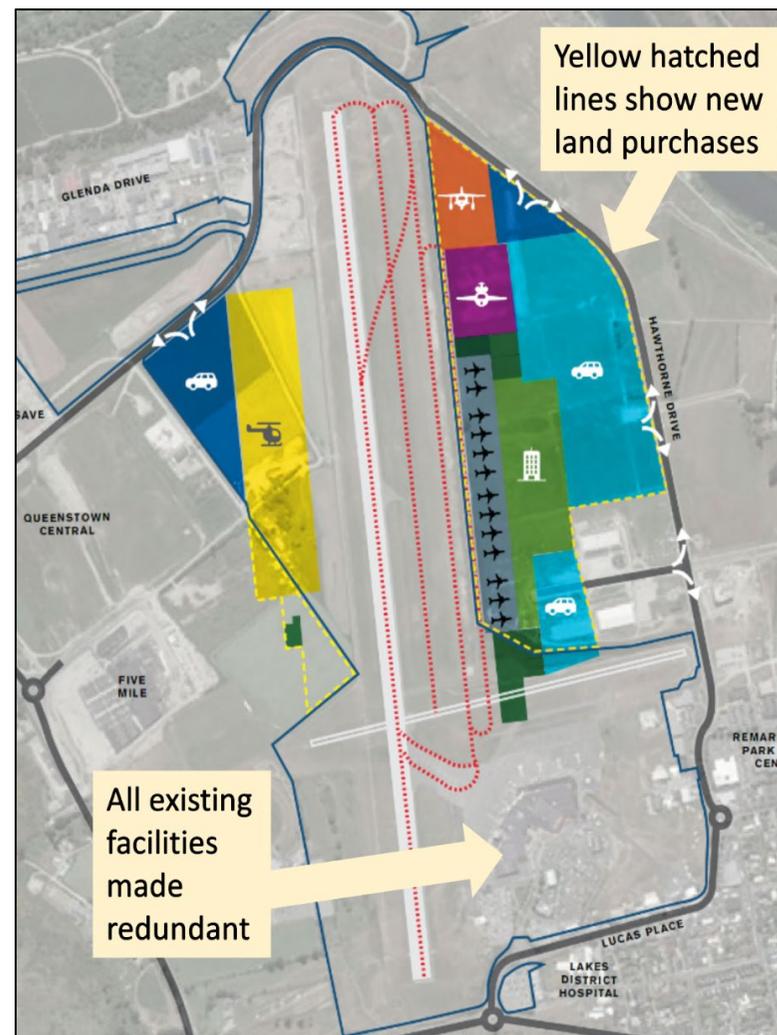
New construction costs

The new construction required at Queenstown Airport for the dual airport model is clear in Figure 9, which shows one of QAC's three master plan options for Queenstown Airport.⁸⁷ It proposes a brand-new main terminus servicing 13 jet aprons to the south side of the existing runway. It also includes new buildings and infrastructure in new locations to service helicopters, fixed wing, private jet and relocated car parking, plus the relocation of all relevant underground infrastructure. In this plan, the existing buildings and infrastructure would be redundant.

In addition to this new construction planned for Queenstown Airport, QAC expected to invest some \$300-\$400 million at Wānaka Airport⁸⁸ to bring its capacity up to two million passenger movements, the equivalent size of Queenstown Airport today.

With the new runway needed for Wānaka Airport and new parallel taxiway to be installed at Queenstown Airport, the runway construction would have similar total costs to that required for a new greenfield airport.

Figure 10 – Option 2 in QAC's master plan for Queenstown Airport



SOURCE: OPTION 2, PAGE 29, QUEENSTOWN AIRPORT MASTER PLAN OPTIONS, AUGUST 2017

⁸⁷ *Queenstown Airport Master Plan Options, QAC August 2017*

⁸⁸ *Airport details finally revealed, Wānaka Sun, 2 May 2019*

Building duplicated facilities across two locations would invariably cost more than if these were concentrated onto a single location.⁸⁹ So, the total new construction required for the dual-airport model over the next 25 years would be more than would be required for a new greenfield airport.

Figure 11 – Wānaka Airport 2045



GRAPHIC IMPRESSION OF CONSTRUCTION TO ENABLE 2 MILLION PASSENGER MOVEMENTS AT WĀNAKA AIRPORT.
SOURCE: WSG AND ANIMATION RESEARCH LTD

New land costs

In addition to the construction costs, both strategies require the purchase of additional land. The dual airport model requires QAC to purchase the additional land adjacent to the existing airports as shown in Figures 12 and 13. This purchase has already been completed in Wānaka, where QAC had bought 150 ha adjacent to Wānaka Airport for \$12.3 million, nearly doubling its land area. QAC has also spent \$11.3 million for a 100-year lease of Wānaka Airport.⁹⁰

In Frankton, QAC fought a 10-year battle using the Public Works Act to forcibly acquire the adjacent 15.3 ha known as Lot 6 from Remarkables Park Ltd. It took possession of this land on 1 November 2019 and has already paid RPL \$18.34 million, but the final amount will likely be higher as RPL has reserved its right to contest the value through arbitration, and ultimately the courts.⁹¹

In addition to Lot 6, the QAC Master Plan Options report shows that the company expected to purchase a further 30 ha of adjacent land in Frankton.⁹² The master plan Option 2 shown in Figure 9, for example, would require acquisition of the 26 ha identified as Lot 9 sandwiched between Lot 6 and Hawthorne Drive. Lot 9 has a current rateable value of \$81.1 million.⁹³ Figure 9 shows a further 4-5 ha to the north of the runway would also be purchased.

Also, in Frankton, QAC anticipates buying some 40 houses that are adversely affected by increased aircraft noise and we expect this would likely cost some \$70 million. It has already bought and demolished houses between Douglas Street and Lucas Place.

⁸⁹ We estimate increased construction costs of 10%, resulting from the multiple additional costs of design, legal services, engineering, supply, construction and duplication of facilities and services across two locations, amounting to some \$90 million.

⁹⁰ A judicial review brought by the Wānaka Stakeholders Group has contested the legal validity of this lease in the High Court in October 2020

⁹¹ Compensation of \$18.34 million was paid in September 2020 on a 'without prejudice' basis. [Page 10, Revised statement of intent October 2020](#)

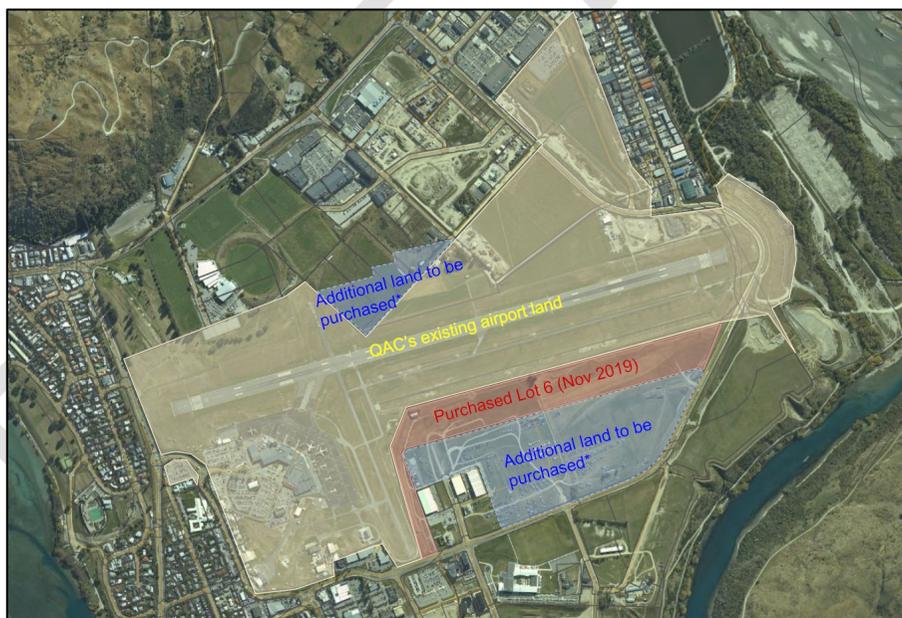
⁹² Additional land to be purchased is indicated by the yellow dashed lines in the master plan maps, as can be seen in the Option 2 map shown in Figure 9.

⁹³ Based on publicly available QLDC information that lists the QV rateable value of properties. [Property and rating information, QLDC October 2020](#)

As shown in Table 1 on page 63, QAC's dual airport model requires the purchase of significant additional land totalling at least \$200 million based on current QV valuations, and possibly tens of millions more depending on the court's determination of the price of Lot 6 and market prices at the time of future purchases. Of this, it has already spent over \$42 million.

In contrast, CIAL paid just \$45 million to purchase 750 ha in a perfect location for a new greenfield airport near Tarras. That is *five-times* the size of Queenstown Airport.⁹⁴ Even if it took \$20 million in legal fees to have this land rezoned, as

Figure 12 – QAC land purchases at Queenstown Airport



MAP SHOWING QAC LANDHOLDING ON FRANKTON FLATS, THE LOT 6 LAND FORCIBLY PURCHASED USING THE PUBLIC WORKS ACT 2002 AND THE ADDITIONAL 30 HA PLANNED FOR UNDER OPTION 2 OF QAC'S MASTER PLAN (OPTION 3 WOULD HAVE A SIMILAR AMOUNT PURCHASED, BUT PREDOMINANTLY TO THE NORTH OF THE CURRENT AIRPORT LAND.

SOURCE: FLIGHTPLAN2050

suggested by Wellington International Airport chair Tim Brown⁹⁵ when FlightPlan2050 first suggested a new regional airport, the CIAL total land acquisition cost amounts to only about \$65 million.

So QAC's dual airport model would pay *four-times* more for land than CIAL will for a whole new regional greenfield site. And even then, QAC would still be left with two airports having a total area less than half the area CIAL has purchased in a single site.

The CIAL site near Tarras is centrally located for the region, has safe flight approaches and existing roads on all sides to provide excellent site access. The opportunity cost for the land is low, reflected in the price of just \$6.43 per m².

In contrast, QAC's site in Frankton is greatly constrained by topography and urban development, is one of the world's least safe for scheduled jet services and faces

Figure 13 – QAC land purchases at Wānaka Airport



MAP SHOWING THE QLDC AND HOLDING AT WĀNAKA AIRPORT.

SOURCE: FLIGHTPLAN2050

⁹⁴ Including the recently acquired Lot 6, QAC's total landholding in Frankton is just 150 ha.

⁹⁵ ODT, 4 May 2019

growing public opposition. The opportunity cost for this flat central land that is ideal for the district's urban centre is massive, forcing the urban sprawl of some 30,000 new residents into the outstanding natural landscape of the Wakatipu Basin with all the associated high carbon costs, diminished social cohesion and lost potential drivers for economic diversification. This opportunity cost is reflected in the price of adjacent land on Frankton Flats ranging from \$896m² to \$1,000 m² according to the land values available from QLDC property records.⁹⁶

Table 1 – QAC's dual-airport land purchases

Land Purchased	Price/value
Wānaka Airport 100-yr lease (132.8 ha)	\$11.3 million
Wānaka-Luggate HWAY (106.49 ha)	\$6 million
825 Wānaka-Luggate HWAY (43.0 ha)	\$6.3 million
Lot 6, RPL (15.3 ha)	\$18.34 million (likely to be contested)
Lot 9, Red Oaks Drive, RPL (26.0 ha)	\$81.1 million (QV rateable value)
40 houses on Frankton Flats (@ average \$1.75 million)	\$70 million
Addition 5 ha on Frankton Flats identified on QAC Masterplan	\$7 million
QAC's additional land purchases	\$200 million

On straight cash terms, the cost of urban Frankton land is *140 to 155 times greater* than the cost of the CIAL land near Tarras.

⁹⁶ The land values of 5 Hawthorne Drive (Game Over), 197 Glenda Drive (Bidvest) and 34-36 Grant Road (ANZ, Mountain Lakes Medical Centre, and others) are \$896, \$897 and \$931 respectively, [Property Information](#), QLDC November 2020

Seemingly to highlight the extreme waste in the opportunity potential of Frankton land, QAC's master plan shown in Figure 10 would have almost all of Lot 9 – which

Are parked cars the best use for Frankton Flats?



SOURCE: STEPHEN JAQUIERY, ODT

has a current value of \$81.1 million listed on QLDC's property information – for car parking, with yet more land allocated to car parking north of the runway. Frustration at such waste, already evident with fleets of rental vehicles parked in Frankton fields, is frequently highlighted by media and concerned communities.

Our research suggests a new greenfield airport could be completed for about \$900 million. As noted earlier, it is challenging to accurately assess construction costs, but expert advice we have received can be reality checked against QAC's own estimate of \$300-\$400 investment into Wānaka Airport for 2 million passenger movements, CIAL's estimate there would be "\$350-\$400 million needed to build their new airport"⁹⁷ near Tarras and the capital expenditures for new terminal investments at Nelson and Christchurch Airports.

As the above analysis shows, the total construction costs of QAC's dual airport model were always going to be greater than building a single new greenfield airport. By our

⁹⁷ [CIAL CEO Malcolm Johns](#), Stuff 24 July 2020

estimate it would have cost at least \$290 million more, an increase of 31% greater than the cost of a new regional airport near Tarras.⁹⁸

Even more significant would be the debt burden and lesser quality facilities that would result from the dual airport model. We consider these in the following two sections.

How to pay for it?

Queenstown Lakes District has the extraordinary opportunity to have someone else pay for its essential airport infrastructure. The ratepayers of this district could save \$1,190,000,000 of expenditure now not necessary, and they could further recoup \$900,000,000 from its share of cash from high-value land QAC no longer needs on Frankton Flats. That’s a massive \$2 billion net gain.

This net \$2 billion financial gain would be in addition to the huge economic, social and environmental advantages that would flow from using Frankton Flats for an Alpine City Campus.

Even before CIAL stepped in with its proposed new regional airport, there was a massive difference between how QAC planned to finance the investment needed for its dual airport model compared with what could have been achieved from a single new greenfield strategy.

QAC’s dual airport model would require investment expenditure in the order of \$1.19 billion over the next 25 years. It’s only source of funds for this would be reinvested profits, increased debt and new equity from existing or new shareholders.

Figure 14 – Comparison between new regional airport & dual airport model

Tarras Airport	QAC Dual Airports
25-yr investment of about \$800 million	This would cost at least \$1,190 million
Paid for by \$1.2 billion land sale	Paid for from Profits, debt & new equity
Financial results are High profits, no debt & strong balance sheet	Financial results are Low profits, high debt & weak balance sheet
Performance outcomes are Safe, efficient high-quality facilities	Performance outcomes are Compromised, safety, less efficient and reduced-quality facilities

⁹⁸ Our research suggests that construction of a new greenfield airport near Tarras to cater for 7 million passenger movements would cost about \$900 million.

In contrast, the investment expenditure of about \$800 million needed for a new regional airport could have been sourced from the sale of QAC land on Frankton Flats.⁹⁹

The financial choice for QAC was either:

1. **Dual airport model:** funded by debt, profits or new equity resulting in lower profits, weaker balance sheet, suboptimal facilities, and frustrated clients, or
2. **Relocate to a new Cromwell-Tarras valley site:** funded by land sale, so no debt, reliable healthy profits, a strong debt-free balance sheet, better quality facilities and \$300 million surplus capital returned to shareholders.

These contrasting financial outcomes are summarised in Figure 14.

Assets fit for purpose

A dual airport model would inevitably result in airport facilities and performance characteristics that were lower quality than could be achieved with a single new greenfield airport. This would be the case regardless of whether the second airport was in Wānaka and owned by QAC or near Tarras and owned by CIAL. In this section we explain why.

Dual airport scenarios result in suboptimal assets

The dual airport scenario would inevitably result in two suboptimal airports, with the effects of duplication systemically causing lesser quality infrastructure and facilities at both airports than would otherwise be achieved at a single site.

Most airport investments, whether it was to upgrade the bathrooms or to install new technologies to assist aircraft, would be site-specific. Paying for these across both

sites would mean double the cost and therefore delay the investment or reduce its financial return.

Alternatively, if a new facility or technology was installed at just one of the airports, then it would benefit only those using that airport. Such investment would serve a smaller market and so reduce both the market benefit and the company's financial return on that investment.

Either way – doubling the installation cost for two airports or providing improvements to just part of the market – both reduce the return on investment. The inevitable consequence would be that improvements would be fewer, later and of a lower order than if there was only one airport.

Dual airport results in suboptimal product

The dual-airport scenario would also lock in a product and service structure that would give less value for each airport's clients – the airlines and the retail and business tenants – than could be achieved from a single site.

Airlines would be disadvantaged by the need to operate in two locations instead of one. They would face additional on-ground costs by being forced to replicate services at both airports. The schedules and destinations they could offer at each airport would be less comprehensive than if run from a single location.

Retail and all other tenants of the airports would also be disadvantaged. Either they would face additional costs to operate at both airports, or they would be limited to a smaller market at just one airport.

⁹⁹ This valuation is based on the land being rezoned to high-density commercial and residential. Our valuation is informed by discussion with realtors, analysis of the airport valuation completed annually by

Seagars, consultation with long-standing local developers, and analysis of QV valuations from QLDC online property information. The total value of \$1.5 billion was reduced by 20% to allow for public amenity.

New central airport scenario

In contrast, CIAL's new regional airport near Tarras would provide the most spacious airport with the most favourable flight paths, most favourable wind and weather conditions and most uncluttered skies.

Focus on a single site would ensure the best infrastructure and facilities.

The location, facilities, and centralised market would all provide the best product for client airlines and tenants.

The centralised, single location would also reduce the airport's costs and streamline its supply lines.

QAC's rental income

We note that QAC's dual airport scenario may have increased the revenues that QAC could have earned from its tenant businesses, as many of these would have been forced to lease space at both airports. This, however, together with the extra fitout and other costs associated with two locations, would have added to the cost burden on these ancillary businesses. Any gain to QAC would have come at a far greater loss to the profitability of these tenant businesses and their loss of profitability would endure for all years to come, undermining the economic vitality and wages of the district.

Queenstown Airport limitations

QAC acknowledges the capacity limits of Queenstown Airport in its *Queenstown Airport Master Plan Options* report. Under the heading 'What's the right number?' the master plan forecasts airline demand for 7.1 million passenger movements by

2045¹⁰⁰, however it states: "we believe about 5 million passenger movements per year is more sustainable for Queenstown Airport."¹⁰¹

While QAC offers no reasoning for this judgement call, it is easy to see that Queenstown Airport would remain constrained by:

- The operational constraints and safety issues of its restricted runway and minimal emergency runoff zones¹⁰², challenging topography, severe weather, wind shear and busy airspace all combine to compromise safe operation.¹⁰³,
- The physical limits of land available at Frankton Flats,
- Urban encroachment from the growing centres of Five Mile and Remarkables Park,
- Resistance to air noise boundary expansion, with these proposed to include Kelvin Peninsula, Goldfield Heights, Shotover Country and Lakes Hayes Estate, an additional 4,000 properties.
- Aircraft noise that causes environmental degradation of the Wakatipu Basin, and
- Noise, congestion and growth all undermining the airport's social licence.

It is these limits to expansion at Queenstown Airport that appear to drive QAC's decision to develop 'overflow' capacity at Wānaka Airport, and not any supposed view that two airports would be a better strategy for the region. The overflow option was simply the easiest choice and the evidence confirms that QAC made no effort to consider alternatives.

¹⁰⁰ Based on *Aviador Passenger Demand Forecasting Report 2018*, QAC

¹⁰¹ *Queenstown Airport Master Plan Options*, Aug 2017.

¹⁰² Runway End Safety Area At QAC are just 80 m, compared with the industry standard of 240 m.

¹⁰³ See Chapter Seventeen – Airport safety, beginning on page 116.

The air noise boundaries

Prior to Covid-19, QAC had expected to reach the limits of its current air noise boundaries (ANB) by 2022. This had forced QAC to initiate public consultation on proposed expansion of the noise boundaries in July-August 2018.¹⁰⁴ These expanded ANBs would increase the number of properties within the Outer Control Boundary (55dB L_{dn}) from 791 to 3936.¹⁰⁵

The air noise boundary restricts the number of scheduled flights allowed at the airport by limiting the total “bucket of noise” flights can produce over a 24-hour period. The proposed expansion would let QAC more than double current passenger movements, from around 2.4 million a year in 2019 to 5.1 million by 2045, increasing from 15,718 to 41,611 the scheduled flights each year. Their figures show this would almost triple the average number of daily flights from 50 to 145.

But their assessment is based on the use of current aircraft. Our research shows that new technologies to reduce aircraft noise are already available and would enable four-times the number of daily flights, up to 580, within the existing ANBs.¹⁰⁶

ANBs extend beyond the airport’s physical property boundaries and they place significant development restrictions on private property. These exclude activities deemed sensitive to aircraft noise, such as residential activity, visitor accommodation, community activity and childcare facilities, schools and certain areas of hospitals.

As well as excluding these activities within a designated ANB, a range of building requirements are imposed, including additional soundproofing, restrictions on the opening of windows and requirements for mechanical ventilation.

These development restrictions have a substantial effect on private property values. A clear example is the \$18.34 million that QAC has offered to pay Remarkables Park Ltd for the enforced purchase of Lot 6.¹⁰⁷

This land is part of the Remarkables Park Zone within the QLDC District Plan that provides expressly for integrated high-density development, including building heights up to 18 m. The typical rateable value of land in this zone is in the range of \$900-\$1000 m², as evidenced by multiple properties in QLDC’s online information database.

Despite it being in this high-value zone, Lot 6 is overlaid with an airport designation and half of it falls within the current inner air noise boundary while the remainder is within the 60dB L_{dn} boundary. The QAC price offer of \$120 per m² shows the airport designations have effectively robbed 88% of this land’s value. Without the airport designations, RPL would otherwise expect the market price of this land to be upwards of \$150.3 million.

The airport designation and ANBs appear to have directly cost RPL \$122 million on its 15.3 ha private property of Lot 6. That same loss of value will extend to a greater or lesser extent to all other private property within the airport and air noise boundary designations. Collectively, this would amount to several hundreds of millions of dollars.

It’s not surprising that the community overwhelmingly rejected any expansion of Queenstown air noise boundaries, with 92.5% of a record-breaking 1507 submitters opposing the expansion and only 3.7% in favour.

¹⁰⁴ [Queenstown Airport Proposed Noise Changes](#), QAC June 2018

¹⁰⁵ [Page 15, Queenstown Airport Proposed Noise Changes](#), QAC June 2018

¹⁰⁶ [Citation needed](#) to AJ’s analysis

¹⁰⁷ Remarkables Park Ltd have accepted this offer ‘without prejudice’, meaning they reserve the right to contest the value through arbitration and the courts.

Covid-19 impact

Covid-19 has had a dramatic effect on Queenstown Airport Corporation with annual revenue reduced by more than 50%. While domestic flights have resumed, the future of international travel remains uncertain.

QAC has undertaken to safeguard its core capability¹⁰⁸ and it will take some years for its business to recover. But experts expect the Covid-19 crisis will only be a medium-term setback.

The airline trade body IATA has lowered its recovery expectations for global passenger traffic, forecasting that it would likely be 2024 before the return to demand levels of 2019, conditional on getting the vaccine some time in the second half of 2021.¹⁰⁹

We can expect that the number of visitors and flights are likely to return to pre-Covid-19 levels within four or five years and the need for airport expansion and its attendant issues will again be pressing. The fundamental issues have not changed, we have only been given a respite and the question now is whether we will use this time wisely.

QAC, the Council and the community now have an opportunity to investigate and work through the options thoroughly.

QAC opportunities

There remains tremendous opportunity available to QAC if it chose to embrace the CIAL proposal. It could encourage CIAL to develop a full-sized regional airport instead of a small overflow one, and cooperate with transferring all scheduled services when it finally opens in 10 or 15 years.

One possible opportunity would be to then sell its Frankton landholding and return this capital back to its shareholders. This would have its shareholders realise several

times more financial value than if the assets remained operating as an airport, particularly if CIAL built an airport near Tarras and the two competed head-to-head.

A second opportunity would be to retain ownership of its Frankton landholding and reshape its business activity. QAC charges businesses for the use of its land and buildings. A little over half its revenue comes from landing fees for the use of its runway and terminals. Nearly 30% is lease income from companies that rent shop for other commercial space, and 7% comes from providing parking.

The QAC executive team essentially has the skill set of a landlord and developer. If Council's strategy became the development of an Alpine City Campus centred on Frankton, then Council as the supermajority shareholder could direct its Council - Controlled Organisation to lead with the master planning and coordinated, high-density urban development of the 150 ha it owns.

In contrast, if QAC chose to not consider these opportunities and instead committed to direct competition with the new airport near Tarras, it would inevitably weaken its commercial position and the tremendous economic, environmental and social benefits possible from developing Frankton would be squandered.

Conclusion

From our analysis, it has been difficult to understand why the board of QAC and Council staunchly resisted any investigation into an option of a new central location.

Our evaluation has found that relocation of scheduled air services from Queenstown Airport to CIAL's proposed airport near Tarras would:

¹⁰⁸ *Statement of Intent, QAC, revised in October 2020*

¹⁰⁹ *FlightGlobal, 30 September 2020*

1. Ensure the best possible air transport infrastructure and connectivity to support the future economic prosperity and employment in our district,¹¹⁰
2. Save \$1.19 billion unnecessary expenditure by Council owned QAC into sub-optimal dual airports,
3. Provide \$900 million land assets or cash equivalent to Council, a windfall resource it could redeploy to much needed new infrastructure and community facilities,
4. Enable development of an Alpine City Campus on Frankton flats that would:
 - a. promote economic diversification to high-value knowledge enterprises,
 - b. greatly reduce urban sprawl throughout the Wakatipu Basin by accommodating 30,000 residents within Frankton Flats,
 - c. greatly reduce future construction and transport costs and emissions by concentrating urban development,
 - d. protect our outstanding natural environment by removing jet aircraft noise and reducing urban sprawl,
 - e. increase social and community well-being by reducing suburban isolation.
5. Improve the Wakatipu environment that is the draw for visitors, and
6. Avoid the loss of social licence with the Queenstown and Wānaka communities.

QAC would retain the role of managing Wānaka Airport, the helicopter and VTOL transport hub on Frankton Flats, the new GA airport for Queenstown fixed-wing aeronautical businesses, and Kingston and Glenorchy airfields. There would likely also

be an increasing role in managing the district's infrastructure and landing zones for the future electric drone VTOL aircraft.

For those who have been committed to the view that it is imperative at all costs to retain Queenstown Airport in Frankton, we suggest it is time to reflect and reconsider. How do you stack the personal convenience of saving half-an-hour-drive-time a few times a year against the massive districtwide community benefits outlined above? How do you defend – against contrary evidence throughout the world – your belief that tourists won't visit Queenstown if it takes them 50 minutes instead of 15 to travel in from the airport?

Unfortunately, through being entirely wedded to retaining the airport in Frankton, independent expert investigations into alternative scenarios haven't been commissioned. The closest to this, the Council commissioned MartinJenkins report in fact suggests a new regional airport would offer the best long-term prosperity for the region. But the conclusions of this study have been ignored, with Council allocating no time in meetings or workshops for counsellors to consider the report's findings.

¹¹⁰ see *MartinJenkins socio-economic assessment, June 2020*

Chapter Seven

Economic impacts

Queenstown Lakes District creates the impression of wealth, but economic data paints a quite different picture – local productivity per worker is amongst the lowest in New Zealand.

In this chapter we first look at some of the hard evidence that shows the low relative performance of our local economy. We highlight how GDP-focused growth fails to promote the communities’ well-being, the goal of which is Council’s legal responsibility. We highlight new economic tools that do measure communities’ well-being, and we use their framework to map worthy economic goals. From this, we conclude that an Alpine City Campus on Frankton Flats would be Council’s best economic strategy to increase the well-being of its communities.

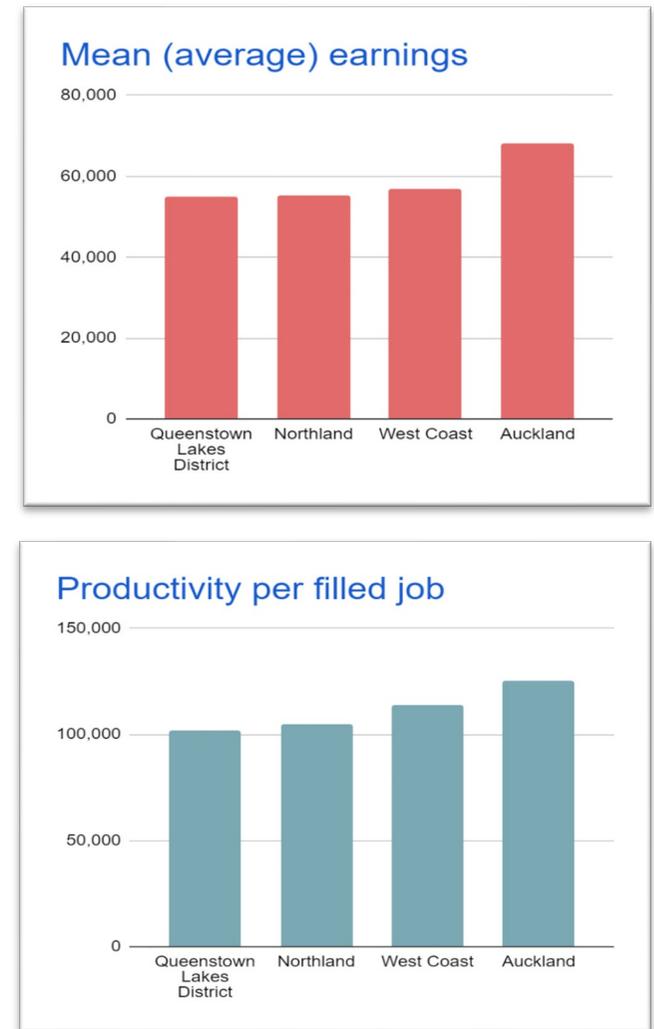
Queenstown underperformance

Analysis of Queenstown Lakes District’s economy shows it has delivered poorly for its local community.

- Queenstown Lakes’ “mean income” was 15% lower than the mean for NZ in 2018.¹¹¹
- Queenstown Lakes’ productivity (GDP created per worker) is \$102,039. This is less than Northland’s and 10% lower than West Coast’s \$113,620.

¹¹¹ “Mean” income is what’s commonly known as “average” income. It is the total incomes divided by the number of people earning and is the measure of income MartinJenkins consistently reference in their socio-economic impact assessment, with a value of \$55,082 for the district. Even though this is just 88% of the national mean income, it still overstates typical local incomes because it includes a significant number of

Figure 15 – Queenstown's economic underperformance



SOURCE: STATS NZ, FLIGHTPLAN2050

locals who earn exceedingly high incomes, and who earn incomes from outside the district. The effect of this is to distort the average upwards. The “median” income better reflects the local situation. The median is the middle value after all incomes have been ranked by value. The district’s median income is just \$50,000.

Queenstown Lakes workers produce on average 23% less revenue per day than those in Auckland.

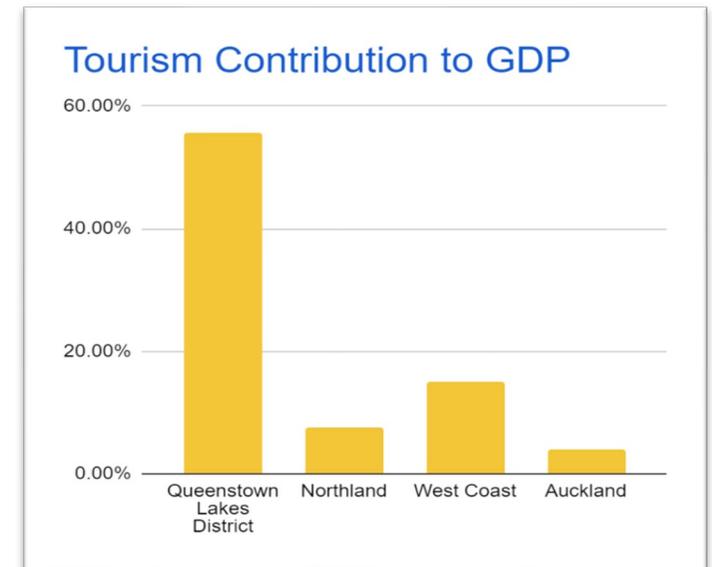
- Queenstown Lakes' "average" income for workers is \$55,082. This is less than Northland's \$55,318 or the West Coast's \$56,758 – two regions often identified as New Zealand's poorest.
- Queenstown Lakes' economy (GDP) grew at 4.6% in 2018. But the district's population grew by 5.7% and employment by 7.1%. So, the district's GDP growth was simply more people, more hours worked and a net negative return for those in the workforce, with profit margins channelling to business owners and landlords.
- Even as they earn less, the living costs for Queenstown Lakes' workers exceed those of Northland or the West Coast. Average Queenstown rents of \$650 per week far exceed the West Coast's \$260 and Northland's \$380.
- The district's principal resource, its outstanding environment, has been degraded with increased jet-aircraft noise and sprawling development even as the livelihoods of its workforce have deteriorated.
- Congestion overwhelms community investment in road upgrades, yet the underlying paradigm of spreading urban development remains.

The Infometrics data shown in Figure 16 highlights Queenstown Lakes' dependence on tourism. The contribution tourism makes to the economy of Queenstown Lakes (55.6%) is much larger than Northland (7.6%), West Coast (14.9%) or Auckland (4%).

Connecting the dots here, we may conclude that the relatively poor economic performance of Queenstown Lakes District has something to do with tourism, on which the local economy is mostly based.

Sir Paul Callaghan, founder of the MacDiarmid Institute, said the tourism sector delivers incomes that are only two thirds of New Zealand's average: "The more tourism, the poorer we get. Tourism is great for employing unskilled people. It is absolutely not a route to prosperity."¹¹²

Figure 16 – Queenstown's relative dependence on tourism



SOURCE: INFOMETRICS, FLIGHTPLAN2050

¹¹² StrategyNZ conference, March 2011

GDP a false aspiration

The adverse economic outcomes for most working people in our district have persisted even while the district’s aggregate GDP growth outperformed most regions of New Zealand. How could that be?

GDP measures the total income/expenditure on money transactions. It doesn’t distinguish between good or bad spending, it doesn’t recognise any non-money transactions or recognise values such as social cohesion or good environment, and it offers no insight into who gets the money or how fairly its distributed.

Business profits and commercial rents may be high, the total spending and GST for government this generates might also be high, but the benefits of this don’t translate to high productivity because tourism requires a large workforce. And low skilled work, itinerant labour and flexible work contracts offers little leverage for employees to negotiate higher wages with business owners.

The evidence shows that GDP growth in Queenstown Lakes District has funnelled increased wealth to a few while reducing the livelihoods of its workforce, and it exemplifies the invalidated past economic mantras that claimed “trickle-down benefits”, “a rising tide lifts all ships”, or “what is good for business is good for all.”

Low productivity and low wages cause harm to the district’s communities. Workers are forced to crowd into flats, often sharing rooms and hot bunking to reduce accommodation costs. High staff turnover results from incomes insufficient for workers to settle in the district and causes an excessively itinerant workforce that often has little long-term commitment to the local community. A profile now so entrenched in Queenstown Lakes District it is accepted as normal. Normalised to the extent that in the post Covid environment, local leaders petition government to

further liberalise foreign visa applications to secure low-paid workers rather than reconsider the economic framework.

Reliance on GDP to measure our economy has promoted volume and numbers ahead of value and quality. You get what you measure and “GDP measures everything except that which is worthwhile,” in the famous words of Bobby Kennedy.¹¹³ Yet Council and QAC continue to use GDP growth as their baseline measure for decisions regarding the airport’s future. The Council commissioned MartinJenkins assessment highlights relative GDP growth as the principal benefit when contrasting four airport scenarios – in just the last two pages of 226 did it even mention the four well beings framework required by the Local Government Act 2002. QAC frequently emphasises the airport’s contribution to the district’s GDP as its primary benefit.

This reliance on GDP to guide Council economic policy is no longer acceptable. Government changed the role of Council in May 2019,¹¹⁴ and its purpose is no longer to develop and build infrastructure for growth. The purpose of Council now is to promote the social, cultural, environmental and economic well-beings of the people who make up the communities within its district, including future communities¹¹⁵. And to do so according to the principles of prudent stewardship, sustainable practice, enhancing the environment and efficient resource use¹¹⁶.

This new purpose requires new measuring tools.

A new economic paradigm.

The new law, making Council’s purpose to promote the four well beings, is a radical change and it requires a substantial change in thinking.

¹¹³ University of Kansas, 18 March 1968

¹¹⁴ The four community well beings in the LGA are not new. They were first introduced into the LGA in 2002 and continued for 10 years until 2012, when repealed by the National government. They were reinstated by the Labour government in May 2019.

¹¹⁵ Section 10, LGA 2002. Within this legal clause, the well-beings each have equal weight. All communities are equally important. The future has the same weight as the present.

¹¹⁶ Section 14(1)(g) and (h), LGA 2002

GDP is not a good measure of social, cultural, environmental or economic well-being and so Council needs to adapt both its measures and its goals.

To assist with this, the Society of Local Government Managers (SOLGM) has developed short descriptors for each of the four well-beings, as are shown in Figure 17. Based on these, it has developed a fully operational toolkit to help Council’s measure the four well beings of their communities. These include 70 indicators and 234 measures spread across all four well-beings, plus a demographic category.¹¹⁷

In addition to developing this framework, SOLGM has also created the data access tools that gather the statistics and evidence across all its measures. This provides an effective, real-time dashboard to assess and measure changes to the district’s well-being. It provides a framework Council could use to set objectives, develop policy and assess progress towards goals.

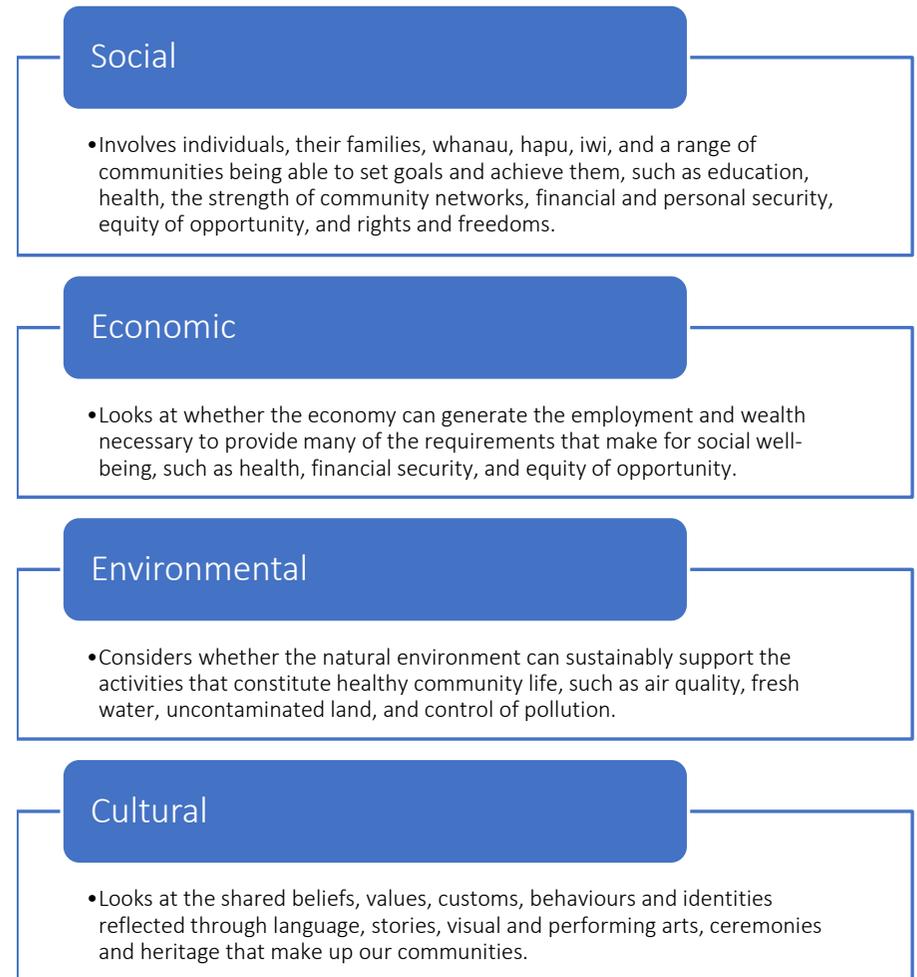
But, at the time of writing, QLDC is not subscribed to use this service and it is not clear what framework, if any, Council is using to assess the community well-being effects of its Frankton master plan and airport decisions.

Economic targets

Council economic goals must no longer focus on growing the district’s GDP. Instead, Council’s aspiration for economic growth must now equate to improvements in the well-being of present and future communities across all four criteria: social, economic, cultural and environmental.

Such economic goals would include, for example, increased wages and productivity, economic diversification to strengthen resilience and raise productivity, improved housing affordability, reduced carbon footprint per person and per dollar earned, reduced transport emissions through shorter average commute distances and increased public and active transport viability, improved environment through

Figure 17 – The community well beings under the LGA



SOURCE: THE SOCIETY OF LOCAL GOVERNMENT MANAGERS

¹¹⁷ Community well-being data service, SOLGM.org.nz

reduced urban sprawl and reduced aircraft noise in the outstanding natural environment, reduced global emissions through reduced dependence on tourism and long-haul travel, improved social cohesion by easier access to concentrated community facilities, stronger financial livelihoods and quality connections within urban living environment and improved cultural vitality through additional investment in community facilities and infrastructure enabled by capital returned from QAC.

We think everyone could agree to these goals – they are aspirational and would substantially improve community well-being across all four criteria.

The Input-Output model shown in figure 18 illustrates a pathway towards achieving all these goals. The development of an Alpine City Campus on Frankton Flats combined with relocation of scheduled airline services to a new airport near Tarras offers a single unified strategy to grow well being.

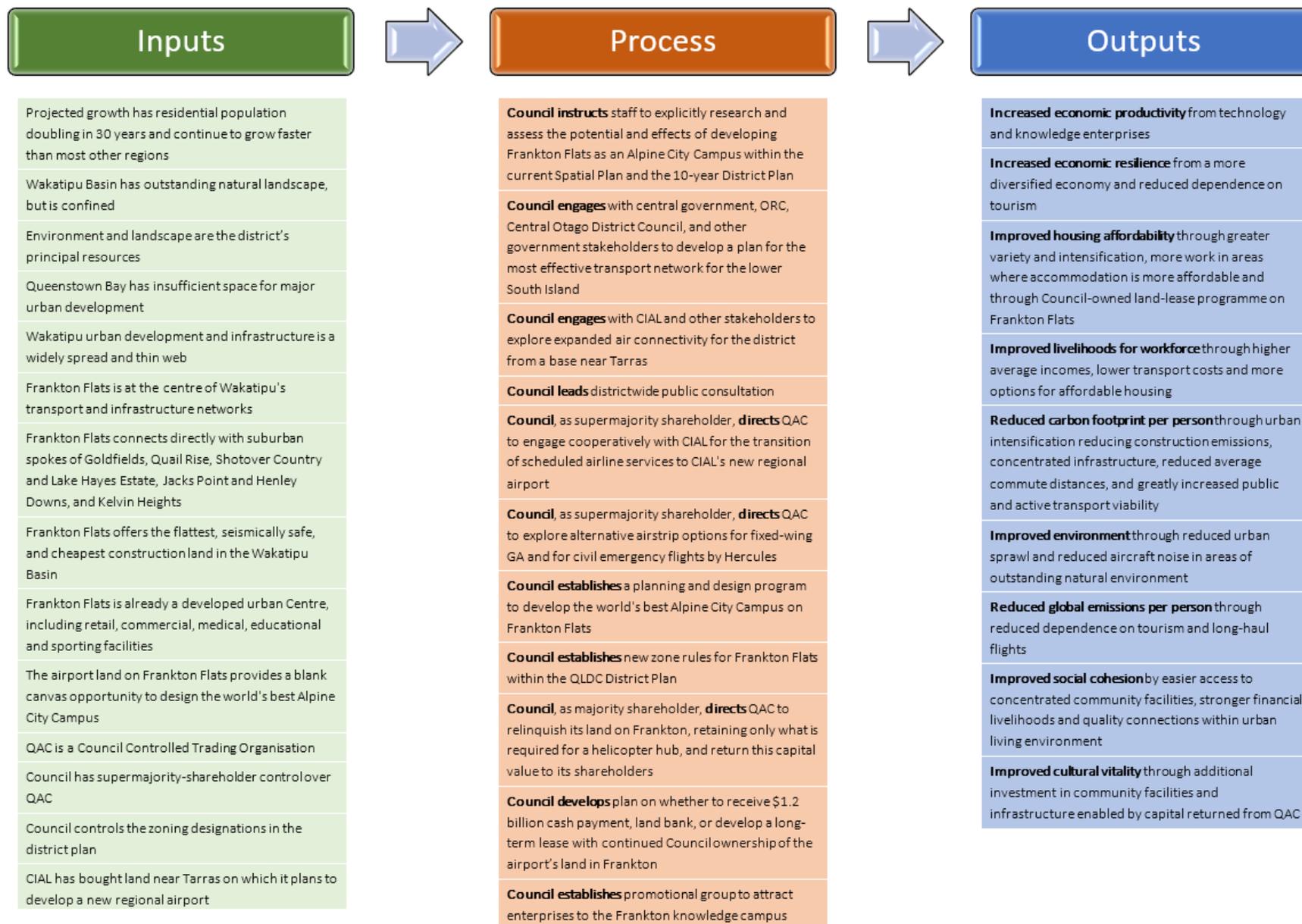
What makes this strategy enormously powerful, is that all the levers, all the action, all the initiative, rests with one entity – Queenstown Lakes District Council. It is completely within the power of our Council to drive this whole strategy and, in so doing, to greatly improve the well-being of all our communities, structurally and systemically.

The strategy to relocate all scheduled air services to a single, new, regional site near Tarras offers the best opportunity to increase the well-being of the district's communities. It would:

- Provide the greatest air connectivity for our region.
- Create a central Alpine Urban Campus in the Wakatipu that would:
 - Attract new, non-tourism business to help diversify the economy,
 - Improve infrastructure efficiencies to reduce long-term resource impacts and expenditures,

- Take the pressure off current trends of high-volume and low-value visitors, offering better opportunities to increase tourism sector productivity across the region,
- Protect and enhance the district's principal resource, its environment,
- Increase affordable living options for residents, both within Frankton and by increasing employment elsewhere in the region,
- Centralise the supply chain to the Cromwell area, creating efficiencies,
- Distribute economic opportunity more broadly throughout the region.
- Respect future generations by protecting what is important and enabling new opportunity from an airport without the constraints of geography, safety or urban encroachment.

Figure 18: Input-Output model showing economic strategy for Queenstown Lakes District Council



New direction!

Changing our measure of economic growth from GDP to the four well beings provides dramatic new insight. We find Council and QAC's strategic direction is heading in completely the wrong direction.

The dual airport model using Queenstown and Wānaka Airports would enable huge numbers of tourists to arrive directly to within 15 or 20 minutes of their hotels. In this way it may drive high growth in GDP for the tourism sector. But it would also drive the worst possible outcome across all four of the social well-being criteria.

The plans to retain Queenstown Airport in Frankton would:

- Continue emphasis on tourism, New Zealand's lowest productivity industry sector, entrenching low wages, high staff turnover and overdependence on young foreign travellers for labour.
- Prevent development of a focused urban centre within the district that could attract a significant number of technology and knowledge businesses. This would inhibit business diversification, strengthen dependence on tourism and reduce economic resilience.
- Continue developer-led urban sprawl throughout the Wakatipu Basin degrading the outstanding natural landscape, creating disconnected suburban communities, increasing dependence on private vehicles, inefficiently stretching transport and other infrastructure, reducing the viability of public transport, and increasing carbon footprint per person through higher construction costs and longer commute distances.
- Reduce housing affordability by substantially reducing urban densification, reducing economic opportunity and jobs in areas with more affordable housing, and losing the opportunity for new land ownership models possible if Council were to retain public ownership of QAC's 150 ha and long-term lease rather than sell the land.

- Increase urban sprawl, excessive traffic and excessive jet aircraft noise that would all undermine the quality of our local environment, the district's greatest taonga.
- Increase isolated suburbs and entrench low wages, which together with increased inequality between local workers and those who move here with wealth, would undermine the district's social well-being.
- Choosing not to redeploy Council's share of \$1.2 billion value from airport land into other much-needed amenities would diminish community well-being.

Conclusion

The economic conclusion is simple and straightforward: if the goal is to promote the communities' social, cultural, environmental and economic well-being in the medium and long-term, then the best economic strategy is to use Frankton Flats for an Alpine City Campus and to relocate all airline services to the proposed CIAL airport near Tarras.

Chapter Eight

Council

Council owns QAC, through which it provides transport connectivity essential to support our communities' social and economic well-beings. The Local Government Act 2002 provides "for the transfer of local authority undertakings to council-controlled organisations"¹¹⁸ [our emphasis] and for these to then be managed as separate entities. So, QAC is simply the vehicle that Council uses to provide vital transport infrastructure.

In this chapter, we note Council's short-sighted response to CIAL's Tarras proposal, we identify the substantial benefits CIAL offers to the Council, we explain the significant increase in revenue Council could get from rezoning the airport's Frankton land compared with the dividends it receives from QAC, we highlight the ongoing savings Council would get from having more concentrated and high-volume infrastructure, and we show how the relocated airport would better achieve Council's core responsibility of promoting its communities' well beings.

With CIAL's proposal greatly increasing the number of conflicting stakeholders – most being government entities and publicly owned companies – we call for Central Government to take control of the process.

¹¹⁸ [Section 55\(b\)](#), LGA 2002

¹¹⁹ [ODT](#), 26 November 2020

Council pushback

CIAL's proposed airport near Tarras was a surprise for Council. Mayor Boulton describes it as "predatory activity", "morally questionable", and an "unwelcome intrusion into our district" that threatens to undermine the value of Council's investment in QAC.¹¹⁹

These comments suggest the Mayor views Council's ownership of QAC primarily as a financial investment in a commercial company instead of it being the vehicle through which Council provides the core transport infrastructure that is its responsibility. The usefulness of the airport to the region remains regardless of who owns it and, as this report shows, a single, regional airport is demonstrably more useful.

It appears that Council and QAC plan to first ignore the CIAL proposal and then to aggressively compete head-on to 'protect their patch'. The revised statement of intent agreed by Council on 28 October 2020 makes barely a mention of CIAL's land acquisition and the QAC Board of Directors assert they are "confident that the region is well served by its existing airports now and into the future."¹²⁰

Under the Mayor's leadership, Council advised the QAC Board Chair to fend off the CIAL competition and directs QLDC to "investigate what reasonable steps it [may] take to oppose CIAL's endeavours". The Mayor has written Christchurch Mayor Lianne Dalziel "expressing my disappointment" and directly petitioned Christchurch airport's Chief Executive Malcolm Johns to discourage and obstruct the CIAL proposal.

QLDC's CEO Mike Theelen, QAC's CEO Colin Keel, and AIAL's Adrian Littlewood have all been "scathing of the plans by Christchurch airport".¹²¹

If anything, this concerted pushback highlights the weakness of the Queenstown Airport product and QAC's proposed dual airport model. The threat that CIAL's new regional airport would better meet the needs of airlines and all the many ancillary

¹²⁰ [Statement of Intent October 2020](#), QAC

¹²¹ [ODT](#), 26 November 2020

airport businesses, let alone the growing number of travellers to the region rather than specifically to Queenstown, is real.

Such reaction, however, is extremely short-sighted and if continued would result in enormous lost opportunity for Queenstown Lakes District, its ratepayers, its communities and the broader region. It completely fails to consider the purpose and role of an airport as fundamental infrastructure for the region and focuses entirely on the false paradigm of competitive private enterprise rather than public good, which ought to be the lens applied by Council.

Tarras a windfall for Council

The CIAL proposal offers massive benefits for Council and its ratepayers. It would relieve them from the obligation and substantial cost¹²² of paying for air transport infrastructure, allow them to recover over \$1.2 billion in assets currently tied up in airport land that could be redeployed to other much-needed community facilities, and it would enable a much more healthy, prosperous and sustainable urban development of the Queenstown-Wakatipu area. It would:

1. Provide our district with a new regional airport.

One that would fully satisfy all our district's infrastructure needs for scheduled-air-service connectivity, with five-times the land area, unrestricted capacity, central to the region and at a single location to enable more efficient and profitable operations for all associated businesses. It would also be much more resilient to reduction in traffic, with one-thousandth the financial opportunity cost for the land resources it consumes, much less environmental opportunity costs, and the financial backing of a far larger entity.

¹²² In the section headed 'QAC had its chance' beginning on Page 54 of Chapter Six, we compare the investment cost of QAC's dual airport model with CIAL's Tarras proposal. Our analysis shows QAC's masterplans for ZQN and its Wānaka intentions require over \$202 million **additional** land acquisition (at QV valuations) and \$900 million capital expenditure, vs CIAL land costs of \$45 million and \$800 million capital investment.

2. Save Council from having to pay for it.

Council, through QAC, would not need to spend the more than \$202 million on new land acquisitions plus \$900 million new capital expenditure planned, as would otherwise be required for QAC's dual airport model over the next 25 years.

3. Release \$1.2 billion value.

Council would receive its share of the huge \$1.2 billion investment that is currently tied up if the Queenstown Airport land were rezoned and sold. That's *three-times* the commercial value of Council and AIAL's current investment in QAC.¹²³ These funds could be redeployed to much-needed new community facilities.

4. Enable high-density development of Frankton Flats.

This would enable a massively more efficient and sensible development of the Wakatipu, improving the efficiency of all Council-funded infrastructure while reducing its capital and operational costs, rationalising the transport network and greatly enhancing public and active transport – all of which reduces the cost burden on individual ratepayers.

Mayor Jim Boulton's response to CIAL's proposal is misguided. It appears to be trapped in the narrow lens of private enterprise as if the airport were just a financial investment, but this is not the case. QAC is a Council Controlled Organisation, a vehicle through which Council delivers air-connectivity infrastructure for the well-being of its communities.

If CIAL could deliver a better airport solution for the region's communities and allow the Queenstown Lakes district to release enormous value and opportunity from Frankton land locked up by the airport, then it behoves Council to seriously consider

¹²³ The QAC board's estimate of the Corporation's commercial value is legally required to be reported to Council in the statement of intent but is notably absent from the version agreed by Council on 28 October 2020. In the 2018–2020 statement of intent (pre-Covid) it was estimated to be in the range \$466 million to \$483 million. Page 4, [SOI 2018-2020](#), QAC.

this proposal using the lens of public good instead of the framework of private enterprise.

It makes no sense for any Council to insist on paying for infrastructure that someone else has offered to provide. Central Government, for example, pays for the state highways and it would be ridiculous for the Queenstown Lakes District Council to refuse this and to instead insist that its ratepayers should pay from their local rates for these essential roads.

For the Queenstown Lakes communities, the commercial operators and visitors to the district, it is irrelevant who owns the airport. Their need is for infrastructure that provides the best connectivity solution. If Frankton could retain a helicopter hub and fixed-wing GA could be relocated to Kingston or Queenstown Hill, why not let CIAL build a more centrally located regional airport for all scheduled services when we know Queenstown Airport's capacity is constrained and its location thwarts sensible, high-density urban development on Frankton Flats.

Ownership is highly relevant, however, to the ratepayers of Queenstown Lakes District. If they could pass the airport responsibility onto some other entity, *then they could release a huge \$1.2 billion* currently tied up by the airport's land and redeploy this to other community facilities that they can't otherwise afford. In financial terms, that's *three-times* the total pre-Covid commercial value of QAC.

Far from being "predatory activity" or an "unwelcome intrusion into our district" that threatens to undermine the value of Council's investment in QAC, this represents a massive 300% financial windfall for both shareholders, the Council and Auckland International Airport Limited. AIAL would get \$300 million for their \$27 million investment into QAC ten years ago.

By law, Council is required to manage its resources with "prudent stewardship," to make "efficient and effective use of its resources," to periodically "assess the

expected returns" of its investments and commercial activity, and to take "a sustainable approach".

Such principles must oblige the Council to seriously consider how the CIAL airport proposal could help it rationalise the district's air connectivity infrastructure and produce better total outcomes for its communities for the least cost to its residents. Ratepayers surely expect Council to get the maximum benefit possible for the district from the rates they pay.

It is deeply concerning that the Council refuses to seek any expert advice, investigation, research, analysis or evaluations of any of the many factors that could inform their decisions regarding CIAL's proposed airport near Tarras. At the time of writing, neither Council nor QAC have reached out in any constructive manner to CIAL. Councillors have yet to consider the MartinJenkins report. QAC remains locked on its dual airport model.

Greater revenue from rates

Much is made of the financial dividends the Queenstown Airport Corporation pays to Council. But these arguments fall far short of a full accounting, even before the impact of Covid-19.

In QAC's *Annual Report 2019*, for example, the Chair and Chief Executive's Report states that Queenstown Lakes District Council is to receive "a dividend declared of \$6.2 million, which equates to \$237 per rateable property in the district"¹²⁴. This seeks to emphasise the value of the airport's dividend to reduce the cost of local rates. Mayor Jim Boulton has also frequently highlighted the annual dividend as good reason to retain the airport in Frankton.

We note that such dividends have only been a feature of the past ten years, from when 24.99% of the company was sold to Auckland International Airport Ltd. While

¹²⁴ [Annual Report 2019, QAC, June 2019](#)

useful, the \$6.2 million was only 3% of QLDC’s budgeted revenue for the financial year beginning 1 July 2019-2020¹²⁵.

As an investment return it is at the lower end of performance, with 2019’s declared dividend of \$8.2 million representing just a 1.7% return on QAC’s pre-Covid enterprise value, assessed as \$466 – \$483 million.¹²⁶

The shock of Covid-19 has wiped dividends from the current year, leaves their future value in doubt, and highlights the business risk associated with airport ownership. With future pandemics likely, with the effects of climate change on future air travel being uncertain, with QAC’s ambitious billion dollar capital investment plans needing debt funding, and with competition from CIAL’s proposed new regional airport near Tarras, it is clear Council cannot rely on this dividend revenue in future years, or decades.

More significantly, the focus on QAC’s dividend payments to bolster Council’s annual revenues has deflected attention from the fact that **Council would get significantly greater and more certain revenue** from rates if the airport land were rezoned to high-density residential and commercial.

Even though it sits in the middle of Frankton Flats and offers the most central and best flat land for construction in the district, Queenstown Airport is at present mostly zoned Rural General. This reduces the airport’s land value to an average \$157 per m², reducing the annual rates it pays to Council to just \$456,282.¹²⁷

If rezoned to high-density residential, the airport land value would be at least \$1.2 billion. At that value, even as vacant, undeveloped land, QLDC would receive annual rates revenue of **\$16,570,400** from the landowners.¹²⁸ That equates to a \$634 subsidy per rateable property in the district compared to the \$237 obtained from

QAC’s dividend paid in 2019. It would be 20% of all rates paid by property owners and 8% of Council’s total revenue.¹²⁹

This is evident in the analysis shown in Figure 20, which uses the rating differential that QLDC currently applies to sections of vacant land that are zoned high-density residential, such as that in William Rees Place¹³⁰ near the Kawarau Bridge. We have applied this same rating profile to the bare, unimproved land currently owned by QAC in Frankton as if it were zoned high-density residential and subdivided into 10,000 separate properties having a combined value of \$1.2 billion,¹³¹

Figure 19 –Potential QLDC rates revenue from bare airport land

Vacant High-Density Residential Land in 10,000 titles				
Reference	Description	Property value	Rate	Value
3120039	Recreation & Events Charge	10,000	183	1,830,000.00
3120040	General Rate Vacant Sections	1,200,000,000	0.0036	43,200.00
3120033	Roading Vacant Land Wakatipu	1,200,000,000	0.0326	391,200.00
3120028	Stormwater Vacant Wakatipu	1,200,000,000	0.0116	139,200.00
3120034	Aquatic Centre Charge Wakatipu	10,000	106	1,060,000.00
3120030	Governance & Regulatory Charge	10,000	94	940,000.00
3120038	Governance Vacant Section	1,200,000,000	0.0157	188,400.00
3120032	Recreation Vacant	1,200,000,000	0.0172	206,400.00
3120031	Regulatory Vacant	1,200,000,000	0.0185	222,000.00
3120027	Sewerage Queenstown - .50	10,000	339	3,390,000.00
3120035	Sports Halls & Libraries	10,000	358	3,580,000.00
3120036	Water Queenstown Annual Charge	10,000	280	2,800,000.00
3120029	Waste Management Charge	10,000	122	1,220,000.00
3120037	Uniform Annual General Charge	10,000	56	560,000.00
Total rates forgone				\$16,570,400

SOURCE: QLDC RATES SETTINGS 2020, FLIGHTPLAN2050

¹²⁵ [Annual Plan 2019-2020](#), QAC, July 2019

¹²⁶ [Annual Report 2019](#), QAC, June 2019

¹²⁷ [LGOIMA request](#), QLDC, Feb 2020

¹²⁸ A detailed analysis of rateable value is provided in Chapter Eight of Part C: Queenstown Airport, the right approach, June 2020.

¹²⁹ Calculations based on the accounts in QLDC’s 2019 Annual Plan.

¹³⁰ [QLDC website](#), Feb 2020

¹³¹ [Citation needed](#).

Future construction on these properties would more than double their value, and this would further increase the annual rates Council would charge. If the zone were to include high-density residential *and commercial*, then it would provide even greater rates revenues.

Council would get *more than three-times* the dividend revenue it has received from QAC in the past. And this would be assured in perpetuity, unlike the fickle and uncertain future dividends that QAC may or may not provide.

There would be downstream costs for Council resulting from this revenue, as it would be liable for the provision of infrastructure and services, including: roading, sewerage, water, wastewater, stormwater, as well as community and recreation facilities. But many of these costs would be funded by additional Development Contributions, and Council’s infrastructural costs concentrated onto Frankton Flats would be significantly less than if this infrastructure were instead thinly distributed throughout the Basin.

Ongoing infrastructure savings

The ability to use Frankton Flats for high density urban development would greatly improve the efficiency and reduce the costs of ratepayer funded infrastructure. Frankton Flats is the most central and efficient place to install high-volume infrastructure, and its high-density development would enable enormous long-term efficiency and financial savings for both capital costs and ongoing operational costs.

In contrast, leaving the airport in Frankton forces future development to spread across the Wakatipu Basin, spreading Council’s infrastructure into a thin and costly web that’s as bad for climate change as it is for ratepayer bank accounts.

¹³² [Section 10, LGA 2002](#)

Council’s objectives

Council’s core job is to promote the well-being of its communities in the present and for the future.¹³² In Table 1 we list a wide range of aspects that impact on communities’ well-being and consider how they could be *improved* (objective) or *reduced* (adverse outcome).

Our research and analysis have clarified that the relocation of Queenstown Airport and use of Frankton Flats for a high-density Alpine City Campus would achieve *all* the listed objectives and avoid *all* the adverse outcomes. It offers a single, clear and straightforward strategy that would increase our communities’ prosperity, enhance our environments, improve social and cultural well-being and mitigate against climate change.

Table 2

Aspect	Objective	or	Adverse outcome
1. Urban development	is contained and concentrated	or	we continue the proliferation of urban sprawl.
2. Our transport networks	enhance public and active systems	or	we increase reliance on private vehicles.
3. Our infrastructure of sewerage, water and power	is efficient and cost-effective	or	becomes a thinly distributed network.
4. Our carbon footprint per person	is systemically reduced	or	increases.
5. Our local economy	is diversified and enriched	or	remains dependent on tourism.
6. Our local average wages	increase by increasing the proportion of	or	remain low through tourism’s low-paid workforce.

	higher productivity business		
7.	Our district’s outstanding environmental values	are retained	or diminished.
8.	Our people and communities	become more connected	or more isolated.
9.	Our district’s housing	increases the variety of options, including many more affordable	or remains primarily standalone houses in dispersed suburbs.
10.	The region’s air connectivity	can expand as and when or if demand grows	or faces capacity constraints with greater safety risks or highest opportunity cost for stranded assets.
11.	Businesses auxiliary to the airport or servicing air travellers	have lower lease and fixed costs driving improved profitability	or face higher rents and duplicated fixed costs, a constrained or split market and diminished profitability.
12.	The cost burden per ratepayer	decreases through more concentrated, cost efficient infrastructure and services	or greater increases in rates.
13.	Council (ratepayers) has	an additional \$1.2 billion for new capital investment in community projects	or no additional funds.

All the objectives in Table 1 could be achieved by moving the airport and developing a high-density Alpine city campus on Frankton Flats. Conversely, all the adverse outcomes *would become inevitable* if Queenstown Airport was to stay in Frankton.

By viewing the airport solely as a financial investment, one that it is now staunchly protecting, Council is failing to understand the infrastructural role of the airport. As previously noted, the usefulness of an airport to the region remains regardless of who owns it. As Table 1 shows, Council’s clinging to ownership is undermining its ability to deliver on its core responsibilities, being to promote its communities’ well-being now and for the future.

Council holds the key to our district’s future sustainability and well-being. As the Input-Output economic model in Figure 18 on page 75 shows, Council holds all the cards that could lead the process for the best economic and social outcomes for our district. Currently, however, Council is choosing not to play these and is instead choosing to obstruct CIAL, setting the district and region on the path for the most adverse possible outcomes as shown in Table 1.

Control of the airport

Some have expressed concern that the local community would lose control over the airport if its operation were transferred from the locally owned QAC to the Christchurch-based CIAL. QAC’s Board of Directors has used the current statement of intent to warn that “QLDC and its residents would be reliant on the resource management process alone” and so would lose some control over airport infrastructure.¹³³ Emphasising this, QAC board chair Adrian Young-Cooper warns that “QLDC and its residents will have no direct role in managing the social and economic impacts of a new airport.”¹³⁴

It’s true that our local Council has supermajority shareholder control over QAC’s objectives and the nature and scope of its activities. The legal status of this control

¹³³ *Statement of Intent, QAC, 28 October 2020*

¹³⁴ *Mountain Scene, 26 November 2020*

was robustly argued in court by both QLDC and QAC’s legal teams,¹³⁵ but effective control by our local Council continues to be extremely weak, with it showing little desire or capacity to exercise its rights through the statement of intent.¹³⁶

Councillors were not, for example, consulted on the sale of 24.99% of QAC to Auckland International Airport Ltd in 2010 and had no ability to overturn that action despite their objection to it.¹³⁷ Since then, the community has been given scant information on a Strategic Alliance Agreement (SAA) signed between QAC and its minority shareholder AIAL, when this purportedly gives greater rights to AIAL than its minority ownership would warrant and creates unspecified obligations QAC have towards AIAL. It is further concerning that the SAA requires QAC to consider the effects of its actions on AIAL, but not on Queenstown Lakes District Council or our community.¹³⁸

QAC has consistently overreached its self-perceived right to set its own objectives as an independent commercial entity, as evidenced by the tone and content of the Company Profile it provided for the induction of incoming councillors.¹³⁹ This overreaching continues despite the enormous engagement and representations by organised community groups over the past two years.

QAC has, for example, included the commitment to “growing shareholder value” and “ongoing payment of dividends” in the current statement of intent.¹⁴⁰ Any objectives that direct a Council Controlled Organisation to grow shareholder value or to pay dividends are legally the prerogative of Council to determine, as the majority shareholder. But the current statement of intent inserts these under the heading Commercial Entity in a section on governance, and thereby the Board of Directors falsely assert these to be an intrinsic function of QAC. This is not a minor concern,

because the objective of ‘growing shareholder value’ is both endorsement and directive for QAC to pursue a growth strategy, which is a major issue of concern expressed broadly within the community.

The past two years has seen a high level of engagement by large sections of the community concerning the objectives of QAC and the nature and scope of its activities. An unprecedented 1507 submissions that included five Community Associations and the Chamber of Commerce responded to QAC’s own consultation in July-August 2018, with 92.5% opposed to expansion of air noise boundaries at Queenstown Airport. Since then, well-organised groups such as Protect Queenstown, Wānaka Stakeholders Group and FlightPlan2050 have frequently petitioned Council and written innumerable messages to councillors.

The 3500-member Wānaka Stakeholders Group is evidence of a broadly-based and overwhelming community rejection of QAC’s dual airport model that proposes scheduled jet services at Wānaka Airport.

Council itself has three times rejected QAC’s statement of intent and sought specific assurances that it would, for example, not seek to expand the Queenstown air noise boundaries or use a ‘demand driven’ approach.

Yet despite all this, QAC’s statement of intent continues its growth directive, avoids any commitment to remain within the existing air noise boundaries and remains committed to its dual airport model. Significantly, there is no evidence in the statement of intent of any work done or planned that could help inform QAC’s

¹³⁵ Court documents, Judicial Review taken by WSG against QLDC and QAC, Queenstown High Court, 21-25 September 2020

¹³⁶ QAC’s statement of intent is the legal mechanism through which Council can exercise directive control over QAC’s objectives and the nature and scope of its activities.

¹³⁷ The Office of the Auditor General used this sale as an example of poor control and governance in its comprehensive report on Council Controlled Organisations, [Example 4, appendix 1](#), governance and accountability of Council controlled organisations, OAG 2015

¹³⁸ WSG legal counsel argued this when submitting the SAA during the September 2020 judicial review hearing in the High Court, but the agreement contents remain secret and could not be made public outside of the court hearing.

¹³⁹ [Company Profile and FAQs](#), QAC September 2019. We include here a [copy of our response](#).

¹⁴⁰ Page 20, paragraph 2 under the heading Commercial Entity, [Statement of Intent year ending June 30, 2021, October 2020](#)

directors or management on any alternative strategies or meaningful compromises in response to the issues raised by the community.

The experience of the past two years demonstrates that the local community has little directive control over QAC and leads to the inevitable conclusion that it would not lose much if management and ownership of the region's airport infrastructure vested with CIAL and Christchurch City Council.

Time for government

The purchase of 750 ha near Tarras by CIAL has substantially changed the process and increased the complexity for Council to achieve the best transport infrastructure for this region.

There are now multiple communities affected across different Council districts, including Queenstown, Wānaka, Upper Clutha, Cromwell, Tarras, and Alexandra.

There is also a plethora of new stakeholders that can make decisions and drive often competing strategies. These include five publicly elected councils: Queenstown Lakes District Council, Central Otago District Council, Otago Regional Council, Christchurch City Council and Auckland City Council. There are three publicly owned airport companies, with QAC and AIAL unified in competition against CIAL. There are three national electorates, being Southland, Waitaki, and Te Tai Tonga.

Other councils and their airports will be affected, such as Dunedin City Council, Dunedin Airport, Invercargill City Council and Invercargill Airport.

Despite this being an issue of national importance – for tourism, regional and international transport, urban development, housing affordability and climate change – none of these local-and-central government and publicly owned entities have any legal mandate requiring them to coordinate. There is no national airport infrastructure plan or planning body, as we have for the road network with NZTA. This gives us no confidence that the various stakeholders will develop the best infrastructure framework for the region and nation's greater good. Already the QLDC

Mayor, its CEO and the CEO of QAC have come out with guns blazing to protect their patch.

We believe it is time that this proposal was examined by a body that has wider view and less self-interest. Central Government should lead and direct this process, because no one stakeholder appears capable or has a mandate to do so. And many of the issues at its heart – climate change mitigation, regional disbursement of tourism, impacts of tourism and over tourism, efficient national transport infrastructure, and so forth – are issues that ought to be considered on a nationwide front, not by competing and under resourced councils.

Conclusion

Council and local ratepayers would be much better served if Council were to support CIAL to develop a new regional airport near Tarras and instead focused its attention on the master planning and zoning for a high-density urban campus on Frankton Flats.

This would relieve Council from the obligation and \$1.1 billion cost of paying for air transport infrastructure, allow it to recover over \$1.2 billion in assets currently tied up in airport land and to redeploy this to other much-needed community facilities, and it would enable a much more healthy, prosperous and sustainable urban development of the Queenstown-Wakatipu area.

It would also provide Council more than three-times the annual revenue than the dividends it has previously received from QAC, and this revenue would be far more reliable and would continue to grow.

Council would have ongoing savings from the urban densification of Frankton, as all its infrastructure obligations could be provided with greater cost-effectiveness and operate more efficiently.

Council's objectives to promote the communities' well beings, now and for the future, would be much more effectively achieved. As would its goals to grow public transport and to reduce districtwide emissions per person.

As Council shows no sign that it will even consider the opportunities made possible by the CIAL proposal, we believe it is time for Central Government to take control of the process.

DRAFT

Chapter Nine

Tourism

*Tourism has become the largest sector of the New Zealand economy and principal earner of foreign exchange. But “the recent pace and scale of visitor growth has effectively outstripped the capacity of our system to respond in some areas”.*¹⁴¹

Over the short-term, the effects of Covid-19 diminish the negative impacts of international tourism. The long tail of Covid may also slow the growth of tourism demand over the medium and longer-terms.

That said, the fundamental drivers of tourism demand for visitors to New Zealand – the growing middle class through Asia and India, retiring boomers in western countries and youth mobility – will almost certainly build back visitor numbers, and these issues will return.

In this chapter we review government’s tourism strategy to more widely distribute tourism, destination management, expectations visitors have of Queenstown Lakes District and the goal to increase value. We reflect that the relocation of all scheduled services from Queenstown airport to a new regional airport near Tarras would provide a structural reset that would better deliver on the tourism strategy.

Distribute rather than concentrate

Beyond the Covid horizon, the government tourism strategy’s aim to better distribute the impacts and benefits of tourism remains a sound approach.

Recent years have seen enormous visitor pressure on specific tourism hotspots, resulting in significant environmental degradation and push back from overwhelmed local communities.

We could learn from this experience to better plan and structure the tourism offering within the Queenstown Lakes District to mitigate its negative impacts more effectively. The shock of Covid-19 offers a pause and a chance to recalibrate. How could the region better gain the economic value tourism offers while at the same time reduce its damaging environmental and social impacts?

Ease hotspots

Experience has already shown that the airport in Frankton systemically supports the growth of high-volume tourism directly into the hotspot of Queenstown. Its immediate proximity also encourages short-stay visitors. These effects drive the local industry to high volume and low value tourism, while increasing the negative environmental, social and climate change impacts.

¹⁴¹ [NZ-Aotearoa Government Tourism Strategy](#), Ministry of Business, Innovation & Employment and the Department of Conservation, May 2019



WALKERS LINE UP FOR PHOTOS ON MOUNT ROY – ONE OF MANY LOCAL INDICATORS OF OVER TOURISM
SOURCE: REDDIT

The airport's transition over the past ten years, from being a destination to becoming a regional hub, has amplified the pressure onto the already hotspot of Queenstown.

Recent experience has seen many of the district's local attractions overrun by visitors, with significant adverse effects. These have challenged the social licence of tourism within the Queenstown and Wānaka communities, as documented by Tourism Industry Aotearoa (TIA) in its *Mood of the Nation* report.¹⁴²

Destination management

The concerns of over-tourism and need for destination management are well understood. Stanley Plog's bell curve was first published in 1967 and Professor Richard Butler published his Tourism Area Life Cycle Model in 1980. Both analyse the initial growth, maturation and decline of tourist demand for any destination.

They both identify how a disconnect between the different interests of key stakeholders in a destination is cause for their eventual decline. Most businesses operators in tourist destinations such as Queenstown and Wānaka seek growth in

numbers and can manage these within their business. If numbers grow too much for a restaurant or hotel owner, they simply open a second, or third. This enables continued growth for the business and increased profit for the owners.

But for the destination as a whole and its host community, increased numbers cannot be indefinitely absorbed. There are thresholds where the environment becomes degraded, where the experience loses authenticity, where crowding becomes a problem and where the host community become overwhelmed. These in turn undermine the value of the experience for visitors.

The community pushback on air noise boundaries in Queenstown and jet-aircraft proposals for Wānaka are evidence that Queenstown Lakes District has crossed some of these thresholds.

The Queenstown Lakes' small communities are particularly vulnerable to being overrun by an excessive growth of visitor numbers. Far more tourists visit popular destinations such as Auckland, Sydney, Hong Kong, Paris and London, but the large size of their local communities allows millions of visitors to be absorbed without those destinations losing their identity or authenticity.

This is not the case with, for example, Venice. Over-tourism there has overwhelmed the historic township and resulted in many locals leaving, with the resident population in steady decline, from 140,000 in 1962 to now less than 52,000 and losing residents at a rate of 1000 per year.¹⁴³ In consequence, the visitor offering has become little more authentic than a trip to Disneyland.

To protect the authentic tourism offering of the Queenstown Lakes, we must first protect and enhance the local communities. Diversification of the local economy to include an ever-growing proportion of high-value knowledge enterprise is perhaps the most effective way this could be achieved.

¹⁴² *Mood of the Nation*, Tourism Industry Aotearoa, Mar 2019

¹⁴³ *'Kill Venice': a systems thinking conceptualisation of urban like, economy, and resilience in tourist cities*, Humanities & Social Sciences, Nature.com, 5 November 2020

It is Queenstown Lakes District Council’s role to take control of this balance between growth of visitor numbers and protecting the district’s communities and environment.

With a third to a half of visitors arriving by air,¹⁴⁴ the airport provides one of the most effective tools to structurally influence the distribution and impact of visitor numbers on the destinations they visit. Relocating all domestic and international scheduled services to a single new regional airport would both better distribute visitor impacts and provide for the establishment of a fantastic Alpine Township on Frankton Flats – strengthening and enhancing the destination’s authenticity.

Destination expectations

The outstanding natural environment of the Queenstown Lakes District is the foundation of the district’s value for visitors – as it is for most residents. Over the years Queenstown may have attracted tourists as the Adventure Capital of the world, and more recently as Party Central, but it is the exceptional environment that is the district’s taonga.

Visitors who make the effort to travel to this district have high expectations of the quality of its environment. The huge growth in jet-aircraft noise within the Wakatipu Basin over the past decade has significantly diminished this experience for them.

Whether from the golf courses, the trails, Skyline’s viewing platform, or any other outdoor vantage or activity, visitors’ experience has been negatively impacted by this intrusive, industrial-level noise that has come to pervade the environment.

Retaining Queenstown Airport in Frankton would drive new development to sprawl across the Basin’s outstanding landscapes, further eroding the environmental

qualities valued by visitors, undermine public transport and increase traffic congestion.

Grow value

However important tourism is for employment and earning foreign exchange, it is also one of the lowest productivity sectors of the economy with revenue generated per worker just 80% of the New Zealand average.¹⁴⁵

Low productivity means the economic benefit from tourism is modest. Added to this, over-tourism can externalise many of its costs to the environment and local communities.

These concerns make it important to optimise the industry’s infrastructure to enable the highest value return while mitigating as much as possible the externalised costs.

Our analysis of QAC’s dual airport model found it would achieve the exact opposite. That strategy would fail tourism by:

- Entrenching two suboptimal airports,
- Aggravating the over-tourism of known hotspots,
- Systemically increasing the overhead and operational costs of all businesses associated with the airports and visitor arrivals,
- Undermining the value of the district’s primary resource, the outstanding natural environment, and
- Further undermining the industry’s social licence within its two most important host communities.

¹⁴⁴ QAC’s Chief Executive Colin Keel told the Kelvin Peninsula Community Association’s meeting in August 2018 that 50% of the district’s visitors arrive through the airport. At other meetings, both QAC and QLDC have used a figure of 30%. MartinJenkins state it’s 33.3%, but rely on a newspaper report that wrote, “it’s

thought a third of visitors arrive by air”. No one has produced any credible evidence on this, or on other key data that should inform these discussions.

¹⁴⁵ See Chapter Seven – ‘Economic impacts’ beginning on page 67.

Opportunity for reset

The current hiatus, devastating as it is for local businesses, gives an opportunity to take stock and re-think the communities' goals and aspirations.

QAC's dual airport model would run completely counter to any mitigation of the industry's negative pressures on local communities. Landing visitors directly into New Zealand's two premier resorts when both already exhibit signs of being overwhelmed would duplicate these negative effects rather than relieve them.

Cheap flights directly into both Queenstown and Wānaka would further promote volume over quality without enhancing either the local or regional communities, or the tourist economy.

In contrast, directing all scheduled domestic and international air services to CIAL's proposed new regional airport near Tarras would reduce the pressure on these resorts and improve distribution to the Central-Otago-wide attractions.

Close enough

The idea expressed by some that the tourism economy of Queenstown would fail or suffer significant adverse effects if all domestic and international scheduled air services were relocated further afield to near Tarras is misplaced. We note that Chamonix (France) and Whistler (Canada) are respectively 1:30 hrs and 2:30 hrs from their feeder airports, and this is typical of many international resorts. CIAL's proposed new site is just 54 minutes' drive from Frankton.¹⁴⁶

Relocation of the airport to within one hour of Queenstown and Wānaka would not deter tourism. Rather, we suggest it would protect their environments and communities from the airports' many adverse effects and so enhance their appeal as

attractive destinations worthy of longer stays, offering greater economic value and reducing flight missions per visitor-day.

Conclusion

The relocation of all scheduled services from Queenstown Airport to CIAL's proposed new airport near Tarras would be the best option to structurally develop a more stable and sustainable tourism industry. One that would grow and distribute its value while reducing and mitigating its harmful impacts.

¹⁴⁶ As evidenced by Google Maps data recorded in the Figure 7 – Map showing typical drive time on page 33.

Chapter Ten

Resource use

The land, sky, lakes and rivers combine to make Queenstown Lakes District a region of outstanding natural beauty and this environment attracts a talented and diverse community. Together, the landscape and the people are this region’s principal resources and assets.

In this chapter we contrast the impact of jet aircraft noise on areas of high and low population densities and assess the financial, environmental and social opportunity costs of QAC’s dual airport model compared with a single regional airport strategy.

Council’s responsibility

Council has a legal responsibility to use its resources well. As its guiding principles, the Local Government Act 2002 requires Council to:

- *“Ensure prudent stewardship and the efficient and effective use of its resources,*
- *Promote the social, economic, and cultural well-being of people and communities,*
- *Maintain and enhance the quality of the environment, and*
- *Meet the reasonably foreseeable needs of future generations.”¹⁴⁷*

These principles guide our analysis as we consider the region’s resources.

¹⁴⁷ [Section 14\(1\)\(g\) and \(h\)](#), LGA 2002

¹⁴⁸ [Queenstown Airport Siting Study](#), p10, April 2017

Jet-aircraft noise

Noise and pollution from jet aircraft impact negatively on both the environment and the experience of those within it. Public campaigns around the world are drawing attention to these impacts, which are increasingly quantified by international research showing pollution in both global and local environments.

The strong push-back from Wānaka’s community to scheduled jet services and from Queenstown’s community to expansion of the air noise boundaries gives insight into the depth of the concerns of both host communities.

QAC’s dual airport model would, in effect, duplicate the negative impacts on to two communities rather than one, onto the region’s two most outstanding environments and onto the largest possible number of people in the region.

QAC’s Airport Siting Study incorrectly suggested that the sharing of these negative impacts would be a strength of the dual airport strategy.¹⁴⁸ This is not so. It would double, not diminish, the damage done.

Least adverse effects

The relative size of the adverse noise impacts from each of the airport locations becomes clear in Figure 21, which includes three maps showing a 12 km radius around each of the three airports. Within that 12 km radius around Queenstown Airport, 75,000 people are affected, most living within 6 km and directly in line with the runway and resulting flightpaths. The Wānaka Airport has some 48,000 people affected within the 12 km radius of the airport, with Luggate and Albert Town directly under the takeoff and landing flightpaths.¹⁴⁹

¹⁴⁹ Population figures are for the year 2018, [QLDC July 2020](#)

In contrast, our research has identified fewer than 100 residences within 12 km of CIAL’s proposed airport near Tarras.

The rural suburb of Queensbury sits equidistance between the Wānaka and the proposed Tarras Airports but, crucially, is directly in line with Wānaka Airport’s runway while it sits 6 km to the side of the proposed Tarras runway and flightpaths, further than Arthurs Point is from the Queenstown Airport. The residents of Queensbury would likely be less adversely affected by aircraft noise from the proposed CIAL location than they would from QAC’s proposed dual airport model that would have jet flights operating from Wānaka Airport.

The Pisa Moorings community is outside the 12 km radius, some 15 km from the CIAL property boundary, while the distance to Cromwell is 23 km, just 8 km closer than it is to Queenstown Airport. Given that Queenstown Airport flight protocols require jet-aircraft approaches to route via Cromwell and the Kawarau Gorge, there would be

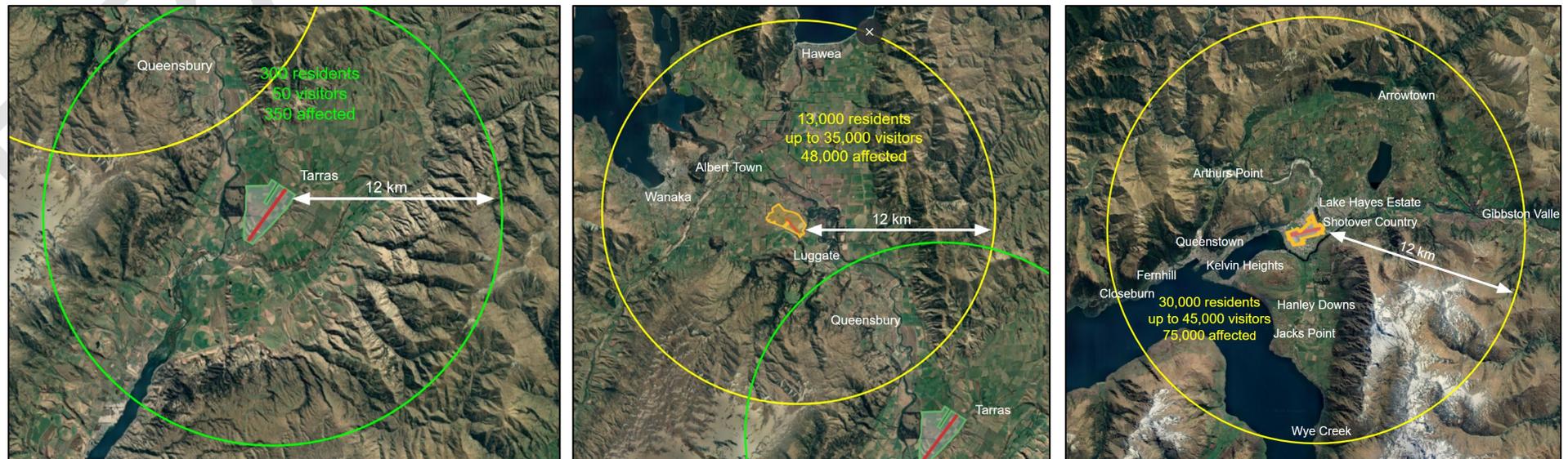
little in the way of noise difference to Cromwell whether the aircraft were destined for Queenstown or CIAL’s proposed site near Tarras.

The closure of Queenstown Airport for all but helicopters and passenger drones, and the transfer of all scheduled domestic and international flights to CIAL’s proposed new airport near Tarras would be profoundly better use of the district’s resources.

Firstly, it would massively reduce the adverse impacts of aircraft noise on the greatest number of people and communities. As well as removing the jet and fixed-wing GA noise from the Wakatipu Basin, it would also eliminate any need to introduce scheduled jet services to Wānaka Airport, as would happen with the dual airport model promoted by QAC and QLDC. The adverse noise impacts on those living within 12 km of a jet airport would reduce from 123,000 people affected to only about 350.

Some argue that such plans would be totally unfair for those who live near Tarras, as currently they have no airport at all and don’t want one foisted upon them. We

Figure 21 – The airport’s 12km impact radius on environment and population centres



SOURCE: QLDC POPULATION DETAILS FOR YEAR 2018, GOOGLE EARTH, FLIGHTPLAN2050

understand this concern and empathise with those affected. But to have this be the reason to refuse a Tarras option and stick only with QAC's dual airport model would be to ignore the far greater *new* adverse impacts that QAC's plans would have on the many thousands of people living near the Queenstown and Wānaka Airports.

Relocation of Queenstown Airport to a single site – one more remote from population and in an area with less dramatic and economic environmental value – would have much less adverse noise impacts on the region's communities and high-value environmental resources.

Jet-aircraft noise is not the only issue. Next, we discuss the real and opportunity costs.

Opportunity cost

Opportunity cost identifies the lost benefit of alternative outcomes once a decision is made. It is a powerful tool to help evaluate alternative options.

A jet-airport on Frankton Flats has substantial financial, environmental and social opportunity costs. This is in dramatic contrast with the proposed airport site near Tarras, which has little opportunity cost.

Financial opportunity cost

Our previous analysis in the 'New land costs' section of Chapter Six beginning on page 61 highlights the difference in the value of Queenstown Airport land relative to other land on Frankton Flats.

Most of the land values in Remarkables Park to the south of the airport and Queenstown Central to the north has QV values listed on QLDC's property database in the range of \$700 per m² to \$1000 per m². In contrast, Seagars Registered Valuers and Property Advisors¹⁵⁰ assess most of the airport's land at just \$34 per m². This

shows that the airport land would provide *30-times* more value to our district if it were instead used for urban development.

In most cases these financial opportunity costs are unavoidable because airports are essential connectivity infrastructure and usually cannot be moved. This is the case, for example, with Wellington Airport. In our case, however, the scheduled jet services that currently rely on Queenstown Airport could be easily routed to CIAL's proposed new airport near Tarras within 10 or 15 years.

The MartinJenkins socio-economic analysis found that a new regional airport would generate greater prosperity and employment for the region than retaining scheduled jet services at Queenstown Airport. From this we can conclude that relocating these services to CIAL's proposed new site near Tarras would have at least as good economic benefit for our region than retaining Queenstown Airport in Frankton. The opportunity cost between those two options would be negligible.

By then, however, the inflation-adjusted value of urban land in Frankton could easily be double what it is now, with the financial opportunity cost of retaining the airport in Frankton becoming *60-times* more than the alternative high-density urban use.

In contrast, the opportunity cost of rural farmland near Tarras is small. Farm sales in Otago for the 3 months to May 2019 averaged \$1.67 per m² (\$16,879 per hectare). Developed dairy land, the most expensive, was \$3.74 per m². So, the average \$6.43 per m² paid by CIAL represents a premium price paid to the landowners. Far greater value could be generated by using this land for an airport that could ever be achieved farming.

Environmental opportunity cost

Chapter Eleven beginning on page 96 focuses on environmental impacts. The analysis presented there shows the tremendous environmental benefits that would flow from

¹⁵⁰ [Seagars valuation report for QAC annual accounts, 30 June 2018](#)

the closure of Queenstown Airport (to all but helicopter and passenger drones) with the opportunity then for high-density urban development of Frankton Flats.

The development of Frankton Flats into a joyously liveable urban campus to accommodate at least 30,000 residents and explicitly designed to suit those working in high-value knowledge enterprise would have enormous environmental benefits for the district. These are detailed in Chapter Eleven, but stem from the six threads below.

High-density urban construction would substantially lower emissions and carbon footprint per person compared with the same population spread in suburban developments throughout the Wakatipu Basin.

High-density urban lifestyles also generate significantly lower emissions per person with, among other things, less use of private vehicles, shorter commutes and less road and parking construction.

Economic diversification to non-tourism, high-value, knowledge-based enterprise is the most powerful way to reduce the district's future dependence on long-haul air travel. But to be substantial and long-term, this would require the concentration of talent only possible through the high-density urban development of Frankton Flats.

Far more fuel-efficient flights, with as much as 7% reduction of emissions per flight and significantly more emissions reductions per passenger, is possible from CIAL's proposed Tarras site than is possible from Queenstown Airport.

Vehicle emissions would be significantly reduced, as explained in the section 'Vehicle emissions' beginning on page 97.

Less emissions from airport construction. This seems counterintuitive if a new airport is to be built, but QAC's dual airport model proposes more new

construction than would be needed at a single central site, as explained in the section 'Comparative construction costs?' beginning on page 60.

Our environmental analysis shows there would be considerably more adverse environmental impacts and greater harmful emissions if Queenstown Airport were retained in Frankton.

The environmental opportunity costs of retaining Queenstown Airport in Frankton are greater than the alternative. Environmental resources would be far more effectively used if Frankton became a high-density urban campus and jet air services were rerouted to the proposed new airport near Tarras.

Social opportunity costs

There is an increasing body of research showing that suburban sprawl undermines social connectivity, community engagement, personal vitality and individual happiness. This is detailed in Chapter Sixteen beginning on page 120.

Such social costs would be even more pronounced in this district if the population continued to grow to the equivalent size of Nelson or Dunedin without developing an urban centre. The distributed suburban malls common in America offer far less social cohesion than the clustered urban centres more typical in Europe.

Conclusion

Any strategy that retains Queenstown Airport in Frankton would increasingly degrade Wakatipu's outstanding natural environment, Queenstown Lake's principal resource.

It would also force the spread of urbanisation across the Wakatipu Basin, with all its attendant inefficiencies and adverse impacts.

Only the relocation of the airport together with the urban densification of Frankton Flats, offers an alternative to these concerns. It would allow the most efficient use of all the district's resources while having the least harmful impacts on the environment and community.

Relocation of domestic and international scheduled services to CIAL’s proposed airport would substantially reduce net negative effects on the region’s resources while enhancing the capacity and economy of Central Otago, reducing the resource pressure on hotspots and developing opportunity for underused resources in the region.

Council would better provide for the “*prudent stewardship and effective and efficient use of its resources*” if, over the next 10 years, it helped plan a high-density urban campus on Frankton flats and the relocation of scheduled flights to a new regional airport.

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More to come

Thank you for reading this far, you're about halfway through this report. This first part is still in draft form, which is why distribution remains limited. The next chapters need more work before we are prepared to share them. The topics they cover include:

Environmental impacts
Resilience
Housing affordability
Community perspectives (including Tarras and Cromwell)
Network effects (transport emissions)
Airport safety
Emergency preparedness
Frankton – opportunity or loss?
Process and timeframes
Equity (fairness)
The knowledge wave
The Spatial Plan
Redesigning Frankton
Common objections
Airport scenarios
Law governing QAC

We expect the full report to be available by June 2021. It will already be clear from what you have read that CIAL's proposed airport near Tarras could be a great opportunity that warrants serious investigation.

The following two chapters give a hint of what's to come.

We hope that you will join our call for Queenstown Lakes District Council to thoroughly investigate these opportunities and for Central Government to take a lead role in assessing and coordinating the best outcome for our region and New Zealand.

Chapter Seventeen

Airport safety

ZQN is the least safe airport in NZ for scheduled passenger services

The risk of a serious aviation accident at Queenstown Airport presents a significant economic risk to the region and the country.

Queenstown Airport is certified by the CAA to operate as an airport for domestic and international scheduled jet services and it does just meet the bare minimum safety standards required for an international airport. It should be acknowledged, however, that safety is not an absolute, and that Queenstown Airport sits at the highest risk end of the safety spectrum for the operation of scheduled commercial jet aircraft.

These high risk factors include a minimum length runway, minimum legal RESA zones at just 90m instead of the industry standard 240m, difficult wind conditions at the confluence of three mountain valleys which causes turbulence and wind shear, challenging topography with numerous obstacles penetrating the approach slays, challenging weather conditions, including the potential for aircraft icing and a high level of general aviation traffic.

Queenstown Airport's proximity to the alpine divide manifests difficult mountain weather as easterly travelling depressions push against the Southern Alps. Severe turbulence, downdraughts and wind shear can be experienced within the Queenstown basin. Runway conditions can change rapidly with snow, slush or ice. Snow showers can cause rapid reduction in visibility. Under certain climatic conditions aircraft can be subject to icing which can range from mild to severe. A pilot's normal reaction to icing, depending on the severity, is to quickly reduce altitude to a typically warmer environment. This evasive manoeuvre generally cannot

be carried out in Queenstown airspace due to the proximity of mountains, meaning that iced aircraft generally have to stay in the icing zone which dramatically increases risk to the aircraft and passengers.

These hazards cause greater restrictions on aircraft operation with airlines applying special Queenstown rules that are more conservative than the aircraft manufacturers' certified limits. Restrictions such as a reduction of permitted crosswind tolerance, down from 40 knots to 25 knots (80km/hr to 50km/hr) and permitted tailwind tolerance reduced from 15 knots to 5 knots (50km/hr to 10km/hr). Flight paths are adapted to be steeper than standard decent rates and significantly steeper climb rates on take-off. All airlines require that only the Captain rather than co-pilot must control the aircraft for take-offs and landings at Queenstown, and Captains must have completed training specific to Queenstown Airport before being able to operate in it.

While in time there may be incremental improvements, the essential profile of the restricted size of the Frankton

RESTRICTED

Queenstown Rules

for

Airbus A320

and

Boeing 737

- Maximum crosswind permitted is reduced from 40 knots to 25 knots (80km/hr to 50k/hr)
- Maximum tailwind permitted is reduced from 15 knots to 5 knots (30km/hr to 10km/hr)
- Only the Captain can control the aircraft for take-off and landing
- The Captain must have undertaken specialist training specific to ZQN operations

location within its mountainous terrain will always pose challenges to safety.

Just as when a 1960's car with its solid chassis and diagonal seatbelts passes its warrant of fitness and is certified safe to drive on New Zealand roads could never be as safe as a modern vehicle with its ten air bags, designed crumple zones, anti-intrusion side reinforcement and a host of active cameras and monitors that help avoid accidents, the CAA certification of ZQN does not make it as safe as today's travelling public have a right to expect.

Queenstown Airport will forever risk the potential that one serious accident could cause immediate restrictions placed by CAA or ICAO, or to have negative advisories issued by IFALPA, NZALPA or any other agency to substantially impact the airport's daily operation and ongoing viability.

This poses a major and continuing risk to the local and regional economies.

Minimal safe runway length

Queenstown Airport's 1,777m runway is at the shortest length for narrow body jet aircraft.

Runway Emergency Safety Area's (RESA) are located at each end as a safety buffer in case of a runway 'excursion' - when an aircraft undershoots or rolls off the runway. The industry standard for an international airport RESA's length are 240m at both ends of the runway. Queenstown Airport has the minimum allowed RESA at just 90m at each end.

The rapid drop off in the terrain at both ends amplifies this risk, both in making it more challenging for pilots to access their approach and in the event of an undershoot or roll-off.

There appears little prospect that the Queenstown Airport RESA lengths will ever be extended. To the west this would require extending the runway towards Lake Wakatipu, with the required earthworks overlaying homes in Ross and McBride Streets and Lake Avenue, plus a new underpass and bridge for where it would cross State Highway 6. To the east it would require massive earthworks extending into the Shotover River, plus an underpass for Hawthorne Drive.

This creates a risk for Queenstown Airport that an incident here or elsewhere could force it to shorten the runway area by designating part of it as RESA. An accident where these minimal runway lengths is a major contributing factor could end jet services into Queenstown, as has been reported in the media¹⁷⁵.

QAC has presumably assessed the cost-benefit trade-off for investment in infrastructure risk mitigation measures to reduce the hazard of an end of runway excursion. A problem with this, though, is that the financial costs that result from an excursion event fall 90% on the Airline, with only 10% impacting the Airport¹⁷⁶. The financial costs would also have a substantial impact on our broader tourism economy. In addition to potential reduction in tourist demand, the event might cause immediate restrictions placed by CAA to restrict operation of Queenstown Airport until improved infrastructure is commissioned, cutting flights for months or years.

This situation where the Airport must carry the full cost of risk mitigation infrastructure while only receiving a small portion of the potential benefit of reducing the seriousness of an accident is a market failure. If the potential loss to our local economy is like the cost impact on an Airline, then Queenstown Airport will under value risk mitigation costs by a factor of 20 times. In this situation, even a well-managed Airport will always under invest in risk mitigation.

A jet airline Captain familiar with Queenstown Airport assessed that it was not a question of "if" a runway excursion might occur, but "when".

¹⁷⁵ [Stuff](#), Aug 2017

¹⁷⁶ *Estimated Cost-Benefit analysis of runway severity reduction*, J.N.M van Eekeren, Jan 2016

Relocation of the airport would resolve this problem.

Civil Aviation Authority Reports

Our research has uncovered numerous incidence reports related to flights arriving to or departing Queenstown Airport, some of which make harrowing reading.

These reports¹⁷⁷ obtained under the Official Information Act for Queenstown Airport cover the period January 2015 to July 2019. With close to seven hundred incidents reported over this time, they average more than 12.5 per month or more than one every three days. They include incidents of wind-shear, icing, proximity to other aircraft, near collision, EGP warning system activations and many more.

We also note that Queenstown Airport has been consistently singled out by the CAA for mention in its annual reports when these same reports have made no mention of in-air safety concerns at any other airport in New Zealand during the past decade.

The last 10 years show a clear trend of increasing concern in the CAA annual reports regarding safety at Queenstown Airport, as the following extracts testify.

CAA Annual Report 2012

“We have conducted a comprehensive risk review of air transport operations at Queenstown to help guide the Authority’s regulatory approach to operations at this aerodrome.”

CAA Queenstown Airspace Classification Review 2014

“Given that there are now significantly more passengers in the (Queenstown) airspace at any one time than ever before and greater numbers of aircraft than before, the exposure risk of passengers to an airspace safety occurrence has increased markedly.”

CAA Annual Report 2015

“The current air surveillance system supporting the air traffic management system is operated by Airways. It consists of primary and secondary radars and a multilateration system based in Queenstown. The current radar system will be at the end of its life by 2021.” (FYI - Multilateration is a navigation and surveillance technique based on the measurement of the times of arrival of radio waves having a known propagation speed).

CAA Annual Report 2016

“Queenstown airspace has a variety of flying activities, mountainous terrain, changeable weather and a *high density of traffic*; all of which create a challenging operational environment with an increased potential for an accident to occur.” The key phrase I wish to emphasise from the 2015/2016 extract is “high density of traffic”.

CAA Annual Report 2017

“Queenstown Operations – We conducted a gap analysis of the effectiveness of current controls, created a stakeholder plan and engaged with stakeholders to precisely define the risks associated with Queenstown operations. Pleasingly, there were no major safety occurrences during the year, and analysis determined that current controls are effective.”

“The mountainous terrain, changeable weather and high and constricted density of traffic make Queenstown a challenging area to fly. As such, there is increased potential for accidents to occur.”

CAA Annual Report 2018

“Aviation accidents in the Queenstown area have the potential to damage New Zealand’s reputation for safe and secure skies, and as a tourist destination, as well as incurring unnecessary social cost.”

¹⁷⁷ [Queenstown Occurrence Data, CAA, Aug 2019](#)

“Queenstown air space has a variety of flying activities, mountainous terrain, changeable weather and high-density traffic – all of which create a challenging operational environment with increased potential for accidents to occur.”

CAA Annual Report 2019

“Aviation accidents in the Queenstown area have the potential to damage New Zealand’s reputation for safe and secure skies, and as a tourist destination, as well as incurring unnecessary social cost.”

Safe alternatives available

The local and national economic dependence on tourism and the importance of Queenstown and Wānaka as its principal centres suggests that the negative economic impacts of a major accident at Queenstown Airport would be devastating.

Given the recognised and documented high risk and safety concerns for Queenstown Airport, and the knowledge that a substantially safer alternative location could be available within ten years, it raises the question of what is the acceptable level of risk that could be avoided. In the event of a major accident, QAC and/or Council legal liability could be pursued by any of the affected parties.

would suggest that the level of risk is already unacceptable.

Conclusion

From the perspective of safety, CIAL’s proposed airport near Tarras would be substantially safer than Queenstown Airport, with greatly reduced risk factors.

Chapter Eighteen

Emergency preparedness

Queenstown is in earthquake country. How can we evacuate 100,000 tourists when disaster strikes?

The Christchurch and Kaikoura earthquakes have heightened awareness of natural hazards in our region, amplified by research indicating we are overdue for a catastrophic quake along the Alpine Fault.

As a major resort, Queenstown must retain the capacity to evacuate people en masse when such an event occurs. With the potential closure of both our Kingston and Kawarau Gorge access roads, air transport must be a cornerstone of our emergency preparedness.

Queenstown Airport currently fulfils this essential role. As such, it is listed as a Lifeline Utility in the Civil Defence Emergency Management Act 2002¹⁷⁸, which means it must ensure that it is able to function during and after an emergency¹⁷⁹.

But this requirement for a runway during times of emergency and the current designation of ZQN as a Lifeline Utility are not obstacles to the relocation of Queenstown Airport, as explained below.

Emergency runway

The essential capacity to be able to airlift many thousands of people daily from Wakatipu Basin, is not a block to the relocation of Queenstown Airport.

¹⁷⁸ [Part A, \(5\) of schedule 1, CDEMA 2002](#)

Singapore, Germany and Sweden are just some of many nations that designate sections of roads and motorways for use by military aircraft. Australia designates numerous sections of highway for civilian and commercial aircraft. In most cases, these road sections are signposted, have appropriate runway marking and incorporate aircraft pull-out and turning bays at the 'runway' ends.

Something similar could be done with the Ladies' Mile straight that sits in the middle of the Wakatipu Basin. It would be an easy matter to transfer this Lifeline Utility designation from Queenstown Airport to this section of State Highway 6.

With a useful 1,700m of flat straight strip and clear flight paths, it could be designed to meet the requirements of the Royal Australian Air Force's C-17 or the Royal New Zealand Air Force's C-130Hs.



SOURCE: GOOGLE EARTH

Ladies Mile from Stalker Road to McDowell Drive is one-and-a-half times the length required for the C-17. That aircraft's capacity to use backcountry, even unsealed

¹⁷⁹ [Section 60, CDEMA 2002](#)

runways, and its multiple wheels to spread load means upgrading the roadway as an emergency backup would not be challenging.

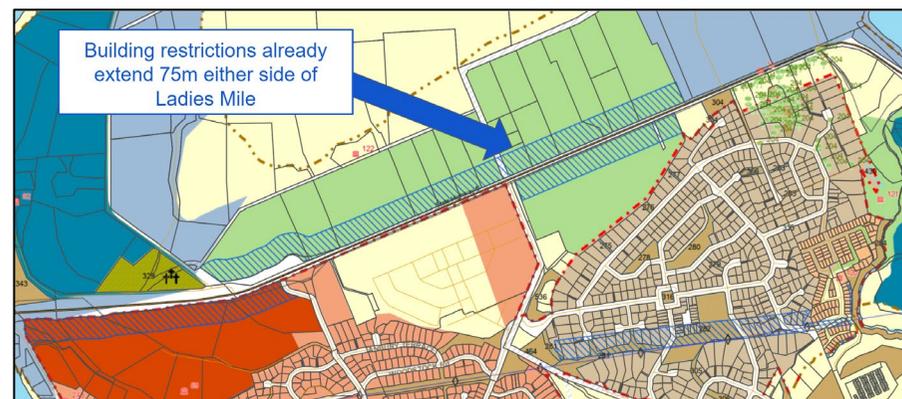
The additional costs would be relatively minor, and construction could be accommodated through progressive upgrades over the years before the airport was finally relocated. The key would be with design and planning to ensure that appropriate setbacks are put in place as part of the district plan. This could be achieved as part of rezoning applications or through use of the Public Works Act.

The widened zone would provide an enhanced transport link for the Wakatipu road network and entrance for the district. Power and telecommunications services would be underground. New tree planting could be located at the outer limits of the widened setback to allow the removal of existing trees and hedgerows, with the extra width landscaped to provide a beautiful entrance to the district.

Streetlights at the intersections and road signage could be designed to be hinged, allowing them to be easily lowered flat to the ground during emergency use or training exercises. Roundabouts at intersections could be constructed in modular form (think pizza slices), enabling them to be easily towed from the roadway by any large vehicle during a civil emergency. The roadway could be widened and aircraft turning circles installed at each end. The roadway shoulders, berms, longitudinal drains and culverts could be engineered to be flush to avoid hazard for landing aircraft.

The \$90 million funding announced by Prime Minister Jacinda Ardern on 28 January as part of the government's infrastructure package could offer a first step to realising this opportunity. With the intersection of Ladies Mile and Howards Drive among the specific works identified, and with construction not expected to begin till late 2021 or 2022, there is ample time to design and engineer a removable roundabout that would enable the road's use as an emergency runway. This example further demonstrates that, if planned over a ten-year timeframe, much of the cost of conversion could be absorbed into regular maintenance and upgrades, so need not be excessive.

Figure 22 – Ladies Mile setbacks already mostly in place



EXISTING DESIGNATIONS ALREADY RESTRICT BUILDING FROM 75M NORTH AND SOUTH OF STATE HIGHWAY 6 ALONG LADIES MILE, AS SHOWN BY THE BLUE DIAGONAL HASHED DESIGNATION IN THE OPERATIVE AND PROPOSED DISTRICT PLAN. SOURCE: QLDC ONLINE MAPS.

As shown in Figure 22, the District Plan is already well placed to enable this emergency runway. Designations that restrict building already extend 75 m into the properties located to the north and south of Ladies Mile (see blue hatch in Figure 22). The only section still needing such designation is in front of the Queenstown Country Club retirement village, and this existing development has been set well back from the road.

It is essential that these building restrictions remain in place. Ladies Mile is a major transport conduit into the Wakatipu and, apart from its potential as a civil emergency runway, it must retain the capacity to install bus lanes and even light rail in the future.

With proper management, the use of Ladies Mile as an airstrip during a civil emergency would still allow free traffic flow throughout the district. The Lake Hayes Estate and Shotover Country subdivisions could have managed access through the western roundabout of Ladies Mile to Shotover Bridge or Lower Shotover Road. Similarly, traffic from the Shotover Bridge could be managed through the same roundabout into Lower Shotover Road. Future subdivision of the land to the north of Ladies Mile could include secondary road access to Lower Shotover Road. During the

period that it is used as an emergency runway, a good management system could also enable regular or scheduled vehicular access to the Ladies Mile road if this was needed.

Using such an approach, it's clear that the need for an emergency capability to evacuate large numbers of people by air from the Wakatipu is possible without having Queenstown Airport located in Frankton.

For example, Royal Australian Air Force C-17s (pictured) undertake training flights at Queenstown Airport. The C-17's massive load capacity, ability to handle short runways (1,070m), cope with rough and unsealed strips and turn on a dime make it an important part of evacuation plans.



C-17 GLOBEMASTER III

C-17 Globemaster III

The eight Royal Australian Air Force C-17 aircraft (pictured) train as part of New Zealand disaster preparedness.

This large transport aircraft specialises in short take-off and landing (STOL) and can operate on runways from 1,064 meters long and as little as 18 meters wide.

With the ability to reverse their jet engines, they can three-point turn at runway's end.

Lockheed Martin C-130J-30 Super Hercules

Five new super Hercules transport aircraft are to join the New Zealand Air Force in 2024-2025. Their high wing and 945 m landing roll ensure they could easily operate from a modified Ladies Mile.





DRAFT

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Our community has clearly requested information and the desire to limit ongoing expansion of a jet enabled airport and visitor numbers into the district. Our infrastructure barely copes now without pushing more tourism into an area that s appeal is the smaller rural town. It seems that we are not given the opportunity to be heard and the decision making is squarely in Queentown's hands.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

I have taken part in several QLDC community consultations on planning and the Wanaka community interests are not accurately reflected here in the plans. QLDC must listen to their constituents, especially regarding the proposed Wanaka Airport.

The climate emergency is our priority and all decisions on strategic planning must be made within the context of the UN Paris agreement to reduce CO2 emissions by 50% by 2030 and eliminate them by 2050.

The strategic plan fails to plan for this by advancing a growth model of business as usual,

by proposing the expansion and development of a second airport in Wanaka and by encouraging the fastest growing housing market in New Zealand that is destroying the scenic landscape, ecological diversity and unique mountain character of this special regions unique attractiveness.

The Climate Action Plan needs to be brought forward and given priority before any of the strategic plans bellow can be made. Otherwise major decisions will be made without fully understanding their implications for the well being of the communities future.

I fully support the submissions made by:

- 1 Wanaka Stake Holders Group
- 2 Bike Wanaka
- 3 WAO

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Clean water is a priority

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

The requirement now is for regenerative qualitative growth not quantitative economic and population growth.

Population growth must be restricted to deliver ecological and social wellbeing, not led by external demand and economic speculation.

We must make every effort to keep tourism numbers to a sustainable level well below pre Covid over tourism

Active transport is a priority.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

The QLDC Climate emergency requires the climate plan from which all decisions must be made. Therefore these plans can not be approved without a published climate plan against which they should be judged.

If QLDC were to approve these plans they will be ignoring their own CLIMATE EMERGENCY DECLARATION

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HILLARY Peter

house owner in Queenstown centre

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Climate Change adaptation and changes are fundamental to everything we do. So the council needs to do more on this.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Our water pressure and cleanliness is poor at the moment so work is needed.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

It is not acceptable that the funding for the transport needs of the community may not receive funding from the NZ government. The tax dollars from Queenstown tourism needs to be reinvested in the community infrastructure to ensure Queenstown continues to contribute to the wealth of the nation and its revenues for infrastructure projects and services.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Rooding Rates

Please tell us more about your response:

My house is within the so called targeted rate area of Queenstown at [REDACTED]. It is a house not a large business and so this increased rate charge will be punitive to us and our household.

Quite frankly the funding of improvements to Queenstown's infrastructure is of national importance as it is the centre for New Zealand's tourism sector and consequently the efficient operation of infrastructure and services is of national importance. Outside of the pandemic the tax revenues from tourism warrant and require national government funding of this infrastructure.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

I don't see another option with this.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

To whom it concerns,

My feedback is based on the fact that the future area plan does not provide sufficient open space reserves and does not ensure that there is adequate infrastructure for traffic to bypass the Wanaka lake waterfront.

In my opinion more needs to be done to ensure that the Wanaka CBD ie Ardmore street becomes an open area friendly for pedestrians and traffic is diverted away from the CBD rather than the potential future consequence of another Queenstown CBD that is chocker block with traffic and noise.

In addition more needs to be done so that Aubrey road doesn't become a future bottleneck into Wanaka.

Please take this feedback on board.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HOLDEN miles

local

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

I think given the environment and the nature of the people that live here QLDC have demonstrated a lack of ability to relate to the local community in relation to Climate Change

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Needs a slower integration you just need to speak to any local in regards to your proposal to find out how much local push back is in regard to meet transport needs.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The town bypass will not in my view resolve our current transport issues, all the council has done is remove parks and limit the accessibility to town. The beach street upgrade is absolutely hindering any recovery from retails post covid. The removal of parks is killing town slowly and is evident by talking to anyone that travels to town to do anything, people dont come as QLDC have made it so hard.

Spending and consultancy is out of control and there is a lack of structure and transparency and it is visible that QLDC does not listen to rate payers there has been multiple examples in recent times.

Frankton road upgrade will make it very hard for Queenstown central residents to travel swiftly out past frankton smaller changes over a longer period needs to be the approach.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I would like to see a significant reduction in speed limits in the side roads of Makarora. I suggest that ALL side roads, namely not the state highway, could be 25kph in order to reflect the rural nature of our village where old and young use the roads for walking, cycling and driving, walking dogs, riding horses, and other slow pursuits! The main road could also be reduced to 80kph at the southern, eastern end namely the township.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HOLLYER Matt

on Behalf of: Queenstown Football Club Queenstown
Squash Club Queenstown Cricket Club Queenstown
Junior Basketball Club Wakatipu Rugby Club Wakatipu
Hockey Club Wakatipu Netball Centre
Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Submission to QLDC Ten Year plan.

Thank you for the previous support that QLDC and the Sports and Recreation department have shown to the proposal for a shared sports clubrooms facility and service. Whilst progress has not been as substantial as we had hoped to by now we remain committed to the value that a "club hub" will provide our clubs - and others - and implore you to retain the capital building costs and plans as part of the community's sport and recreation plan as well as the QEC Master Plan.

This club hub aims to achieve two things:

1. the collaboration between the clubs in terms of shared services; and
2. the physical building as a gathering point for sports groups

On behalf of our hundreds of members we have been working with the Sport and Recreation Manager on both strands of this work and ask that you continue to direct time and financial support towards achieving the initial goal of a shared services entity with proper skills and governance as well as the longer term project of the building project. We note that where this is scope to speed up the development of the building project amongst other infrastructure priorities that we are ready and willing to help with this.

I am willing to speak on behalf of this submission during the hearings for the Ten Year Plan.

on Behalf of:

Queenstown Football Club
Queenstown Squash Club
Queenstown Cricket Club
Queenstown Junior Basketball Club
Wakatipu Rugby Club
Wakatipu Hockey Club
Wakatipu Netball Centre

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HOLLYER Matt

Consortium of: Queenstown Trails Trust (QTT),
Queenstown Mountain Biking Club (QMTBC), Southern
Eco Trails Trust (SETT) and Glenorchy Trails Trust (GTT)

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

TO: Queenstown Lakes District Council

RE: TEN YEAR PLAN SUBMISSION

FROM: Consortium of: Queenstown Trails Trust (QTT), Queenstown Mountain Biking Club (QMTBC), Southern Eco Trails Trust (SETT) and Glenorchy Trails Trust (GTT)

Across the district the cycling community currently lacks a cohesive approach and representation. From wide flat trails where toddlers learn to ride their first bike, to iconic lakeside trails for young and old plus highly technical world-class downhill mountain biking trails – there are literally cycling trails for everyone!

Trail cycling provides a huge variety of experiences and caters for the interests of a vast array of community members – recreational, commercial and conservation – and there is so much more potential these can provide.

To better enable this potential we have bought together a consortium of interested parties – Queenstown Trails Trust (QTT), Queenstown Mountain Biking Club (QMTBC), Southern Eco Trails Trust (SETT) and Glenorchy Trails Trust (GTT) – to be the core of a cycling sector representative group that work together on how to optimise the plethora of short, medium and long term opportunities that can come from these – and more! – community trails.

These trails aren't just "things" they are assets providing numerous benefits – all of which support QLDC's Vision 2050:

Thriving People | Whakapuawau hapori

- They provide recreational and sporting opportunities for exercise which benefits community wellbeing and overall health;
- They provide social benefits through the club members working together to enhance trails;

Deafening dawn chorus | Waraki

- They provide ecological opportunities by providing access for predator trapping, removal of noxious plants, planting of natives;

Zero carbon communities | Parakore hapori

- They provide opportunities to reduce our carbon footprint with commuter pathways and sightseeing without a vehicle

Opportunities for all | He ohaka taurikura

- They are open for access for everyone from which ideas and options evolve
- They create economic opportunities by providing locations for events and tourism activities

There is so much value that these trails can provide across all these – and more – dimensions of life in the Queenstown Lakes area.

Therefore this consortium wishes to establish a strategic vision for the cycling sector and develop an opportunity register that builds from the QMTBC Economic Impact report (2018) and numerous

regional and national strategies that we intersect with. To date cross pollination amongst groups has been ad hoc, it lacks structure and resources.

Through wide consultation with the trail usage network we expect to lead collaboration on issues and opportunities such as:

- Expansion of e-biking and the infrastructure needed to support it;
- Land access;
- Pending expansion of the NZ Cycle Trail network ex-Cromwell;
- Opportunities that will develop from the dominance of domestic and trans-Tasman tourism;
- Growth in travellers seeking eco-friendly slow tourism opportunities;
- How the cycling community can establish itself as a key conservation group;
- How to collaborate between conservation groups and recreational groups to enhance their cumulative effects – such as with Whakatipu Wildlife Trust and its predator trapping, the Wakatipu Reforestation Trust and its expansion of native plantings;
- Enhancing competitive cycling opportunities at local, regional, national and international levels;
- How a world class cycling destination will attract and retain remote workers to the region;
- QTT's trails for the future, 2015 to 2025;
- Mental health benefits of cycling; and
- Opportunity for cycling to be a key component of Resilient transport networks

By collating this information, and more, and the development of a vision for the consortium members and numerous other community groups and commercial we believe extensive benefits for the community will be optimised.

This submission is not a duplication of the operational funding requests by any of the individual members of the new consortium or any other cycling related groups in the district – their request for financial support take priority – rather, we seek QLDC seed funding that will allow us to:

- formalise this consortium;
- identify and engage with stakeholders; and
- secure the services of a suitably qualified consultancy that can bring together the vision and forward looking array of opportunities

From these activities the cycling sector can enhance the community for many years to come.

We seek a seed funding grant of \$50,000 from QLDC as part of the annual plan 2021/22. Southern Eco Trails Trust would act as the lead agency of this consortium.

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Scanned submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission form

Puka tāpaetaka

PLEASE THINK ABOUT MAKING YOUR SUBMISSION ONLINE AT LETSTALK.QLDC.GOVT.NZ

All submissions will be made public.

Name:	Jonathan Holmes			
Organisation (if any):				
Contact email address or postal address:	[REDACTED]			
Location:	<input type="checkbox"/> Arrowtown	<input type="checkbox"/> Glenorchy	<input checked="" type="checkbox"/> Hāwea	<input type="checkbox"/> Queenstown/Wakatipu
	<input type="checkbox"/> Kingston	<input type="checkbox"/> Luggate	<input type="checkbox"/> Makarora	<input type="checkbox"/> Wānaka/Upper Clutha area
Do you wish to speak at a hearing for the 2021-2031 Ten Year Plan (including the Significance and Engagement Policy):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Do you wish to speak at a hearing for the draft Policy on Development Contributions:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
If yes, please provide a contact number: <input type="text"/>				

Please have your say on the big issues identified within the draft Ten Year Plan.

Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding.

No mention of waste mg & practices from council own construction projects and level of embedded a operational carbon emissions from related work. No mention of work from home to minimise office space.

Page 12

Big Issue 1: Delivering safe and reliable 3 water services for our communities

<input checked="" type="checkbox"/>	I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)
<input type="checkbox"/>	I support OPTION TWO: Spread the Water Treatment Programme over the ten years
<input type="checkbox"/>	Neither / Neutral

Page 16

Please tell us more about your response:

12 APR 2021
QUEENSTOWN

Big Issue 2: Meeting the transport needs of our communities and ensuring capacity and choice

<input type="checkbox"/>	I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined
<input checked="" type="checkbox"/>	I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects
<input type="checkbox"/>	Neither / Neutral

Page 20

Please tell us more about your response:

Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

<input checked="" type="checkbox"/>	I support OPTION ONE: Rates recovery focused on wider CBD ratepayers
<input type="checkbox"/>	I support OPTION TWO: Apply costs to the existing Wakatipu Rooding Rates
<input type="checkbox"/>	Neither / Neutral

Page 24

Please tell us more about your response:

12 APR 2021
QUEENSTOWN

Big Issue 4: Increasing User Fees and Charges

<input type="checkbox"/>	I support OPTION ONE: Fees and Charges Increases as per Revenue & Financing Policy
<input checked="" type="checkbox"/>	I support OPTION TWO: Fees and Charges not increased
<input type="checkbox"/>	Neither / Neutral

Page 28

Please tell us more about your response:

With a region in recession, the council needs to cut expenses, reduce staff numbers at the top and delay capital projects to flat line or reduce council rates, rather than carry on as if nothing had happened.

Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

No mention of strategy for Queenstown & Wanaka airports in the Ten Year Plan (Transport issue) which given its role in the economy, local interest and driving climate change is a serious omission.

Please use this space to comment on the draft Policy on Development Contributions:

Where is the section on diversification away from the regions reliance on international tourism, surely something highlighted by Covid/locked borders and an opportunity to adapt the economy to the changes climate change will bring, ie less international tourism.

Page 30

Please use this space to comment on the draft Policy on Significance and Engagement:

Why isn't there significant engagement on economic development policy to reduce the regions reliance on international tourism and use of Queenstown & Wanaka airports (sources of significant climate change carbon emissions).

Page 34

Please attach additional sheets if you run out of space



Freepost your completed form to:
Queenstown Lakes District Council,
Freepost 191078, Private Bag 50072,
Queenstown 9348 (no stamp required)



Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

I would like to see existing Kingston connected to services sooner. However the main issue is the unreliability of information provided by council. We have purchased a section based on the information provided at the time that the Kingston 3 water scheme is due to be completed by Q3,Q4 2022 as per:

<https://infracom.govt.nz/project/new-water-supply-scheme-kingston/>

<https://infracom.govt.nz/project/new-wastewater-scheme-kingston/>

<https://infracom.govt.nz/project/new-stormwater-scheme-kingston/>

We obviously were aware that these were estimates, however these estimates were updated less than 2 months ago. In the Water Treatment Programme as outlined in the plan existing Kingston won't be provided with any services within the next 10 years.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HOMER Jonathan

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Climate change is a natural occurring phenomenon that has been over attributed to man. If one actually looks at the science climatologists from Denmark and other major countries are doing they have shown the ice caps are gaining ice not losing it. If we believe what John Kerry, says we have 9 years, but our govt has only named importation of fossil fuel cars by 2032, the hypocrisy is endless.

In regards to QLDC, announcing a Climate Emergency was virtue signalling and just an attempt to garner positive PR.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Like any business to stay viable you have to limit cost. The endless scandals over consultants and other expenditures sure council are inadequate as a business at delivering stakeholder demands but you want to pass the cost on to rate payers. Slow clap...

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Are you serious??!!

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Big ten year plan is a big Queenstown joke.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HORROCKS Mark

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The 2021-2031 Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. As motor vehicles account for 37% of the district's greenhouse gas emissions, this seems counter intuitive. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years.

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

[Please tell us more about your response:](#)

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shops and play.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan 2021 - 2031 will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investment, but we were promised out turn.

Specifically, I am requesting the following changes to the Ten Year Plan:

- Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024
- The Schools to Pool protected cycleway to be designed and built as a priority
- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026
- The promised business case for active transport in Wanaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including '% increase in km of urban cycleways and shared paths built' as a key metric.

[Please tell us more about your response:](#)

[Please tell us more about your response:](#)

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community would have been whether investment should be prioritised in public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

I would like to see developers of new residential sub divisions and commercial precincts be required to link their sub divisions in to the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HOWARD Andrew

Ignite Wanaka, Chamber of Commerce

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

This is the submission of the board of Ignite Wanaka, Chamber of Commerce:

Through conversations with business owners in the Upper Clutha it has become apparent that the submission process for the 10 year plan is very challenging. The summaries provided give a very general picture while the full plan is extremely detailed and difficult for most people to dedicate the time to understand it in full. We would like QLDC to consider engaging with key stakeholders in the district to understand whether the information provided is the very best it can be to encourage active democracy in our district. For example placing a sub total under the sum of capital works for each area in the district would make the capex expenditure section easier to understand. Also, giving a breakdown of where rates income comes from in the district will help Upper Clutha businesses understand how investment in their future growth is distributed. There is a continuous feeling that the Upper Clutha has not received the investment it warrants and good information is the best way to address this.

Ignite Wanaka would also like council to consider sharing the funding that has been set aside for a performing arts centre in queenstown. The creative economy is likely to become very important in Wanaka in the near future and this will support that substantially. Providing seed funding for a facility along the line of the ASB Theatre in Blenheim would result in positive growth in this area. The last year has shown clearly that relying on single industries in an area places the economy at significant risk. Ignite feels that diverse economies are resilient economies and this will support that.

Thank You

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HOWARD David

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

For the past five years, I have been encouraged by the positive words regarding active transport but it seems there is no action to back that up.

Road transport accounts for 37% of our district's greenhouse gas emissions - by far and away the largest emitting sector. QLDC's own Climate Action Plan states a key outcome is for the district to have a "low carbon transport system". It goes on to state that this will be delivered through "bold, progressive leaders" and "agents of change" with "public transport, walking and cycling [being] everyone's first travel choice."

This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years.

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

[Please tell us more about your response:](#)

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investment.

Specifically, I am requesting the following changes to the Ten Year Plan:

Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024

The Schools to Pool protected cycleway to be designed and built as a priority

The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026

The promised business case for active transport in Wanaka to be delivered by August 2021

The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including '% increase in km of urban cycleways and shared paths built' as a key metric.

[Please tell us more about your response:](#)

[Please tell us more about your response:](#)

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

I would like to see developers of new residential sub divisions and commercial precincts be required to link their subdivisions into the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HOWARD Peter

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Missing in Action. Whilst QLDC, the Mayor etc. etc. are committed to responding to and planning for a changing climate, there appears to be very little planned. Three waters reform looks like it has been an essential service conveniently used to put something against this heading

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Please tell us more about your response:

This is all Queenstown centric. Broken promises for Wanaka again.

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The issue is that there needs to be an efficient and effective process for these charges. Too often this is a simple revenue grab with poor actual governance, e.g. Building Consents.

The ineffective bureaucracy needs to stop.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Visitor growth - Substantial visitor growth appears to be the default wish or fait accompli. Whilst some tourism operators/retailers and their shareholders/directors may desire this, the majority of the Wanaka resident population doesn't. We need to throttle back the number of visitors or else the goose that lays the golden egg will certainly be strangled. Wanaka doesn't want to replicate Queenstown nor do we want to have Queenstown's overflow shifted over the hill.

Consultation - History indicates that only lip service is paid to true consultation. When feedback from the community opposes something the standard MO appears to be engage a consultant to recommend what the Council wants to do or else just drag the matter out and wear the opposition down. Council appears deaf to the wishes of its residents. The enormity of the plan and language used is not designed to engage people.

Wanaka Airport - The majority of Wanaka residents don't support the dual airport strategy. Listen to the people and take on board the WSG recommendations.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

I oppose any chemical treatments of drinking water, including but not limited to fluorine & chlorine.

Please do not put chemicals in our water! Water needs to be pure as a healthy basic need for a human body to function optimally.

It is hugely concerning that the government is aiming to mandate chemical treatments of our water. Please prioritise funding to researching alternative treatments for water management that DO NOT require chemicals.

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Commercial properties particularly overseas corporations, should contribute a great deal more due to benefiting from commerce within our communities. Prior exceptional tourism benefits from Chinese tourism and global tourism suggest that future earnings once covid 19 restrictions have been lifted will continue to rise. Mass tourism impacts the way of life for those that live in this district although welcome by overseas corporations that operate in our communities are not directly effected by increase waste, road use, traffic congestion etc as some of the negative impacts of mass tourism and so needs to be compensated by the business's & corporations that gain economic advantage from it.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Makarora requires a prompt change of speed limit to 20km around the streets. Including the main highway at Makarora East village, which is often used as a passing lane with high speeds and needs to be reduced to at least 70 kmh. We live on the highway have three children and are very concerned about the safety of the children walking on the highway as they do, because there are not many options to walk.

The children catch the local collage bus on the highway road as does the local primary school drop off on this main highway area also, currently 100 kmh zone.

Makarora has no lighting, we would like for our night sky to be retained as a dark sky reserve. Firstly to preserve the abundance of nocturnal nightlife due to our location bordering Aspiring national park, including Bats & Weta & Frogs. We would like to see a plan implemented to protect our beautiful night sky unobstructed by any form of street lighting as has been discussed in the 20/20 document.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HUBBARD Diana

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

1. Performing Arts Centre:

The need for a Performing Arts Centre is URGENT and cannot be delayed for another 8 years.

Stanley street is not an ideal location - parking is already a problem in the CBD for events (Not everyone has access to Public transport!) so access will be difficult. Somewhere in the Five Mile and surrounding area would be best. 77% of all enrolled Wakatipu school students reside outside the CBD. 77 i.e. 2,704 students of a total of 3,494.(source: MoE school roll data)

2. The QLDC Administration offices should be relocated to FiveMile or the adjacent area.

The centre of population and business and professional services has moved from the CBD to the Wakatipu Basin and the QLDC offices should too.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HUDDLESTON Nicole

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Work on Hawea needs to be done earlier.

What exactly is the work planned for the Wanaka site - is this to the benefit of the community or the airport? Community should not be paying for work that in the long term is only for the benefit of the airport.

Not sure that the Hawea Flat connection should be delayed.

Situation with stormwater in Wanaka has not been acceptable for years. You should not be allowing sites to be developed without the right infrastructure in place. We need pipes not ground absorption.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

We urgently need a public transport option servicing Wanaka - Luggate - Hawea.

The main drag from Arrowtown to Frankton needs addressing - was the investment in the Quail Rise turn off worth it when the bridge needs to be wider? Needs to be dual lane all the way through with more roundabouts - urgently required.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

For QT people to decide.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Agree re water charges long-term.

QT land sale - don't know where this land is, just hope you are not being shortsighted if you decide to sell.

Cardrona - needed.

Elderly Housing - agree and more needed. Planning rules need to change to allow for some small intensive developments to house our elderly in the years to come - properties no more than 50 sq m, communal grounds, centrally located. Properties to be available for rent only.

Wanaka Lakefront - dragging on and on.

Waste Management - all seems to have gone disastrously wrong. More now going to landfill, none of it seems logical. Needs a national approach so that every district is doing the same thing. All getting too complicated, paper is paper no matter how big it is, [1] plastic is [1] plastic irrespective of its shape or use surely?

Q. Please use this space to comment on the draft Policy on Development Contributions:

Does any developer actually pay anything? Seems to be a lot of wriggle room.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HUGGETT Zoe

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The funding in the 10 year plan does not seem fairly split between Wanaka and Queenstown - with Wanaka coming off worse.

There is also nothing for indoor sports - especially for females.

I would like to submit in favour of Aspiring Gymsports receiving funding for their premises - see more detail below.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Zoe Huggett - Aspiring Gymsports.docx

Aspiring Gymsports Response to QLDC's 10 Year Plan

Our Position

Aspiring Gymsports (AGS) appreciates the support from QLDC in the last annual plan by way of a \$15,000 contribution to our annual commercial rent of \$60,000. This has allowed our not-for-profit community sports club to continue operating in what has been an exceedingly difficult few years within its otherwise very successful 19 years of operation.

AGS has been working with QLDC for several years with the aim of providing an affordable, fit for purpose solution to our now unaffordable, commercial leased premises. Most recently we have been working with QLDC along with community partners such as Kahu Youth, on scoping out the development of a youth community & sports centre at the old Mitre 10 in Recce Crescent.

However, there are still no guarantees that this will proceed. Any costs associated with meeting the Wanaka community's youth & indoor sports needs are always referred to by Council in terms of the opportunity costs to Wanaka residents i.e., that residents may need to pay via increased residential rates or and/or the community board would need to release funds from the Scurr Heights asset sales. These funds are sought after, and we have had feedback that some board members would rather use them on improving the towns aging water pipes (thus an opportunity cost). Surely the purpose of this fund is to support new community facilities rather than replace aging infrastructure, that should be funded through long term borrowing.

AGS appreciates Covid has hit the Lakes District hard but to use the Covid excuse for lack of funding for Wanaka's needs is wearing thin. Especially, when we look at the money being spent over the hill. **Close to 80% of community funds are being spent in Queenstown compared to 20% in Wanaka. Based on relative populations, a relative split of 66% Queenstown and 33% would be far more equitable.**

QLDC's 10 Year Plan is a very disappointing read for Wanaka residents. There is literally no budget allocated to any community projects that need funding within the short term, and that's not just AGS. Netball, Basketball and our youth's immediate needs for larger indoor sporting space are being completely ignored. So too are our active transport needs, which have been pushed well back. It seems that Wanaka's rapidly growing youth population must wait at least another 10 years before there is adequate provision for them, waiting on adequate facilities and sitting on waitlists, waiting for a turn which may never come.

QLDC's 10-year plan has **no funding allocated at all** for the planned expansion of the Wanaka Recreation Centre (WRC) Master Plan. The WRC is already operating at capacity. Rather, there is close to \$24 million invested in new outdoor fields at the oxidation ponds, Ballantyne Road. We are concerned that the reclamation/preparation part of this work, budgeted at \$5.6M, is coming from the Community Facilities pot when clearly it is an infrastructure project that should be funded from wastewater capital expenditure. AGS is aware that the land has not yet been re-zoned appropriately, nor will it be ready for use until 2027. According to the Lakes Regional Sports Strategy there is not an immediate high need for more fields and the community is not screaming out for this investment to be started in the short term. Once again, we expect these fields will be used largely by Rugby and Soccer sports.

According to this plan, the youth of Wanaka simply have to miss out on any improvements in their immediate sporting needs and are asked to seek funding from asset sales and/or community grants for their needs to be met. Whilst Queenstown seems to be given more than their dues without even having to ask for it or having to lose something else as a trade-off.

QLDC are spending more than \$144 million in significant community facilities in Queenstown. This includes 3 new community halls and over \$60million in redeveloping the Queenstown Events Centre vs \$3m for the Wanaka Recreation Centre. Apart from a small new toddler's pool (\$1.6m vs \$4.6m Arrow Town pool), the spend at the WRC is merely a renewal project to fix a poorly installed 2-year-old heating system. No new halls for Wanaka's youth and women to play Netball and ALL to play Futsall and Basketball.

All in all, these are very disappointing figures for ALL Wanaka residents, not just those that need expanded indoor sports facilities. Let's not mention the \$51m allocated to a new "Arts Centre" to replace the Memorial Halls and 3 new community halls (Lake Hayes, Ladies Mile and Southern Corridor). It seems Wanaka residents should be grateful that we have the Luggate Hall, as we are not getting anything else in the next 10 years based on this plan.

Aspiring Gymsports is seeking from QLDC's 10 Year Plan the following:

Short-term (1 to 2 years)

1. The provision of a Community Grant for \$30,000 to help cover our \$60,000 pa rent expense from the 2021- 22 annual budget, and subsequent years if no progress has been made with alternative premises. This would allow AGS to continue to lease a commercial facility until such time an alternative fit for purpose facility becomes available. AGS considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining a single "high profile" turf. Not to mention the \$2.2m being spent in Queenstown on the planned redevelopment of the Rugby Club.
2. Certainty before July 2021
 1. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,
 2. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.
3. Recognition of the Wanaka Mitre 10 Youth Community & Sports Centre Project within the 10 Year Plan as an option for QLDC to purchase or lease. Including an allowance for purchase or lease within the budget and name the source of potential funding.
4. Acknowledgement, listening to, and implementing community consultation feedback. The report back on the public consultation regarding the Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 appears to ignore or dismiss community feedback, as coming from a small vocal group/individual who did not get what they want and who believed there was a 'perceived lack of funding'.
5. To support Wanaka's key community group submissions such as The Upper Clutha Tracks Trust and Active Transport Wanaka. We request a readjustment of the overall 10 Year Plan budget split to be more equitable for Wanaka. **We call for funding to be split 66% Queenstown and 33% Wanaka in line with relative ward populations.** The current

Community and Sports Funding is more of a 80/20 split and it includes reclamation of oxidation ponds which we believe should not be in the community budget. **The spread of expenditure over the 10 years should also be equitable.**

6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male sports, by investing in indoor sports facilities across the local government area.

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already operating at capacity, only 2 years after its completion.
2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation ponds (24 million over 10 years).

Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's youth with no immediate benefit at all.

Further Background

Aspiring Gymsports (AGS) has been working with the Council now for several years with the aim of having a fit for purpose, affordable community facility for Gymsports. Gymsports is a broad discipline and includes Preschool, Recreational, Competitive, Trampoline, Tumbling, Parkour, Cheerleading, Rhythmic and Aerobic Gymnastics. Despite encouraging feasibility studies and many supporting submissions this aim has so far not been included in any of QLDC's plans for the next 10 years.

AGS is aching under Wanaka's population boom of children. We love being busy, but we hate having wait lists, this term we had had to turn away around 30 children due to lack of space.

Our club has grown from 90 to **300 active members** (Wanaka Trampoline has another 200 members). We have over **1,000** families on our database. We employ 14 coaches and have a committee of 7 women. **75% of our members are female**. 90% of our gymnasts are recreational with the remaining 10% competing in both Women's and Men's Artistic Gymnastics.

In the last 4 years we have suffered skyrocketing commercial rents up 150% to \$60,000 pa. This has turned our previously successful club, which had been operating for 19 years with an annual surplus, into a loss-making entity for the past 3 years. This is despite the demand for our services.

- **We cannot increase our rates to match our increase in costs**
- **We cannot meet our waitlists within our current facility, and**
- **We can no longer afford to continue paying commercial rent.** In the past 6 years of being in Reece Crescent, Aspiring Gymsports has paid rent in the realm of \$250,000. Council has thankfully, supported AGS in 2020 by providing a community grant of \$15,000 to assist with our rent. While we appreciate this support, as one of the

largest clubs in the district, we believe that this a very minimal contribution compared to what many other clubs in the region have received in terms of support from Council over the past decade.

Given the demand for Gymsports along with the available built spaces in central Wanaka, we believe the old Mitre 10 building is the right one to meet our community’s growth and demand for indoor sports **NOW. Not in 10 years’ time, when our kids have grown up and moved on.**

QLDC commissioned a feasibility study in April 2020. It recommended that Gymsports is something QLDC should be getting behind **NOW**, and that the Mitre 10 building could be an ideal solution for the short to medium term. It also recommended that at a minimum, Aspiring Gymsports should be included within the planned short-term expansion of QLDC’s recreation centre.

However, AGS was not included in the plan despite the reports’ recommendation. Aspiring Gymsports submitted to QLDC’s Rec Centre Master Plan on the basis that it should provide for a Gymsports space rather than yet another adult gym. This is now a moot point as unbelievably, there is **NO** current budget allocated within the 10-year plan for **ANY** expansions of the Wanaka Rec Centre let alone a long term “movement centre for youth”.

This leaves us with many questions around the priorities of the Council and the Community Board for Wanaka’s immediate **indoor sporting needs**. Especially, knowing that the Wanaka Recreation Centre and pool has been operating at capacity since it opened over 2 years ago.

We ask that Gymsports, and other indoor sports which have a predominantly female participation such as Netball, be supported in the same way that predominantly male, mostly outdoor field sports like Rugby and Soccer continue to be financially supported. By continuing to fund these mostly male dominated outdoor activities as a priority, over other indoor options, QLDC is seen to be favouring men’s sport over women’s and continuing the perception that men’s sports are more important.

By deferring, and not budgeting for, a gymsports facility within the next 1-3 years as advised by both QLDC’s own RSL Consultant’s Feasibility study along with the guiding *Queenstown Lakes Central-Otago Sub-Regional Sports & Recreation Facility Strategy*, QLDC are not being supportive of or prioritising the aims of the *National Strategy of Women and Girls in Sports and Active Recreation NZ*. **Budgeting for and providing a fit for purpose gymsport facility in the short term, would meet the aims of this national strategy by encouraging girls and women to participate from a young age and stay in the sport long term.**

Inequitable Expenditure

The following Community Facilities budget highlights the inequity between Queenstown and Wanaka expenditure and the ongoing investment in predominantly male sports such as Rugby:

QUEENSTOWN & SUROUNDS

Arrowtown Pool Upgrade	\$4,483,650	2024
NEW Hall - Ladies Mile	\$4,509,709	
NEW Hall - Lake Hayes - Replace Hall & Upgrades	\$8,421,300	
NEW Hall - Land Acquisitions & Build, Southern Corridor	\$6,718,787	
Frankton - NEW Golf Course	\$3,353,884	2024
Frankton Library - Fitout + Renew	\$1,485,549	
NEW Arts Centre	\$51,276,279	2024
Events Centre - NEW Club Rooms, 2 NEW Courts, Redevelop Playing Fields + Renewals	\$61,115,039	2021

Events Centre - Alpine Health & Fitness NEW Gym Equipment	\$1,132,006	2021
Rugby Club Replacement	\$2,202,524	
Total Queenstown 10 Year Plan - Significant Community Projects	\$144,698,727	79%

WANAKA

Oxidation Ponds - NEW Fields, Ballantyne Road	\$24,213,760*	2021-27
Lake Wanaka Centre – Renewals	\$1,107,006	
Water Sports Centre - NEW Carpark	\$916,845	
Wanaka Rec Centre - NEW Heating, Renewals, Amend Parking + NEW Pool (\$1.6m)	\$3,246,593	
Lakefront Development Plan	\$8,608,317	Now
A&P Showground + Rugby Ground + Pembroke Park Irrigation	\$1,352,146	
Total Wanaka 10 Year Plan - Significant Community Projects	\$39,444,667	21%

* This \$24.3M includes \$5.6M for reclamation of the oxidation ponds which we believe should be included infrastructure, this makes the split of Queenstown/Wanaka expenditure for community facilities even worse than 79% vs 21%

Community Consultation Process

Our community voices are not being recognised and are being dismissed as a small vocal group who didn't get what they wanted.

Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021
(Community & Services Committee 25 February 2021)

QLDC received 90 response to the Wanaka Recreation Centre Master Plan (which is informed by the Lakes Sub-Regional Strategy). In total QLDC received 206 submissions for the Strategy, 90 from the Upper Clutha of which 36 were from gymnastics individuals and the club. However, we feel that our voices have been ignored and trivialised, as follows:

*"It is apparent that a number of submissions received were **from a small number of groups** who disagreed with the Strategy as the accompanying Masterplans did not provide enough detail or did not include their particular activity." Pg 8*

*"As identified in the Strategy, underinvestment in community sport and recreation facilities in the past has meant many groups have not seen facility development or investment keeping up with population growth and increased participation in the District. This has led to some groups/individuals being very vocal around their specific needs and projects and **the perceived lack of funding from Council for their specific facility needs.**" Pg 10*

Clearly with zero investment in the WRC Master Plan, within QLDC's 10 Year Budget, this is not a perceived but an actual lack of funding for indoor sports facilities in Wanaka.

In addition, the following is quoted in the report “Disadvantages (of adopting the strategy): Item 29 *The Community does not believe the Council has listened to them*” despite this, Council staff recommended adopting the strategy anyway (pg 10).

This infers that consultation is not a genuine process and begs the question as to why the community should spend the time on submitting when their views are ignored or trivialised?

HUMPHRIES Marta

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

There is a clear failure in the plan to live up to Council's stated commitment to climate emergency and a carbon neutral economy. Specifically, no investment to reduce carbon emissions in the Upper Clutha. In fact, there is not even a commitment to measure carbon emissions properly across projects and activities in the district. This is unacceptable and requires change.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

I prefer Option 1 however I do not support the large increase in cost to Wanaka ratepayers relative to Queenstown ratepayers. Wanaka needs this infrastructure and it's been a failure of past Councils that Queenstown has been given priority over Wanaka infrastructure, yet Queenstown ratepayers have not had to pay more. It simply not fair or equitable for the current residents if Wanaka to pay a higher amount than Queenstown when Wanaka residents have supported Queenstown infrastructure projects in the past. There is no mention of how Council is addressing the level of nitrates, or lake snow that residents in Wanaka have to deal with. Lake snow is not something that residents should have to fix in a supplied QLDC water supply. Spraying Lake Wanaka is not an option and even though QLDC claims the spray is safe to drink, it is a poison that kills vegetation and QLDC is supplying ratepayers with in their drinking water.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Three years ago Wanaka was promised by QLDC that "your turn will be next", but this plan clearly shows that QLDC has broken their promises. Delaying the safe and separated cycleway to 20207 is not acceptable. Investing 87% to Queenstown tracks and 13% to Wanaka tracks is not acceptable and needs to be adjusted to reflect the population in both areas ie 66% and 33% respectively.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Neutral

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

A few failures of the 10 year plan are outlined below:

1. Growth model of ever increasing visitor numbers with tourists outnumbering residents by 2 to 1 by 2031
2. No reset on tourism and a dual jet airport strategy. This is still the only direction offered, despite airport scenarios being deliberately omitted from the community pre-engagement workshops for the Draft Spatial Plan.
3. The funding model is broken. It is clear from the financials in the Draft 10 Year Plan that in spite of rates rises the council is seriously underfunded to deliver projects in transport, sewage, waste management etc that are needed to move our region forward to a well planned, carbon neutral future. The Council is deferring essential projects so as to avoid unacceptable levels of debt, yet plans to keep the visitor numbers coming. Ratepayers can simply not afford to pay for the infrastructural costs of ever increasing numbers of visitors on top of some of the highest levels of residential growth in the country.
4. Massive substantial and inexplicable imbalance of investment between Upper Clutha and Wakatipu. This is the case in areas such as transport, public transport and active transport networks, reserves and community facilities. Hawea has been almost wholly ignored.
5. Under-estimated growth projections leading to reactive rather than proactive planning.
6. Loss of quality of life for residents.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HUNT Phill

No

Hawea

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The council has a sound grasp of what is needed in the Queenstown area in terms of public transport but is completely lacking in the Upper Clutha area. The need for a public transport is current to link the communities of Hawea, Hawea Flat and Luggate as a minimum to Wanaka. Current demands are not being met and the 10 year plan does not include them at all.

I applaud the funding for an active transport network however not all residents or ratepayers can or want to cycle 16km from Hawea township to Wanaka to do a daily shop. Many of the residents of our outlying communities are either families with kids with after school activities or retirees. A well designed and regular public transport network would benefit this community.

A good public transport system would also benefit the Wanaka community by freeing up downtown parking and congestion maybe even to the point that council staff didn't have to rely on reserved parking in community car parks.

Reducing the number of vehicles on the road would reduce the GHG emissions from the area and assist the council in meeting its long term environmental targets.

I believe that the public transport should be funded in a similar way to the current model in the Queenstown area. The introduction of an Upper Clutha public transport network should have higher priority than extending the current Queenstown network and especially should be before starting a new water service.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Reconsider and prioritise the Upper Clutha for a public transport network.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

I am all in favour of user charges in fees however I have found that the fees charged for dog registration are incredibly high when compared to neighboring councils. Maybe there is an issue with efficiency within the council if in fact fees are being set at what they cost and yet other organisations can do it cheaper and more efficiently.

For comparison CODC charges \$55 and \$12 for a pet dog and working dog respectively. QLDC is \$155 and \$70 roughly a 300% and 600% increase for the same service.

If the council is not efficient then it is all too easy to hide this by increasing rates and or fees. A benefit of being a monopoly provider with the legal backing to collect what the council deems fair whether it is or not.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HURLEY Chris

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Re 10 Year Plan and 30 Year Spatial Plan

I live in the Upper Clutha and am disappointed with the proposed 10 year and spatial plans outlined by the QLDC.

I am particularly alarmed by the failure to develop a plan to reduce and in fact measure carbon emissions considering the council declared a climate emergency. (Was this in fact a case of been woke?) Its all very well measuring your own direct carbon footprint but there does not seem to be any funding initiatives linked to any proposed economic, infrastuctural, social or environmental developments proposed, capital or otherwise.

There is also the continuation of what seems like mass tourism promotion as the primary focus of growth for the council. This again goes against the desires of the local community and again goes against the declared climate emergency. I would be very upset and angry if the number of tourists envisioned materialises. We don't have the infrastructure, we don't have funding to undertake what's needed and we don't want to destroy the environment we live in any further.

What I want from the Council and what I believe that the community wants and deserves are well-designed and well managed carbon neutral townships which put residents' well-being first, retain their "special character" and protect our unique environment.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HURLEY Margaret

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Queenstown Airport Carbon Neutral?? So that means NO Jets for Wanaka right? We have seen and experienced the overload of tourism much to the detriment of the environment and quality of life here already. Limit tourism numbers to quality, not quantity.

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

There seems to be a large favour towards the Queenstown side of developing better transport needs. Wanaka is left in the background with a addition of cycleways placed further down the timeline.

Please tell us more about your response:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Council talks on about carbon neutral, climate change, yet dishes out new developments permissions like there is no end. This leaves the carbon footprint problem to others while council is not addressing the problem directly. This is called GreenWashing. Council looking like pro-active, yet all the developments, more transport needs, fuel, materials etc all create a carbon footprint. ALL this should be taken into account by the Council and added to the Council's carbon footprint.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HURNDELL Brad

Film Otago Southland

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Naell Crosby-Roe
Governance, Engagement & Communications Manager
Queenstown Lakes District Council
10 Gorge Rd, Queenstown 9300

16 April 2021

RE: Film Otago Southland Submission to the Queenstown Lakes District Council Ten-Year Plan

Film Otago Southland Trust (FOS) endorses the inclusion of the film and television industry support outlined in the Queenstown Lakes District Council (QLDC)'s Ten-Year Plan. Under the 'Economy' activity stream, the Ten-Year Plan has identified Film as playing a role in Economic Development and has noted the creation of in-Council film office and support for Film Otago Southland as vehicles for supporting this activity.

In March 2020, QLDC passed the motion to create an in-house film office and to continue to support and build regional collaboration through the Film Otago Southland Trust. This has resulted in FOS film office duties being transferred to QLDC, whilst the Trust continues to operate regionally with operational support co-provided by the QLDC film office and the Dunedin City Council (DCC) film office.

Under this new structure, QLDC is contributing \$20,000 in funding to FOS, with FOS reimbursing \$15,000 back to QLDC to compensate for staff time and resources.

This new structure has proven successful so far. Retention of FOS as a regional service is supported by the local industry (64.29% in the QLDC film office review survey) and the other financial stakeholders of FOS.

Film Otago Southland provides the following benefits to the Queenstown Lakes District:

- **United Voice:** The value of a regional voice is vital and over the last 13 years has provided significant value to the local industry. FOS has recently strengthened its Trust Board, appointing industry representatives from Queenstown, Dunedin and Auckland to provide a more balanced regional and national voice.
- **Diversification of the economy:** Already a key focus for the region, further emphasised by COVID-19, the film industry is an existing diversification that can be grown and nurtured with regional cooperation.

- **Locations:** FOS is an Otago/Southland wide organisation and spans a region containing seven local bodies. The Otago/Southland region contains a wide variety of types of potential locations in a relatively small geographical location, which are considered as a 'package' by potential film productions. Productions often film across the region, not just within the QLDC boundaries. Being able to promote and support region-wide is a significant benefit to producers.
- **Regional Projects:** FOS is continuing with successful regional projects such as its Writers In Residence programme and joint marketing campaigns, such as its Locations Showreel released last year that garnered significant online engagement. New projects in the works include a collaborative regional approach to screen industry workforce development and creative development/IP creation.
- **Independence:** The independence of the Trust from its funding bodies has a number of benefits including being able to potentially and impartially access and/or assist productions to access funding grants.
- **Support:** Smaller regions, for example Waitaki and Central Otago, who cannot afford resources dedicated to film, can have access to resources as and when required.

For the above reasons, FOS supports the inclusion of QLDC support for the FOS Trust in the Ten-Year Plan and recommends that the current funding commitment and structures remain.

Kind regards,



Brad Hurdell
Chairman
Film Otago Southland

IMHOF Meta

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I support the Aspiring Gymsports submission like follow:

Aspiring Gymsports is seeking from QLDC's 10 Year Plan the following:

Short-term (1 to 2 years)

1. The provision of a Community Grant for \$30,000 to help cover our \$60,000 pa rent expense from the 2021- 22 annual budget, and subsequent years if no progress has been made with alternative premises. This would allow AGS to continue to lease a commercial facility until such time an alternative fit for purpose facility becomes available. AGS considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining a single "high profile" turf. Not to mention the \$2.2m being spent in Queenstown on the planned redevelopment of the Rugby Club.

2. Certainty before July 2021

a. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,

b. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.

3. Recognition of the Wanaka Mitre 10 Youth Community & Sports Centre Project within the 10 Year Plan as an option for QLDC to purchase or lease. Including an allowance for purchase or lease within the budget and name the source of potential funding.

4. Acknowledgement, listening to, and implementing community consultation feedback. The report back on the public consultation regarding the Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 appears to ignore or dismiss community feedback, as coming from a small vocal group/individual who did not get what they want and who believed there was a 'perceived lack of funding'.

5. To support Wanaka's key community group submissions such as The Upper Clutha Tracks Trust and Active Transport Wanaka. We request a readjustment of the overall 10 Year Plan budget split to be more equitable for Wanaka. We call for funding to be split 66% Queenstown and 33% Wanaka in line with relative ward populations. The current Community and Sports Funding is more of a 80/20 split and it includes reclamation of oxidation ponds which we believe should not be in the community budget. The spread of expenditure over the 10 years should also be equitable.

6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male sports, by investing in indoor sports facilities across the local government area.

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already operating at capacity, only 2 years after its completion.

2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation ponds (24 million over 10 years).

Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's youth with no immediate benefit at all.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

IRVIN T J

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Hello,

I am writing on behalf of a wonderful program in Wanaka called Aspiring Gym Sports.

My children have done exceptionally well in all sports after attending Aspiring Gym Sports.

Please consider helping Aspiring Gym Sports find a permeate location that they can afford as a non profit organisation.

Thank you for your consideration.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

ITO Takeshi

Hospitality Group Limited t/a Copthorne Hotel &
Apartments Queenstown Lakeview
Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

SUBMISSION BY HOSPITALITY GROUP LIMITED
ON QUEENSTOWN LAKES DISTRICT COUNCIL'S 10 YEAR PLAN 2021-2031

Hospitality Group Limited (“HGL”) is the owner / operator of the majority of units at Copthorne Hotel & Apartments Queenstown Lakeview [REDACTED]

HGL is making this submission which covers various aspects of the proposed 10 Year Plan (the “Plan”) but specifically addresses the proposed charges and rates which affect the tourism and accommodation industries in Queenstown. As such, HGL does not express any view on areas not covered in its submission and Council should not assume any support for any issue which is not covered here.

Consultation Document - General:

As a general comment, the vision expressed by the Mayor in the Consultation Document (“CD”) is contradictory. On the one hand, he recognises the devastating effect of COVID-19 on the tourism sector but on the other proposes an expansionary spending plan on infrastructure while admitting that the current environment is “significantly constrained”¹. We submit that like every other tourism / accommodation business in Queenstown, Council will have to make do with less. That is the reality for us all.

A quick comment on the Vision Beyond 2050. While we recognise the changes to the Local Government Act requiring councils and regional authorities to include wellbeing as part of their planning, given that there were and may continue to be days where tourism and accommodation cannot see what the future is beyond 20.50hrs on a given day, a vision through to 2050 seems far-fetched. Council should focus on more immediate matters of resiliency to get through to 2025 and once that is achieved, can start building again from there.

With regard to the COVID-19 context as outlined, we politely disagree with the assumption that “*all revenue streams will return to 100% of pre-COVID levels by 2023-2024*”². HGL and other hotel owner / operators do not see that in any industry forecast and the last year has taught us that any projections are unlikely to be correct and any recovery for our sectors will take a lot longer than expected. In addition, the expectation stated by Tourism Minister Nash that the pre-COVID tourism model will not be supported by central Government would make such projections extremely optimistic. We are happy to be proved wrong in the fullness of time but we submit that Council should take a more cautious view than it has assumed.

In terms of the funding constraints as outlined, we recognise this. But in our submission, we question whether Council should be approaching central Government for a change to the limits to allow Council to increase its borrowings on a temporary basis as part of resilience funding.

¹ Consultation Document (“CD”) – page 4.

²CD page 8

We believe that the assumptions on the use of the visitor levy³ are extremely optimistic. The results of the 2019 poll should be ignored as COVID-19 and its impact would have swung public opinion the other way, in our view. Whether the proposed QLDC Visitor Levy will actually proceed is itself not clear. Minister Nash's statements on the current International Visitor Levy are vague and if the current International Visitor Levy in its current or modified form continues to have a conservation element, then it is unlikely that the level of funding Council hopes for will not emerge as predicted even if it is successful in legislating for a bespoke levy. The risk that follows is that there will effectively be two Visitor Levies in place, one chargeable at the border by central Government and the other by Council. How the QLDC levy will be charged and collected is still not clear.

This funding gap will have to be reflected in significant (additional) rates increases which we think will be higher than predicted in the Consultation Document tables. Once again, Council is putting a significant burden on CBD accommodation properties in particular assuming these entities can pay and therefore lessen the burden on residential ratepayers. This is another example of the contradictory nature of the Consultation Document – it speaks about building resilience and recognising the impact of COVID-19 on tourism and accommodation while at the same time, not stopping to increase the burden on businesses who are struggling to make profits, keep people employed and keep their doors open. We submit that the Ten Year Plan is merely a justification exercise to protect capital expenditure Council is committed to and cannot delay or defer.

Consultation Document – Big Issue 3, targeted rate on CBD properties:

Essentially this is a binary choice between two options which are not palatable. Only Option 2 would meet Council's criteria as recognising the impact of COVID-19 and providing for resilience. Option 1 would create too much of a burden on tourism / accommodation businesses throughout Queenstown.

Ten Year Plan 2021-2031 Volumes 1 and 2:

We question the assumptions behind the population growth statistics⁴. Infometrics analysis of the population statistics for the region⁵ show year-on-year growth of over 5% since 2014 and growth of 8% and 9% in 2017 and 2018 respectively but between 2008 and 2013 as the country recovered from the Global Financial Crisis, growth was an average 2.63% with a notable 1.4% in 2014. Given the challenges in relation to housing affordability in New Zealand and the strong likelihood of increased rents which will also affect the region, we believe that there will be a slower level of ratepayer and population growth particularly over the next five years. That is something which is highlighted in the TYP Volume 2⁶ which confirm our belief that if Council's assumptions are not correct, then that will result in deferral

³ CD page 9

⁴ Ten Year Plan ("TYP") Volume 1, pages 22 and 23.

⁵ <https://ecoprofile.infometrics.co.nz/queenstown-lakes%2Bdistrict/Population/Growth>

⁶ TYP, Volume 2 at page 85, (table 9.2) and also page 93

of expenditure of delays in the completion of some programmes⁷. In addition, we reiterate our submission above as to the availability and amount of the visitor levy for this region.

What is also clear from the Funding Impact Statement⁸ is that there is no provision for any reduction in same and that Council are determined to increase its take of targeted rates without any allowance for slower growth or a reduction in overall property prices. Based on the figures therein, targeted rates are predicted to increase by over 8% per annum between 2021/2022 and 2026/2027⁹. Presumably, these increases will be imposed on all CBD businesses as outlined in the CD and TYP. Council's apparent commitment to resilience does not appear to manifest itself in these figures.

Again, in the TYP Part 2, we question the growth assumptions set out therein. We do not share the optimistic assumptions that the Queenstown Lakes District will return to a position of strong visitor growth and reiterate the Infometrics data we have already cited. As such, we question whether it will be possible to meet the infrastructure investment which Council appears to be irrevocably committed to without additional rate or cost recovery measures which exceed the targets and boundaries set out in the and CD and TYP.

We therefore submit that it is presumptuous to assume that the proposed QLDC Visitor Levy will commence in 2024/2025 and that the Council's financial projections should include this¹⁰. As the CD states and Mayor Boulton has admitted, work on the legislation with central Government has been stopped, the final structure of the levy is not confirmed and Council should not assume that it will receive it.

TYP Capital Expenditure Programme:

The amount of proposed capital expenditure for the Lakeview project is, we believe, a concern. We believe that in the current environment, the project should be delayed for a period of time and priority given to other projects. In our submission, this is not essential for Queenstown's future.

Similar concerns could be expressed about the Queenstown Town Centre Master Plan although we believe that this can be prioritised ahead of the Lakeview project. We are seeing a gradual change as smaller retail vacates the central city as rents become less affordable and in the knowledge that business will not immediately return to pre-COVID levels. We submit that Council should be cautious in its approach to the Master Plan and balance the need to develop against charging ratepayers for the costs.

⁷ Or to use Council's own word "reprioritisation".

⁸ TYP, page 31

⁹ The highest annual increase is 8.95% between the 2024/2025 and 2025/2026 years, with the average increase being 8.26%. We note that in TYP Part 2 at page 8, Council's aim is to limit rate increases to 9% maximum (gross). We question whether this can be achieved.

¹⁰ See TYP, Volume 2, page 108

SUBMISSION BY HOSPITALITY GROUP LIMITED
ON QUEENSTOWN LAKES DISTRICT COUNCIL'S 10 YEAR PLAN 2021-2031

We recognise the need to increase spending on transport capital works as the situation was not acceptable before the pandemic. That said, there are still issues even now with fewer visitors and we have noticed a very disjointed approach to consultation and working groups. We reiterate our concern that Council's projection of returning to pre-COVID levels by 2023-2024 is something we disagree with and if spending decisions are based on that assumption they will likely be very wrong.

Conclusion:

In summary, we are very nervous that this new ten year plan will not solve any of the most immediate issues and while we recognise that a good proportion of the capital expenditure is needed, nonetheless in light of the impact of COVID-19 and the likelihood of a slower than expected recovery, the proposed spending may create additional burdens for all Queenstown ratepayers. Council, like every other business in Queenstown, will need to adapt to the change of circumstances and moderate ambitious expectations for the next few years as we all continue to adjust after the pandemic. All of us wish to see the region prosper and recover over the medium term. But we submit that it is vital to focus on more immediate issues for the time being in order to secure the recovery ahead.

ITO Takeshi

Hospitality Services Limited (trading as Millennium Hotel Queenstown)

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

*SUBMISSION BY HOSPITALITY SERVICES LIMITED ON QUEENSTOWN LAKES
DISTRICT COUNCIL'S 10 YEAR PLAN 2021-2031*

Hospitality Services Limited Limited (“HSL”) is the manager of Millennium Hotel Queenstown ■■■■■
■■■■■

HSL has read through the proposed Ten Year Plan (“TYP”) and the Consultation Document (“CD”).

Our submission looks at the key issues that relate to hotels and accommodation and tourism generally. We do not express a view on any other issues but Council should not assume any support for any issue which is not covered in our submission.

Consultation Document

Council recognises that the severe impact of COVID-19 on the accommodation and tourism industries which have helped Queenstown become an iconic tourism destination over the past few years. That said, we do not feel that the TYP or the CP really do anything to help with recover and resilience and instead just assume that tourism can and will once again help pay more than the residential ratepayers for key infrastructure. We do not think this is a sensible assumption to make. We agree with Council that the current environment is “significantly constrained”¹. But even with the Trans-Tasman travel bubble which has opened today, we do question whether this is enough to make any meaningful contribution to Queenstown’s recovery over the next 18 to 24 months.

We do not see Council acting cautiously and planning for a slower recovery and slower growth. We recommend Council review its forecasting in its future annuals plans accordingly. Council’s prediction that “*all revenue streams will return to 100% of pre-COVID levels by 2023-2024*”² does not seem realistic to us. Given the current increases in global cases yet again, it will be several years before air travel from destinations beyond Australia and New Zealand can or should resume to the extent that we will see pre-2020 levels of visitors.

In any event, it appears that the Government is not keen on returning to tourism on a pre-2019 basis anyway. Tourism Minister Nash has made various comments saying that the industry must reset and plan for fewer visitors who will supposedly bring higher value³. These comments are vague and do not give any guidance for the likely origins of these higher-value tourists, where they will stay and what they will do. In short, they confuse operators and owners such as ourselves and make future predictions even more difficult. Council need to recognise this murky uncertainty as well.

What is also murky is the status of the proposed visitor levy – the CD says that work has been stopped but the TYP assumes that it will be a source of revenue from 2023. We think this is unwise. Reliance on the visitor levy⁴ is an extremely optimistic position to take. Council cannot now rely on the results of the 2019 poll which was taken when tourism was hitting a new high. If the survey was to be done now, the result would almost certainly be reversed.

If Council wishes to be truly transparent with ratepayers, it should have provided more details in the TYP. Those details should have included how the levy would work, how it would be collected and also whether it would be additional to or an alternative to the International Visitor Levy which central Government put in place for conservation purposes. We also do not know whether Ministers Nash or Robertson still support the proposed levy. They might not. All of this information must be disclosed to QLDC ratepayers. There is a real risk that all visitors to Queenstown will need to pay two or more Visitor Levies. That does make Queenstown / Wanaka a very attractive place to visit compared to other levy-less regions.

All of this confusion suggests to us that there will be trouble ahead. There will inevitably be a significant funding gap which QLDC cannot resolve. Queenstown ratepayers will therefore have to suffer significant (additional) rates increases which we think will be higher than predicted in the CD. That does not encourage resilience and is arguably unfair. The CD already shows that Council is looking to increase the already significant burden on CBD accommodation and other business

¹ Consultation Document (“CD”) – page 4.

² CD page 8

³ See for example <https://www.beehive.govt.nz/speech/speech-otago-tourism-policy-school-queenstown>

⁴ CD page 9

*SUBMISSION BY HOSPITALITY SERVICES LIMITED ON QUEENSTOWN LAKES
DISTRICT COUNCIL'S 10 YEAR PLAN 2021-2031*

properties on the assumption that these entities to subsidise residential ratepayers who have more votes numerically. That is not consistent with recognising the impact of COVID-19 on tourism and building commercial resilience for those businesses who are struggling to keep their staff employed and their doors open.

Ten Year Plan 2021-2031 Volumes 1 and 2

We note that the TYP assumes continuing population growth over the medium term at a rate similar to the past three or so years⁵. That sounds good but we question whether this is going to happen. One of the biggest issues for tourism worker is finding accommodation which is affordable. The fact is that the QLDC area has some of the most expensive properties in New Zealand as well as very high rents compared to other regions. While rents did fall in 2020 as workers exited the region, trying to entice workers to come back as tourism numbers slowly recover will still be a challenge.

We know that other submitters have referred to the Infometrics analysis of the population statistics for the region⁶. We think that these are very relevant. Like other submitters, we do believe that there will be a slower level of ratepayer and population growth particularly over the next five years. That is something which is highlighted in the TYP Volume 2⁷ which confirm our belief that if Council's assumptions are not correct, then that will have to mean deferral of expenditure of delays in the completion of some programmes⁸. We think that Council will have no option but to reconsider its investment and capital expenditure timelines over the next few years.

We also note that the Funding Impact Statement assumes an increasing use of targeted rates. In fact the Statement assumes an overall increase in revenue derived from targeted rates by over 8% per annum between 2021/2022 and 2026/2027⁹. It's not clear which targets Council has in mind and whether they have or will be consulted properly. We also submit that Council must undertake a robust and clear proportionality analysis for each targeted rate to ensure fairness amongst ratepayers. One sector alone should not pay a disproportionate amount of rates that outweighs any benefit it receives.

⁵ Ten Year Plan ("TYP") Volume 1, pages 22 and 23.

⁶ <https://ecoprofile.infometrics.co.nz/queenstown-lakes%2Bdistrict/Population/Growth>

⁷ TYP, Volume 2 at page 85, (table 9.2) and also page 93

⁸ Or to use Council's own word "reprioritisation".

⁹ The highest annual increase is 8.95% between the 2024/2025 and 2025/2026 years, with the average increase being 8.26%. We note that in TYP Part 2 at page 8, Council's aim is to limit rate increases to 9% maximum (gross). We question whether this can be achieved.

ITO Takeshi

Millennium & Copthorne Hotels New Zealand Limited t/a
Copthorne Hotel & Resort Queenstown Lakefront
Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

SUBMISSION BY MILLENNIUM & COPTHORNE HOTELS NEW ZEALAND LIMITED ON QUEENSTOWN LAKES DISTRICT COUNCIL'S 10 YEAR PLAN 2021-2031

Millennium & Copthorne Hotels New Zealand Limited ("MCK") is the owner / operator of Copthorne Hotel & Resort Queenstown Lakefront (corner of Adelaide Street and Frankton Road). This hotel is one of three MCK operates or manages in Queenstown.

MCK has read through the proposed Ten Year Plan ("TYP") and the Consultation Document ("CD"). This submission is focused on issues relating to hotels and accommodation and tourism generally but does address some other issues. Where MCK does not express any view on areas not covered in its submission, QLDC should not assume any support for any issue which is not covered here.

Our outline comments on the Consultation Document

While we note that the CD does address the impact of COVID-19 on the accommodation and tourism industries which are vital to the economic well-being of Queenstown, we do question whether the TYP is an appropriate response to it. All of MCK's hotels across New Zealand have had to make adjustments to take account of the fact that New Zealand's international borders have been closed for over a year. Without going into a detailed summary of those measures which have affected our staff, our spending and our future investment, the bottom line is that the accommodation and tourism sectors have had to make the best of it with less. If, as Council says, the current environment is "significantly constrained"¹ it follows that everyone else is in the same boat. Despite the imminent opening of the Trans-Tasman travel bubble, there will continue to be uncertainty.

That uncertainty will almost certainly translate into a slower recovery and slower growth over the next few years. QLDC's assumption that "*all revenue streams will return to 100% of pre-COVID levels by 2023-2024*"² is wildly optimistic in our view. Because Queenstown depends on a high level of international visitors to general economic activity, the fact that COVID-19 is not well under control and the fact that it will be well into 2022 if not 2023 before the global population is vaccinated to a degree that would allow safe international travel must be something that has to be considered as part of the TYP. An added complication is the tourism reset which Minister Nash has proposed which is that the pre-COVID tourism model will not be supported by central Government. Frankly, we do not know what this means but it suggests a reduction in overall international visitors from pre-2019 levels which will also impact on QLDC's businesses and ratepayers.

¹ Consultation Document ("CD") – page 4.

²CD page 8

For those reasons, reliance on the visitor levy³ is an extremely optimistic position to take. What will be the final structure of the levy ? Will it be similar to what was proposed earlier ? How much different will it be ? We note that the CD does not repeat the structure of the proposed visitor levy which was proposed before. This suggests to us that the final structure and amount is not confirmed and we have not had any clarification from Ministers Nash or Robertson as to whether central Government still supports the proposed levy. As such, any assumptions that the levy would come into effect by 2023 are, in our submission, misplaced.

We also submit that QLDC should not rely on the results of the 2019 poll. At the time, the tourism and accommodation industries were trading at peak or close to it. The survey and questionnaire was of a nature that would not have passed any ethics committee or peer review and the questions asked were deliberately loaded to shepherd respondents into pre-determined answers. The conclusions made from this survey are thus utterly spurious.

There is another issue which must be addressed – how many levies are there going to be ? Both QLDC and central Government need to clarify what the status of the current International Visitor Levy and the QLDC Levy will look like. Additional costs may well end up dissuading tourists from visiting Queenstown and Minister Nash's statements on the current International Visitor Levy are vague. The risk that follows is that there will effectively be two Visitor Levies in place and potentially more if other regions are allowed to charge in the same way. Together with the proposed tourism reset, Queenstown may end up looking like a very unattractive destination for several key markets and visitor types. We urge extreme caution in this area.

Because these questions cannot be easily resolved, we submit that there is highly likely to be a significant funding gap which QLDC cannot solve. The obvious solution will be significant (additional) rates increases which we think will be higher than predicted in the CD tables. Even in this CD, QLDC is looking to increase the already significant burden on CBD accommodation and other business properties on the assumption that these entities can pay regardless in order to lessen the burden on residential ratepayers. This is not consistent with the CD which supposedly speaks of building resilience and recognising the impact of COVID-19 on tourism and accommodation while at the same time, not stopping to increase the burden on businesses who are struggling to make profits, keep people employed and keep their doors open.

All that said, the TYP can be summarised quite simply – *“QLDC is determined to hang on to its infrastructure projects and will do so by increasing rates because that is all it can (or wants to) do”*. In our view, the TYP seeks to justify and maintain the capital expenditure Council is committed to regardless of the significant financial and economic burden it has and will create to QLDC ratepayers.

³ CD page 9

Consultation Document – Big Issue 3, targeted rate on CBD properties:

Frankly, we don't support either option and we don't appreciate being presented with Hobson's Choice. Only Option 2 would meet Council's criteria as recognising the impact of COVID-19 and providing for resilience. Option 1 would create too much of a burden on tourism / accommodation businesses throughout Queenstown.

Ten Year Plan 2021-2031 Volumes 1 and 2

One of the other key assumptions in the TYP is continue population growth over the medium term at a rate similar to the past three or so years⁴. This is something we doubt. Properties in the QLDC area are comparatively expensive and given the current issues across New Zealand in relation to housing affordability generally, the QLDC catchment area is, in our view, not an area which can develop affordable housing in quantity to support an increase in the population as well as sustain new jobs which would boost the local economy.

We recognise that predicting future population growth is tricky, more so when economic times are "constrained". That said, we refer to the Infometrics analysis of the population statistics for the region⁵. While they do show year-on-year growth of over 5% since 2014 and growth of 8% and 9% in 2017 and 2018, in less prosperous times between 2008 and 2013 as the country recovered from the Global Financial Crisis, growth was an average 2.63% with a notable 1.4% in 2014. With that in mind, we do believe that there will be a slower level of ratepayer and population growth particularly over the next five years. That is something which is highlighted in the TYP Volume 2⁶ which confirm our belief that if Council's assumptions are not correct, then that will result in deferral of expenditure or delays in the completion of some programmes⁷. We therefore submit that QLDC's assumptions as to people growth are too optimistic.

That being the case, the Funding Impact Statement⁸ needs adjustment as there is no provision for any population reduction. Additionally, we submit that another assumption in the Statement is a policy on increasing the use of targeted rates. If our analysis is correct, the Statement assumes an overall increase in revenue derived from targeted rates by over 8% per annum between 2021/2022 and 2026/2027⁹. Who is Council going to target over that time? Has a proportionality analysis been done? The CD or TYP do not appear to disclose this and we submit that this should be done to allow QLDC ratepayers to see the justifications for their targeted rates.

⁴ Ten Year Plan ("TYP") Volume 1, pages 22 and 23.

⁵ <https://ecoprofile.infometrics.co.nz/queenstown-lakes%2Bdistrict/Population/Growth>

⁶ TYP, Volume 2 at page 85, (table 9.2) and also page 93

⁷ Or to use Council's own word "reprioritisation".

⁸ TYP, page 31

⁹ The highest annual increase is 8.95% between the 2024/2025 and 2025/2026 years, with the average increase being 8.26%. We note that in TYP Part 2 at page 8, Council's aim is to limit rate increases to 9% maximum (gross). We question whether this can be achieved.

For those reasons, we submit that it is incorrect to assume that the proposed QLDC Visitor Levy will commence in 2024/2025 and that the Council's financial projections should include this¹⁰. The work on the legislation with central Government has been stopped, the final structure of the levy is not confirmed and Council should not assume that it will receive it.

¹⁰ See TYP, Volume 2, page 108

JACKSON Charlotte

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Very good and encouraging!
Cycling networks a priority for us.
The Bus Network would also benefit us.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

To allow funds for other projects.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Seriously neede.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Fairer

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

JARDINE Dickson & Jillian

HGW Trustees Limited and Remarkables Station Limited
Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission on Draft Queenstown Lakes Ten Year Plan 2021-2031

To: Queenstown Lakes District Council (letstalk@qldc.govt.nz)

From: Dickson Jardine, Jillian Jardine, HGW Trustees Limited and Remarkables Station Limited

Date: 19 April 2021

Introduction

1. This submission is on behalf of Dickson Jardine, Jillian Jardine, HGW Trustees Limited and Remarkables Station Limited (together, **the Jardines**). The Jardines own Remarkables Station and specific to this submission Lot 8 DP 443832 and Lots 2, 4 and 5 DP 452315 (**Jardine Land**).
2. In summary:
 - (a) Overall, the Jardines support the direction and contents of the draft Long Term Plan; and
 - (b) The Jardines, however, wish to raise serious concerns regarding the anticipated timing for wastewater and water supply infrastructure investment in Te Tapuae/Southern Corridor, the majority of which is currently allocated to 2030/2031. The Jardines urge the Queenstown Lakes District Council (**Council**) to explore and consider faster alternative delivery and funding mechanisms to provide the required infrastructure sooner than currently programmed.

Background

3. The Jardine family have farmed in the Wakatipu area since 1922 after their purchase of the large land-holding known as the Remarkables Station, and their history is heavily intertwined with Queenstown's own history and development.
4. The Jardines are long-time supporters of local arts and conservation, joining the New Zealand Order of Merit this New Year for their services to philanthropy and conservation. In particular, the Jardines have made significant charitable gifts of land in the District. This includes gifting their home in Woolshed Bay to the University of Otago in 2016 to aid the University fulfil its wider vision of producing world leading research at an academic retreat and conference facility known as Hākitekura, as well as recently gifting 900 hectares of pristine land at the base of the Remarkables to the Queen Elizabeth II National Trust.

Current Plans

5. Through an appeal on the Proposed District Plan, the Jardines are seeking an extension to include the Jardine Land within the Jacks Point Zone. This would allow appropriate subdivision and development of the land, together with various open space protection, conservation and public access measures. The proposed rezoning responds to a regional imperative for greater housing choice in appropriate locations.
6. At the Council hearing stage, the Hearings Panel considered that the broader Coneburn Valley area was suitable for urbanisation and that the Jardine Land could be easily developed due to the topography and the ability to be well-served by roads. The Jardines are working with the Council and other parties to the appeal to resolve the remaining servicing and landscape matters.

Feedback on Draft Long Term Plan 2021-2031

7. The Jardines generally express overall support for the strategy and contents of the draft Long Term Plan. However, they wish to raise concerns regarding the projected timing of

infrastructure investment in the Te Tapuae/Southern Corridor and in respect of development contributions.

8. Overall, the Jardines support the strategy used by the Council in its long-term planning. The Jardines appreciate the value of concerted long-term planning efforts, especially considering the uncertainties that the District faces in the coming years both environmental and economic. The Jardines further appreciate the gravity of the capital expenditure required to provide for the District's long term growth. Ultimately, the Jardines support the Long Term Plan's ambitions for sustainable growth within the District and are enthused by the prospective contributions they can make to the District's growth specifically within Te Tapuae/Southern Corridor.
9. The Jardines support the Council's vision allocation of funding for infrastructure to support growth within Te Tapuae/Southern Corridor. However, the Jardines wish to raise serious concerns regarding the scheduled investment period for the infrastructure that is required to support planned and anticipated development in this area.
10. In short, there is a significant disconnect between the goals and vision of the importance of growth in this corridor and the timing of the funding of infrastructure to unlock that growth.
11. The draft Long Term Plan has earmarked an investment period for wastewater and water supply infrastructure for the Te Tapuae/Southern Corridor over 2029-2031, with the majority falling into 2030/2031. The draft Long Term Plan, however, correctly recognises that there is an appetite to develop Te Tapuae/Southern Corridor sooner than what the infrastructure investment presently allows. The draft Long Term Plan indicates an intention to explore alternative funding and delivery mechanisms that would enable such development to occur earlier. The Jardines urge the Council to act on this intention and deliver alternative funding and delivery mechanisms to align infrastructure with the delivery of zoned land.
12. In addition, Te Tapuae/Southern Corridor has been identified as a priority development area within the draft Queenstown Lakes Spatial Plan. As recognised by the draft Long Term Plan itself, as well as appeals on the Proposed District Plan, this is an area in which there is a considerable appetite for development as the land is suitably located for transport connections and has appropriate topography and amenity values for residential development. It is critical that the Long Term Plan aligns with the Spatial Plan, as these are both strategic, guiding documents.
13. While the Jardines appreciate the need to provide infrastructure investment in a manner which does not jeopardise Council's overall capital expenditure programme, given that development in Te Tapuae/Southern Corridor is identified as a priority and directly responds to Council's aspirations for sustainable growth, they implore the Council to explore these alternative funding and delivery mechanisms.
14. Finally, the Jardines consider it essential that the regime for development contributions in, and associated with, the Long Term recognises the fact that due to the delays in Council-led infrastructure investment for the Te Tapuae/Southern Corridor area, private schemes may be developed in the meantime. In the event a reticulated Council system is not provided earlier, when calculating development contributions for this area, there must be appropriate recognition of investment in any private schemes.

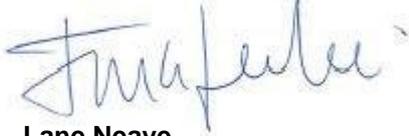
Outcome Sought

15. As set out above, the Jardines seek that the Council explore and consider alternative funding and delivery mechanisms for investment in wastewater and water supply infrastructure to enable development in Te Tapuae/Southern Corridor sooner than as currently anticipated in the draft Long Term Plan.

Hearing

16. The Jardines wish to reserve their right to be heard in support of their submission at the hearing in Queenstown.

By their authorised agents:



Lane Neave

Joshua Leckie/Annabel Hawkins



Address:

[Redacted address]

Contact:

Joshua Leckie/Annabel Hawkins

Telephone:

[Redacted telephone number]

Email:

[Redacted email address]

JEFFERY Lawrence

Bike Lounge, Wanaka

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Road transport accounts for 37% of our district's greenhouse gas emissions - by far and away the largest emitting sector. QLDC's own Climate Action Plan states a key outcome is for the district to have a "low carbon transport system". It goes on to state that this will be delivered through "bold, progressive leaders" and "agents of change" with "public transport, walking and cycling [being] everyone's first travel choice."

This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years.

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

[Please tell us more about your response:](#)

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investment.

Specifically, I am requesting the following changes to the Ten Year Plan:

Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024

The Schools to Pool protected cycleway to be designed and built as a priority

The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026

The promised business case for active transport in Wanaka to be delivered by August 2021

The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including '% increase in km of urban cycleways and shared paths built' as a key metric.

[Please tell us more about your response:](#)

[Please tell us more about your response:](#)

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

I would like to see developers of new residential sub divisions and commercial precincts be required to link their sub divisions in to the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

JENKINS Darelle

Central Otago branch of Hospitality New Zealand

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

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PDF submission attached

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Hospitality New Zealand

TO QUEENSTOWN LAKES DISTRICT COUNCIL

**SUBMISSION ON
TEN YEAR PLAN 2021-31**

APRIL 2021

CONTACT DETAILS: Hospitality New Zealand

Contact: Darelle Jenkins

Phone: [REDACTED]

Email: [REDACTED]

www.hospitality.org.nz

About Hospitality New Zealand:

1. Hospitality New Zealand (“Hospitality NZ”) is a member-led, not-for-profit organisation representing approximately 3,000 businesses, including cafés, restaurants, bars, nightclubs, commercial accommodation, country hotels and off-licences.
2. Hospitality NZ has a 119-year history of advocating on behalf of the hospitality and tourism sector and is led by Chief Executive Julie White. We have a team of seven Regional Managers located around the country, and a National Office in Wellington to service our members.
3. Hospitality NZ has a Board of Management, made up of elected members from across the sectors of the industry, and an Accommodation Advisory Council, made up of elected members from the accommodation sector.
4. We also have 20 local Branches covering the entire country, representing at a local level all those member businesses which are located within the region. Any current financial member of Hospitality NZ is automatically a member of the local Branch.
5. This submission relates to the Long-Term Plan 2021-31 (“the Plan”).
6. Enquiries relating to this submission should be referred to Darelle Jenkins, Regional Manager – Lower South Island, at [REDACTED].

General Comments:

7. Hospitality New Zealand welcomes the opportunity to comment on Queenstown Lakes District Council’s Ten Year Plan 2021-31.

Infrastructure Funding – Visitor Levy

8. In 2019, Productivity Commission undertook its report into Local Government Funding and Finance. The report recommended that “Better use of existing tools and central government funds should be enough to close the tourism funding shortfall. Given the small scale of the funding gap, introducing new funding tools would incur significant implementation, administration and enforcement costs and is unlikely to result in a net benefit to councils.”
9. We endorse those sentiments – rather than introducing new tools that target specific sectors, councils should make better use of existing tools to achieve their goals.
10. Hospitality NZ believes a consistent and fair nationwide approach to the funding of core infrastructure needs to be introduced.
11. Hospitality and accommodation sectors are viewed by local councils as an easy source of funds, via targeted rates on commercial businesses, or implementing bed taxes/visitor levies. Hospitality NZ opposes the introduction of visitor levy as it unfairly targets only those people staying in commercial accommodation.
12. If a visitor levy is deemed necessary, Hospitality NZ believes these must be broad based taxes, and ensure that they are appropriately designed, are fair and equitable to those contributing, have community support, and are used solely for initiatives that benefit the

visitor economy. Alternatively, those funds raised must be ring-fenced and used for the benefit of those contributing to the fund. However, Hospitality NZ's preference would be for any funding of tourism infrastructure to come from a centralised pool.

13. Hospitality NZ recommends further consideration is given to implement the Productivity Commission's report findings.
14. Prior to COVID, tourism was struggling to maintain social license in communities – in part given the infrastructure pressure tourism growth was placing on some regions. We recognise that tourism and hospitality use and benefit from a wide variety of mixed-use infrastructure. We now have a real opportunity to resolve some of these infrastructure issues and prepare for the rebuild of the sector.
15. Targeted rates and 'visitor levies', 'tourism' or 'bed taxes' concern our members, who assert:
 - These unfairly place the burden of funding infrastructure or promotion on just one part of the tourism/hospitality industry;
 - As ratepayers, businesses oppose increased rates to fund basic infrastructure they may not receive a direct benefit from i.e., infrastructure for freedom campers;
 - We would prefer to see Central Government funding of infrastructure, where local councils are unable to fund it themselves; and
 - If new funding schemes are required, there needs to be an emphasis on broad-based levying. They need to be fair and equitable and all businesses who will benefit from further infrastructure development should contribute.
 - Short Term Rental Accommodation (STRA) providers should be included in the visitor levy collection also. QLDC has a Visitor Accommodation registration mandate, however we are unsure of its uptake and the Council's data on registrations.
 - There is concern to who will administer the levy or tax, and if it will be charged in a fair way like the other bed taxes/visitor levies around the world, rather than concluding that the business operator will have to absorb the costs like Auckland's Accommodation Provider Targeted Rate.

Targeted Rate on Queenstown Town Centre properties

16. While we are supportive of upgrades to the Town Centre, we do not think businesses are in a position to carry further increases to their overhead costs. Council needs to ensure that there is appropriate governance over the Masterplan project. Hospitality NZ recommends that the Council form an advisory group including a wide range of businesses to ensure the plan to improve the CBD is relevant and keeps to the agenda. We wouldn't want focus to go astray and our members to have paid for roading upgrades that don't support a thriving CBD.

Rates increases

17. Hospitality NZ urges caution around rates increases. Whilst we understand the need to ensure rates are covering their costs, and agree to a user pays option in rates collection, Council need to be mindful that these rate increases will not be the only increases they are taking on. For example, from the Ten Year Plan proposals, a Restaurant in the CBD will not only see their general rates increased, the Targeted Rate on Town Centre properties introduced, and an increase to their Environmental Health licence and application costs for their Food Control Plans. This is a lot to take in one hit and could be unmanageable for a number of operators.

18. While an average 5.91% increase for business is reasonable in year one, we would want to see further rates increases across the rest of the 10 Year Plan fall into line with the proposed increases.
19. We also question why rates increases are not smoothed over the ten-year timeframe. If a 2.55% increase is proposed in 2027/28, a 2.92% in 2028/29 and a 2.42% increase is proposed in 2029/30, we question why Council would not make those increases 4.3% and reduce increases in years 2021/22 to 2026/27.
20. Hospitality NZ believes Council should explore other financial avenues to reduce rates and debt rather than simply relying on ratepayers to fund projects. Most ratepayers – and certainly the business community – do not have confidence that Council is cutting costs or analysing the way it manages assets, debt or a changing economic environment. If ratepayers felt the Council was doing its utmost to minimise costs, rates increases would be more palatable.

Spending

21. Hospitality NZ members are asking for some transparency in how the rates revenue is being spent, including the visitor levy. We would like a greater understanding on what checks and balances are placed on spend and how the results of the spend are reported. For instance, our members are often being told that these rates increases bring economic benefits to the communities but our members do not always realise those benefits. Stronger analysis on Council return on investment (ROI) is needed on QLDC's investments.

Conclusion:

22. We thank Queenstown Lakes District Council for the opportunity to provide input into the consultation.
23. We would be happy to discuss any parts of this submission in more detail, and to provide any assistance that may be required.

JENKINS Peter

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

A priority not being given sufficient ACTION across NZ

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

NZ marketed itself to ROW as having a CLEAN GREEN image. As the leader for tourism it is a travesty that over the last few years our water quality has become so poor that our drinking water is now suspect at times, and our swimming areas (lakes etc) are so degraded that we have to erect signs warning visitors to check before swimming -- L Hayes and Whakatipu seem to be the worst!

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

As a regular user of the Bus Services I am generally impressed with the improvements made to the bus services. I just think that we need to do better by

1. making the services easier for tourists to use
2. better integration of the various routes eg Kelvin Peninsula to Downtown

I also think that the water taxi should be an integral part of the Whakatipu services

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

I think that the growth of the current CBD creates a choke point in the transportation across the Whakatipu area. The Glenorchy road and Frankton roads suffer because of this with the relatively high demand on them during commuter hours.

So we need to reduce the number of commuters going to the CBD. How? By keeping the CBD just for tourist related activities.

Commercial activities are already moving out to the commercial centres in Frankton which is good. But more could be done. For example if all the Council activities moved out to Frankton this would not only free up land /buildings in the CBD it would also provide a major capital injection for Council and require less people to commute to the CBD . It would also make it easier for other businesses that liaise frequently with the Council (eg lawyers, building industry people) either to relocate if they are currently in the CBD, or to have less vehicle movements if they are already out in the Frankton area and have to drive to the CBD to meet with council staff.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

I agree that this is an area appropriate for "User Pays". However there is also scope for Council to increase its efficiency and contain its costs

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

JESSUP Brenda

Alpine Fencing Wanaka Ltd

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The council is not serious about this issue as it still supports airport growth in the district. Unmitigated tourism growth is unsustainable and does not bring benefits to most residents. Tourism is important and valued. We like tourists and want to see quality, not quantity, for people and experiences.

Please tell us more about your response:

Water is precious and needs to be metered at the gate to slow demand. People need to value their water and use it with more care and consideration.

Please tell us more about your response:

Queenstown has buses that cover much of the Wakatipu basin but Wanaka still has no public transport.

Wanaka has very little in the way of cycle routes for safe and enjoyable active transport.

Please tell us more about your response:

What is this spending really for and does the community want this extra rate burden? Public transport needs to be funded but big new roads only encourage car use.

Please tell us more about your response:

Neither.

Council need to reduce the compliance costs at their end. The last resource content I applied for was to replace an open fire with a low emission burner, which will significantly reduce the generation of smoke. This is a very strait-forward job and beneficial to the environment. I was made slow, complicated and costly due to council's unnecessary process.

Wanaka recently hosted the Festival of Colour. We were told by the bar staff that due the QLDC interpretation of the licensing law they could not serve a drink half an hour before end the performance? How much time and costs go into that sort of silly ruling?

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

My "big Issue" is the lack of transparency this council has starting with the restricted consultation process around airport growth and then onto council's procurement process and where our rates are being spent.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Road transport accounts for 37% of our district's greenhouse gas emissions - by far and away the largest emitting sector. QLDC's own Climate Action Plan states a key outcome is for the district to have a "low carbon transport system". It goes on to state that this will be delivered through "bold, progressive leaders" and "agents of change" with "public transport, walking and cycling [being] everyone's first travel choice."

This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years.

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investment.

Specifically, I am requesting the following changes to the Ten Year Plan:

Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024

The Schools to Pool protected cycleway to be designed and built as a priority

The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026

The promised business case for active transport in Wanaka to be delivered by August 2021

The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including 'increase in km of urban cycleways and shared paths built' as a key metric.

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I would like to see developers of new residential sub divisions and commercial precincts be required to link their sub divisions in to the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

JONES Julie

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I fully support the submissions of the following groups:

Aspiring Gymsports
Bike Wanaka
Active Transport Wanaka
Upper Clutha Tracks Trust

A recurring theme in the above submissions is the disparity in proportional funding for the Wanaka ward vs the Wakatipu ward. I would like the plan to be more equitable and reflect the relative populations of the 2 wards with a 2/3 to 1/3 split of total funding. When voting on this plan Councillors need to be mindful that they are making decisions for the whole district and not just their ward.

It is very disappointing to see that after several years of consultation there are still no funds allocated to providing a fit for purpose gymsports facility for our youth. I would like to see a continuation of an annual grant of \$30K pa for Aspiring Gymsports until such time as an affordable alternative to their commercial premises is confirmed.

In its 19 years of operation, last year was the first time a subsidy was requested from QLDC due to their skyrocketing commercial rent. Aspiring Gymsports may have been the only sports club to receive such a grant last year but it should be noted that several other sports clubs have received far more financial support in the past and according to the plan are likely to in the future. For example, Queenstown Rugby is allocated \$24M in the 10 year plan. It is also a useful comparison that a sports field cost approx \$30K pa to maintain (ref Sport New Zealand's Guidance Document for Sports Field Development, 2019).

I fully support the call for QLDC to lease or ideally purchase the old Mitre 10 building to house a Youth and Community Facility and would like to see the funds for this included in the first year of the plan.

I do not agree with the allocation of community budget for sport and rec in Wanaka being utilised solely to build sports fields. As cited in the Lakes Regional Sports Strategy there is not an immediate high need for more fields. In addition, the \$5.6M allocated to the rehabilitation of the Ballantyne Oxidation ponds should not be taken from the community budget as it is an infrastructure expenditure. These funds should be diverted to the Youth and Community Facility.

I do not wish to speak to my submission.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

JONES Julie

Aspiring Gymsports Committee

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Aspiring Gymsports Response to QLDC's 10 Year Plan

Our Position

Aspiring Gymsports (AGS) appreciates the support from QLDC in the last annual plan by way of a \$15,000 contribution to our annual commercial rent of \$60,000. This has allowed our not-for-profit community sports club to continue operating in what has been an exceedingly difficult few years within its otherwise very successful 19 years of operation.

AGS has been working with QLDC for several years with the aim of providing an affordable, fit for purpose solution to our now unaffordable, commercial leased premises. Most recently we have been working with QLDC along with community partners such as Kahu Youth, on scoping out the development of a youth community & sports centre at the old Mitre 10 in Recce Crescent.

However, there are still no guarantees that this will proceed. Any costs associated with meeting the Wanaka community's youth & indoor sports needs are always referred to by Council in terms of the opportunity costs to Wanaka residents i.e., that residents may need to pay via increased residential rates or and/or the community board would need to release funds from the Scurr Heights asset sales. These funds are sought after, and we have had feedback that some board members would rather use them on improving the towns aging water pipes (thus an opportunity cost). Surely the purpose of this fund is to support new community facilities rather than replace aging infrastructure, that should be funded through long term borrowing.

AGS appreciates Covid has hit the Lakes District hard but to use the Covid excuse for lack of funding for Wanaka's needs is wearing thin. Especially, when we look at the money being spent over the hill. **Close to 80% of community funds are being spent in Queenstown compared to 20% in Wanaka. Based on relative populations, a relative split of 66% Queenstown and 33% would be far more equitable.**

QLDC's 10 Year Plan is a very disappointing read for Wanaka residents. There is literally no budget allocated to any community projects that need funding within the short term, and that's not just AGS. Netball, Basketball and our youth's immediate needs for larger indoor sporting space are being completely ignored. So too are our active transport needs, which have been pushed well back. It seems that Wanaka's rapidly growing youth population must wait at least another 10 years before there is adequate provision for them, waiting on adequate facilities and sitting on waitlists, waiting for a turn which may never come.

QLDC's 10-year plan has **no funding allocated at all** for the planned expansion of the Wanaka Recreation Centre (WRC) Master Plan. The WRC is already operating at capacity. Rather, there is close to \$24 million invested in new outdoor fields at the oxidation ponds, Ballantyne Road. We are concerned that the reclamation/preparation part of this work, budgeted at \$5.6M, is coming from the Community Facilities pot when clearly it is an infrastructure project that should be funded from wastewater capital expenditure. AGS is aware that the land has not yet been re-zoned appropriately, nor will it be ready for use until 2027. According to the Lakes Regional Sports Strategy there is not an immediate high need for more fields and the community is not screaming out for this investment to be started in the short term. Once again, we expect these fields will be used largely by Rugby and Soccer sports.

According to this plan, the youth of Wanaka simply have to miss out on any improvements in their immediate sporting needs and are asked to seek funding from asset sales and/or community grants for their needs to be met. Whilst Queenstown seems to be given more than their dues without even having to ask for it or having to lose something else as a trade-off.

QLDC are spending more than \$144 million in significant community facilities in Queenstown. This includes 3 new community halls and over \$60million in redeveloping the Queenstown Events Centre vs \$3m for the Wanaka Recreation Centre. Apart from a small new toddler's pool (\$1.6m vs \$4.6m Arrow Town pool), the spend at the WRC is merely a renewal project to fix a poorly installed 2-year-old heating system. No new halls for Wanaka's youth and women to play Netball and ALL to play Futsall and Basketball.

All in all, these are very disappointing figures for ALL Wanaka residents, not just those that need expanded indoor sports facilities. Let's not mention the \$51m allocated to a new "Arts Centre" to replace the Memorial Halls and 3 new community halls (Lake Hayes, Ladies Mile and Southern Corridor). It seems Wanaka residents should be grateful that we have the Luggate Hall, as we are not getting anything else in the next 10 years based on this plan.

Aspiring Gymsports is seeking from QLDC's 10 Year Plan the following:

Short-term (1 to 2 years)

1. The provision of a Community Grant for \$30,000 to help cover our \$60,000 pa rent expense from the 2021- 22 annual budget, and subsequent years if no progress has been made with alternative premises. This would allow AGS to continue to lease a commercial facility until such time an alternative fit for purpose facility becomes available. AGS considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining a single "high profile" turf. Not to mention the \$2.2m being spent in Queenstown on the planned redevelopment of the Rugby Club.
2. Certainty before July 2021
 - a. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,
 - b. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.
3. Recognition of the Wanaka Mitre 10 Youth Community & Sports Centre Project within the 10 Year Plan as an option for QLDC to purchase or lease. Including an allowance for purchase or lease within the budget and name the source of potential funding.
4. Acknowledgement, listening to, and implementing community consultation feedback. The report back on the public consultation regarding the Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 appears to ignore or dismiss community feedback, as coming from a small vocal group/individual who did not get what they want and who believed there was a 'perceived lack of funding'.
5. To support Wanaka's key community group submissions such as The Upper Clutha Tracks Trust and Active Transport Wanaka. We request a readjustment of the overall 10 Year Plan budget split to be more equitable for Wanaka. **We call for funding to be split 66% Queenstown and 33% Wanaka in line with relative ward populations.** The current Community and Sports Funding is more of a 80/20 split and it includes reclamation of oxidation ponds which we believe should not be in the community budget. **The spread of expenditure over the 10 years should also be equitable.**
6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male sports, by investing in indoor sports facilities across the local government area.

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already operating at capacity, only 2 years after its completion.
2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation ponds (24 million over 10 years).

Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's youth with no immediate benefit at all.

Further Background

Aspiring Gymsports (AGS) has been working with the Council now for several years with the aim of having a fit for purpose, affordable community facility for Gymsports. Gymsports is a broad discipline and includes Preschool, Recreational, Competitive, Trampoline, Tumbling, Parkour, Cheerleading, Rhythmic and Aerobic Gymnastics. Despite encouraging feasibility studies and many supporting submissions this aim has so far not been included in any of QLDC's plans for the next 10 years.

AGS is aching under Wanaka's population boom of children. We love being busy, but we hate having wait lists, this term we had had to turn away around 30 children due to lack of space.

Our club has grown from 90 to **300 active members** (Wanaka Trampoline has another 200 members). We have over **1,000** families on our database. We employ 14 coaches and have a committee of 7 women. **75% of our members are female**. 90% of our gymnasts are recreational with the remaining 10% competing in both Women's and Men's Artistic Gymnastics.

In the last 4 years we have suffered skyrocketing commercial rents up 150% to \$60,000 pa. This has turned our previously successful club, which had been operating for 19 years with an annual surplus, into a loss-making entity for the past 3 years. This is despite the demand for our services.

- **We cannot increase our rates to match our increase in costs**
- **We cannot meet our waitlists within our current facility, and**
- **We can no longer afford to continue paying commercial rent.** In the past 6 years of being in Reece Crescent, Aspiring Gymsports has paid rent in the realm of \$250,000. Council has thankfully, supported AGS in 2020 by providing a community grant of \$15,000 to assist with our rent. While we appreciate this support, as one of the largest clubs in the district, we believe that this a very minimal contribution compared to what many other clubs in the region have received in terms of support from Council over the past decade.

Given the demand for Gymsports along with the available built spaces in central Wanaka, we believe the old Mitre 10 building is the right one to meet our community's growth and demand for indoor sports **NOW. Not in 10 years' time, when our kids have grown up and moved on.**

QLDC commissioned a feasibility study in April 2020. It recommended that Gymsports is something QLDC should be getting behind **NOW**, and that the Mitre 10 building could be an ideal solution for the short to medium term. It also recommended that at a minimum, Aspiring Gymsports should be included within the planned short-term expansion of QLDC's recreation centre.

However, AGS was not included in the plan despite the reports' recommendation. Aspiring Gymsports submitted to QLDC's Rec Centre Master Plan on the basis that it should provide for a Gymsports space rather than yet another adult gym. This is now a moot point as unbelievably, there is **NO** current budget allocated within the 10-year plan for **ANY** expansions of the Wanaka Rec Centre let alone a long term "movement centre for youth".

This leaves us with many questions around the priorities of the Council and the Community Board for Wanaka's immediate **indoor sporting needs**. Especially, knowing that the Wanaka Recreation Centre and pool has been operating at capacity since it opened over 2 years ago.

We ask that Gymsports, and other indoor sports which have a predominantly female participation such as Netball, be supported in the same way that predominantly male, mostly outdoor field sports like Rugby and Soccer continue to be financially supported. By continuing to fund these mostly male dominated outdoor activities as a priority, over other indoor options, QLDC is seen to be favouring men's sport over women's and continuing the perception that men's sports are more important.

By deferring, and not budgeting for, a gymsports facility within the next 1-3 years as advised by both QLDC's own RSL Consultant's Feasibility study along with the guiding *Queenstown Lakes Central-Otago Sub-Regional Sports & Recreation Facility Strategy*, QLDC are not being supportive of or prioritising the aims of the *National Strategy of Women and Girls in Sports and Active Recreation NZ*. **Budgeting for and providing a fit for purpose gymsport facility in the short term, would meet the aims of this national strategy by encouraging girls and women to participate from a young age and stay in the sport long term.**

Inequitable Expenditure

The following Community Facilities budget highlights the inequity between Queenstown and Wanaka expenditure and the ongoing investment in predominantly male sports such as Rugby:

QUEENSTOWN & SUROUNDS

Arrowtown Pool Upgrade	\$4,483,650	2024
NEW Hall - Ladies Mile	\$4,509,709	
NEW Hall - Lake Hayes - Replace Hall & Upgrades	\$8,421,300	
NEW Hall - Land Acquisitions & Build, Southern Corridor	\$6,718,787	
Frankton - NEW Golf Course	\$3,353,884	2024
Frankton Library - Fitout + Renew	\$1,485,549	
NEW Arts Centre	\$51,276,279	2024
Events Centre - NEW Club Rooms, 2 NEW Courts, Redevelop Playing Fields + Renewals	\$61,115,039	2021
Events Centre - Alpine Health & Fitness NEW Gym Equipment	\$1,132,006	2021
Rugby Club Replacement	\$2,202,524	
Total Queenstown 10 Year Plan - Significant Community Projects	\$144,698,727	79%

WANAKA

Oxidation Ponds - NEW Fields, Ballantyne Road	\$24,213,760*	2021-27
Lake Wanaka Centre – Renewals	\$1,107,006	
Water Sports Centre - NEW Carpark	\$916,845	
Wanaka Rec Centre - NEW Heating, Renewals, Amend Parking + NEW Pool (\$1.6m)	\$3,246,593	
Lakefront Development Plan	\$8,608,317	Now
A&P Showground + Rugby Ground + Pembroke Park Irrigation	\$1,352,146	
Total Wanaka 10 Year Plan - Significant Community Projects	\$39,444,667	21%

* This \$24.3M includes \$5.6M for reclamation of the oxidation ponds which we believe should be included infrastructure, this makes the split of Queenstown/Wanaka expenditure for community facilities even worse than 79% vs 21%

Community Consultation Process

Our community voices are not being recognised and are being dismissed as a small vocal group who didn't get what they wanted.

Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 (Community & Services Committee 25 February 2021)

QLDC received 90 response to the Wanaka Recreation Centre Master Plan (which is informed by the Lakes Sub-Regional Strategy). In total QLDC received 206 submissions for the Strategy, 90 from the Upper Clutha of which 36 were from gymnastics individuals and the club. However, we feel that our voices have been ignored and trivialised, as follows:

*“It is apparent that a number of submissions received were **from a small number of groups** who disagreed with the Strategy as the accompanying Masterplans did not provide enough detail or did not include their particular activity.” Pg 8*

*“As identified in the Strategy, underinvestment in community sport and recreation facilities in the past has meant many groups have not seen facility development or investment keeping up with population growth and increased participation in the District. This has led to some groups/individuals being very vocal around their specific needs and projects and **the perceived lack of funding from Council for their specific facility needs.**” Pg 10*

Clearly with zero investment in the WRC Master Plan, within QLDC's 10 Year Budget, this is not a perceived but an actual lack of funding for indoor sports facilities in Wanaka.

In addition, the following is quoted in the report “Disadvantages (of adopting the strategy): Item 29 *The Community does not believe the Council has listened to them*” despite this, Council staff recommended adopting the strategy anyway (pg 10).

This infers that consultation is not a genuine process and begs the question as to why the community should spend the time on submitting when their views are ignored or trivialised?

JONES Phil & Christine

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Phil & Christine Jones - TYP submission.docx

Ten Year Plan Submission (2021 -2031)

Phil and Christine Jones

Email: [REDACTED]

Location: Queenstown / Wakatipu

Do you wish to speak at the Ten Year Plan hearing: Yes (at Queenstown meeting)

Contact Number: [REDACTED]

“Big Issue 3” The New Targeted Rate on Queenstown Town Centre Properties - discussed on pages 24 - 27 of the Ten Year Plan Consultation Document.

We are in support of the proposal to have rates recovery for CBD works focused on CBD ratepayers, but not in its current form. We suggest that this revised rate should be directed at the commercial sector and properties within the Queenstown Bay catchment, who are the financial beneficiaries of the work, as opposed to residents living outside the CBD.

We contend that the area covered by the targeted CBD rate is not appropriate for the residential area bounded by Park Street, Frankton Road and Hobart Street (including Brisbane Street). This is clearly an area comprising of non-commercial dwellings, vastly different in make-up from the commercial CBD and not appropriate to be included in the CBD targeted rate area. To that extent it is no different from other residential areas (e.g.: Queenstown Hill) situated equally close to the commercial centre which are rightly not included in this proposed rate amendment.

As you will be aware the area in which we reside is amongst the older residential parts of the township and retains its genuine residential character and community. I understand in fact that there has even been consideration in the past to recognise the unique character of Brisbane Street.

We are not a part of the town centre, and are physically separated from it, so removing this small number of streets from the proposal should have only a minor impact. In fact I understand that in size this area of genuine residential housing makes up less than 3% of the area currently proposed to make up the CBD Targeted Rate, so once again the removal of our specific residential area should have little discernible impact on the proposed rate take.

Our residential area contains very few commercial businesses within the four blocks bounded by Park Street, Suburb Street and Frankton Road. They can be located all within the strip of land adjoining Frankton Road. These include the Black Sheep Backpackers at 13 Frankton Road, the Cophorne Hotel at 27 Frankton Road, the

Garden Court Suites and Apartments at 41 Frankton Road and the Alexis Motor Lodge at 69 Frankton Road. They could also include the lots on the south side of Frankton Road between Hobart Street and Brisbane Street that have been given a Visitor Accommodation Subzone.

We contend that it is a simple procedure to separate these specific commercial activities from the nearby fully residential properties by including the strip of Frankton Road comprising the properties within the proposed CBD rating zone. This has already been done with the area on the other side of Frankton Road which includes commercial activities such as the Copthorne Lakeview Hotel and Apartments at 88 Frankton Road and the Pounamu Apartments at 110 Frankton Road. Clearly these premises area deemed to be different from their surrounding residential neighbours and we seek the same consideration for our area.

The District Plan clearly identifies that the two blocks bounded by Park Street, Suburb Street and Frankton Road are not similar to the high-density residential areas that surround the Queenstown Town Centre Zone. These two blocks have been zoned Medium Density Residential. (The exceptions are the six lots on Frankton Road between Hobart Street and Brisbane Street, mentioned above, which now have a Visitor Accommodation Subzone.

By contrast, the residential areas within Queenstown Bay that adjoin the Town Centre Zone have been retained as High Density Residential in the District Plan i.e. they are seen as quite different to the Park Street area. While the District Plan and previous planning documents anticipate that the Queenstown Town centre will expand into Gorge Road and Man Street, no one has contemplated the Town Centre expanding into the Park Street or Brisbane Street area.

We can only assume that the inclusion of Park St, Brisbane St and other residential roads in the small area is because we are considered to be the beneficiaries of the town centre upgrade. We however argue that in many respects we are negatively impacted by the proximity to the CBD, and certainly not beneficiaries. We have put up with massive disruption over more than 6 months (and still continuing) through the sewage pipe upgrade which saw Park Street closed and access severely restricted. We experience significant traffic flows and parking associated with both tourists and other Queenstown residents making use of the free parking in our streets (as opposed to the CBD where parking charges exist) and it is sadly common to be disturbed at night by the movement of groups affected by alcohol (presumably supplied by town centre businesses) moving down the street in a raucous manner, and at times damaging our property. We also understand that the upgrade includes the building of additional car parking facilities – clearly residents in our specific part of town will never make use of these facilities as we have our own off-street parking – again these facilities will be beneficial to the commercial sector and those driving into the town centre. We raise these matters to highlight the difference between our residential experience to that of the commercial enterprises which are openly seeking the CBD upgrade to bring in additional business and resultant profit. These

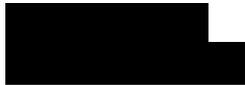
commercial enterprises are clearly benefitting financially through the upgrade, we are not. The rates should reflect this accordingly.

In summary we contend that it is neither fair nor equitable to include the residential area bounded by Park Street, Frankton Road and Hobart Street (including Brisbane Street) within the proposed CBD rating zone and we submit that the proposed CBD rating zone should be redrawn to exclude them.

If the boundaries of the proposed CBD rating zone are not amended then we would oppose Option 1 at page 27 of the consultation Document.

We wish to be heard in support of this submission.

Phil and Christine Jones



JONES Philippa

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The plan was vague and hard to read.

For me the priority is getting cycling tracks established as I rely on cycling for transport

Please tell us more about your response:

Please tell us more about your response:

I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

Please tell us more about your response:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Controlling growth and carbon emissions are of the highest priority

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

JONES Philippa

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Dealing with climate change should be a priority for the council

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Water treatment is important

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

The council should give Wanaka and Wakatipu equal importance for providing for active transport

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

JUDGE Philip Vincent

Luddle Limited

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading, as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; ie amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

See attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

The DC policy identifies costs beyond \$8.1M, with nearly \$14M costs identified for Water Supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection charges identified).

This makes it impossible for developers/ ratepayers to understand the costs of the scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

N/A

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly **opposed**.
2. This is because:
 - (a) The Council has demonstrated no need to invest in the scheme.
 - (b) In particular:
 - (i) the Council has demonstrated no need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and
 - (ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.
 - (c) The Council therefore has no need to invest in a competing system.
 - (d) This is particularly the case where:
 - (i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;
 - (ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/ or developers through rates, connection charges, and/or development contributions;
 - (iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;
 - (iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors); and
 - (v) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party:

... engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits
3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, **independent**, information before it on these matters.

JUNGEN Barbara

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The Council's response is talk and not much action. If we actively want to respond to climate change we cannot build another airport which contributes hugely to high carbon emissions.

We have to invest into Public Transport - especially also for Wanaka, which has been totally neglected.

Money has to be spent on safe cycling ways.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Council should not approve any more subdivisions before Water Treatment Programme is completed.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

There is minimal funding for public transport in Wanaka over the next ten years. Funding public transport in the Upper Clutha has to be a priority.

Safe walking and cycling ways have to be another priority to encourage people to leave their cars at home and therefore cut carbon emissions.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

All words and little action.

Under no circumstances should consideration be given to any significant enlargement of either Queenstown or Luggate airports if Council is serious about climate change

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Insufficient credence is given to protecting our open pastoral landscapes in the Upper Clutha.

These landscapes are one of the main defining features of the Upper Clutha and one of the key values that many in the community hold dear. The views of these particularly from the major access points in to the district are important for both visitors and locals alike. They are in danger from inappropriately sited dwellings and buildings and lifestyle subdivisions and greater protection should be afforded them. While the plan indicates the boundaries for the smaller settlements the spread of lifestyle subdivisions seems to have little control.

No provision appears to be made for the protection of high quality soils from urban sprawl or deterioration. Given the very limited amount of these in the area and the stated need to diversify our economy for which these could play a major part this would seem a significant oversight.

No thought appears to have been given to controlling the rate or amount of growth in the Upper Clutha. Rather the emphasis seems to be on catering for whatever growth happens. Given the widely held belief in the Upper Clutha that many of the values that we hold dear are being threatened by current growth rates more emphasis should be given to limiting the rate of growth and protecting those values rather than just catering for whatever growth is expected to happen.

One way of doing this is to limit access to the area. I am strongly opposed to allowing a jet capable airport to be developed in the Upper Clutha for this reason.

More emphasis should be given to ensuring the visitors that do come are high value ones that do not have too big an impact on our environment and are prepared to pay for it.

I am opposed to freedom campers being allowed in the Upper Clutha for this reason

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

KELLY Monique

Wao Charitable Trust

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF Submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:



QLDC 10 YEAR PLAN

SUBMISSION APRIL 2021

Wao Charitable Trust

Wanaka, NZ

Board members: Darrin Brown (Chairperson), Monique Kelly, Carly Green, Mandy Bell, Arna Craig, Claire Akin-Smith.

INTRODUCTION

Wao is a charitable trust, based in Wanaka, whose goal is to help communities accelerate towards a regenerative, carbon zero future. It is made up of volunteers with expertise in carbon accounting, employment, circular economy, and construction. It was established in 2018 and has had a significant impact on fostering partnership and collaboration between sectors, organisations and individuals in the community as well as shifting behaviour towards a regenerative mindset.¹ Like so many of our community organisations, we have been able to achieve this with very little budget but need to be extremely vigilant about volunteer burnout. We need to develop a community/government model where local and national government focus on outcomes and leverage capacity and capability of the community.

SUMMARY

The following submission on the draft Ten Year Plan (TYP) focuses on the budget through a climate lens. It sets out the legal obligations of the Council with respect to climate adaptation and mitigation and weighs this against the current budget as well as the 2018-2021 budget to see if there has been a significant shift in budgeting to reflect the commitments made.

¹ See Wao Annual Report 2020 - <https://wao.co.nz/sustainability-reports>

It is our opinion that this TYP will not allow us to achieve our climate targets within the next 29 years and in particular a 40% reduction in emissions, which need to be reached within this current TYP timeframe. It fails to set out an emissions reductions strategy for the next 10 years, it will not allow us to meet the legal obligations to keep warming below +1.5 degrees, it puts us in a position where our reduction actions are yet again shifted into a shorter, more impossible to reach timeframe, and is seriously in need of amendment. If we are adopting this budget as is, we are wasting a further three years of our time.

This TYP is by far the most important budget we will adopt in the next three years as it will set us on an emissions path for better or for worse. It fails to address the urgent need to commit to climate change, in particular the plan:

- is premature as it fails to take into account the recommendations of the Climate Reference Group;
- is based on forecasting for the increase of emissions on par with levels prior to our adoption of the below legal instruments;
- fails to without taking into account that visitor numbers cannot return to pre-covid level if we are to reduce our emissions by 40% before 2030;
- fails to set out an emissions mitigation or adaptation strategy;
- fails to include or make provision for a specific and significant budget for any future reduction and adaptation strategies recommended by the CRG.

The vision set out in Queenstown Lakes District Council's (QLDC) Climate Action Plan² will not be achieved by the TYP as currently drafted. We believe that the Council will be open to legal challenges as it is not on track to act on climate issues in line with its declaration of a climate and ecological emergency in June 2019. This is a waste of time and resources that we do not have. We strongly urge the Council to go back and revise the TYP.

Our recommendations are listed below.

LOCAL GOVERNMENT OBLIGATIONS UNDER CLIMATE LEGISLATION

We have included the below key legal duties under the Local Government Act 2002 in order to assist QLDC in focusing on their baseline obligations in relation to climate change. Under the Local Government Act, 2002, the Council has a statutory obligation to:

- (a) promote the social economic, *environmental* and cultural well-being of communities in the present and for the *future* (s.10).
- (b) Give effect to its *identified priorities* and *desired outcomes* in an efficient and effective manner (s.14)
- (c) Take into account the need to *maintain and enhance the quality of the environment* and the reasonably *foreseeable needs of future generations* (s.14); and

² <https://www.qldc.govt.nz/media/tqbhrnqc/4a-climate-action-plan.pdf>

- (d) Manage its revenues, expenses, assets, liabilities, investment, and general financial dealings prudently and in a manner that *promotes the current and future interests of the community* (s.101)

The purpose set out in the Climate Change Response Act 2002 (CCRA) is to limit the global temperature increase to +1.5°C (s.3). The Act (s5ZN) further provides that:

“if they see fit, a person or body may, in exercising or performing a public function, power or duty conferred on that persons or body by or under law, take into account-

- (a) the 2050 target; or
- (b) an emissions budget; or
- (c) an emissions reduction plan.”

Justice Palmer in a recent case³ on the extent of responsibility of local government to respond to climate change, ruled that *“the potential and likely effects of climate change, and the measures required to mitigate those effects, are of the highest public importance.”* He concluded that *“the intensity of review of decisions about climate change by public decision makers is similar to that for fundamental human rights. Depending on their context, decisions about climate change deserve heightened scrutiny.”*

Our Mayor signed the Local Government Leaders’ Climate Change Declaration (LGLCCD) that, inter alia, acknowledged *“the **importance and urgent need** to address climate change for the benefit of current and future generations”*. On the 27th June 2019, the Council declared a climate and ecological emergency. The district’s Climate Action Plan (CAP) was presented and adopted on the 12 of March 2020. The opening paragraph of the CAP states:

“According to the 2018 Intergovernmental Panel on Climate Change (IPCC) Special Report, we have less than a decade to act until the effects of climate change are irreversible. Now is the time to stop talking about climate change and to start taking climate action.”

It further states that:

“Updated plans, each looking ahead to the next three years, will be published annually in line with Council’s Annual Plan budgeting cycle.”

The goals of the CAP outlined in the document are:

“to achieve net zero carbon emissions by 2050 across the whole district and be resilient to the local impact of climate change across the whole district

The Climate Reference Group (CRG) was constituted in August 2020 and is mandated to come up with an updated plan to tackle emissions reduction. This updated report and plan has not yet been published.

³ *Hauraki Coromandel Climate Action Incorporated v Thames-Coromandel District Council [2002] NZHC 3228*

Under the CAP and the LGLCCD, we have voluntarily committed to the 2050 target and emissions reduction. Given Section 5ZN of the CCRA, it is very important that Council take the above seriously and reflect their commitment to reducing emissions in the TYP. Wao believes that the +1.5°Cs and 2050 zero GHG emissions targets are so obviously material to decisions, particularly in relation to the transport system, that they **must** be taken into account. The TYP not only needs to talk about the values, but also the measures and budget in place to achieve this target.

As a district, through the CAP, we have:

- committed to put measures in place to limit warming to +1.5°C above pre-industrial levels.
- declared that we have “less than a decade to act” and that it’s time to “start taking climate action”.

To do this we need to

- cut emissions by 40% before 2030 in “an efficient and effective manner”.
- Ensure that the management of all finances *promotes the current and future interests of the community*.

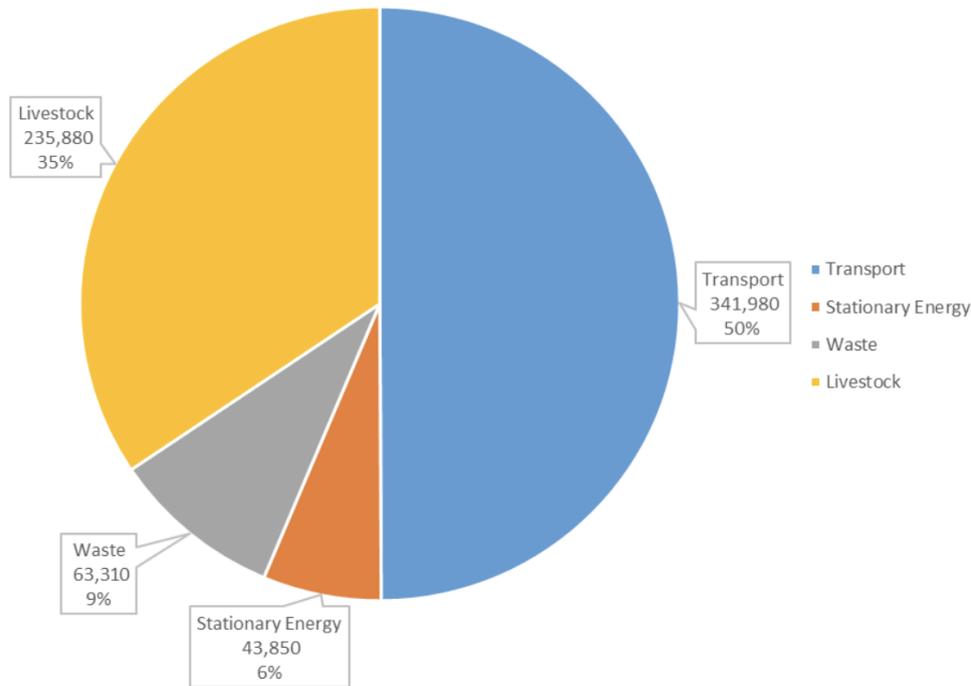
The TYP fails to implement measures that will achieve any of the above.

QLDC EMISSIONS PROFILE

The average GHG footprint of a resident in this district is 18 tCO₂.⁴ To put this in perspective, if we were a country, we would be among the top 10 emitters in the world per capita.

Transport accounts for 50% of our greenhouse gas (GHG) emissions with 35% attributed to the agricultural sector, 9% to waste and 6% to stationary energy. Transport emissions include both road (264,430 tCO₂e or 77% of transport emissions) and aviation (77,550 emissions tCO₂e or 33% of transport emissions). About half of the road emissions were attributed to residents and the other half to visitors. There is no breakdown in the aviation data as to how much of the aviation emissions are attributed to residents/visitors. What is clear is that we need a massive shift in the way that we move as residents and to reduce the volume of traffic on the road and in the air by 2030.

⁴ https://www.qldc.govt.nz/media/vj3fwmin/tonkin___taylor_report_ghginventory_20180927.pdf



Emissions from the agricultural sector largely fall outside of influence of the Council. It should be noted that Wai Wanaka is currently working with the primary sector in the Upper Clutha basin and the majority of farms should have a baseline as well as a mitigation plan in place before the end of the year. This action is being done in an efficient and effective manner and should serve as an example of what we need to accomplish.

The areas we do have influence over are transport, waste and reduction of operational and embodied energy in capital spending.

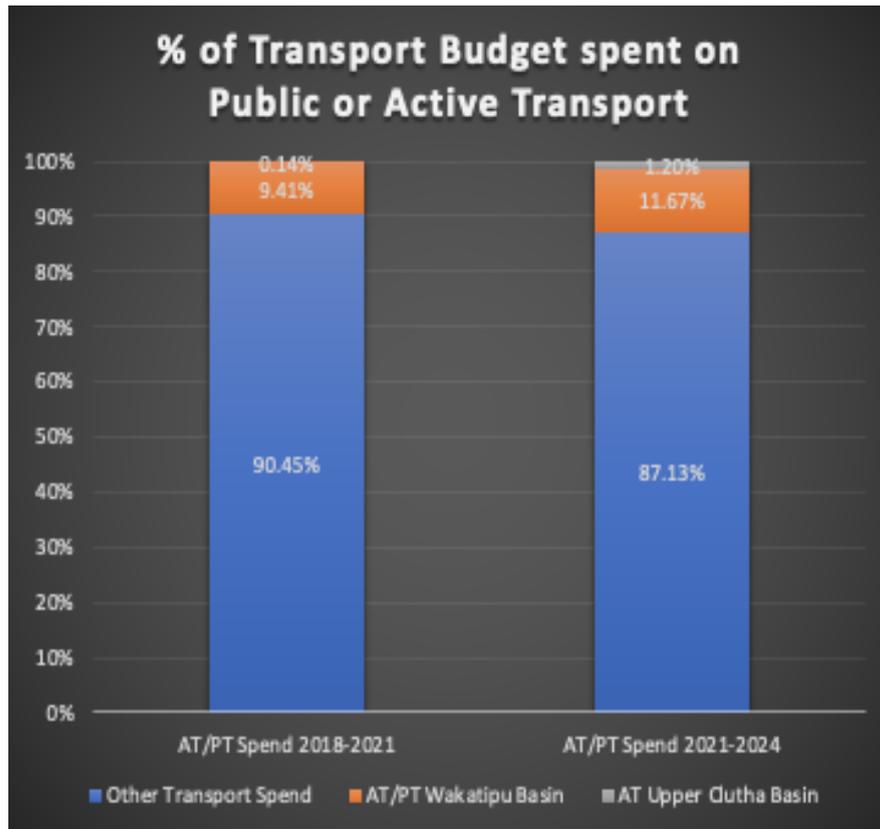
CLIMATE ADAPTATION & MITIGATION MEASURES

TRANSPORT EMISSIONS

Our public transport is the cleanest, greenest, innovative choice for district-wide connectivity

Active travel is an integral part of an accessible and safe network for all of our people

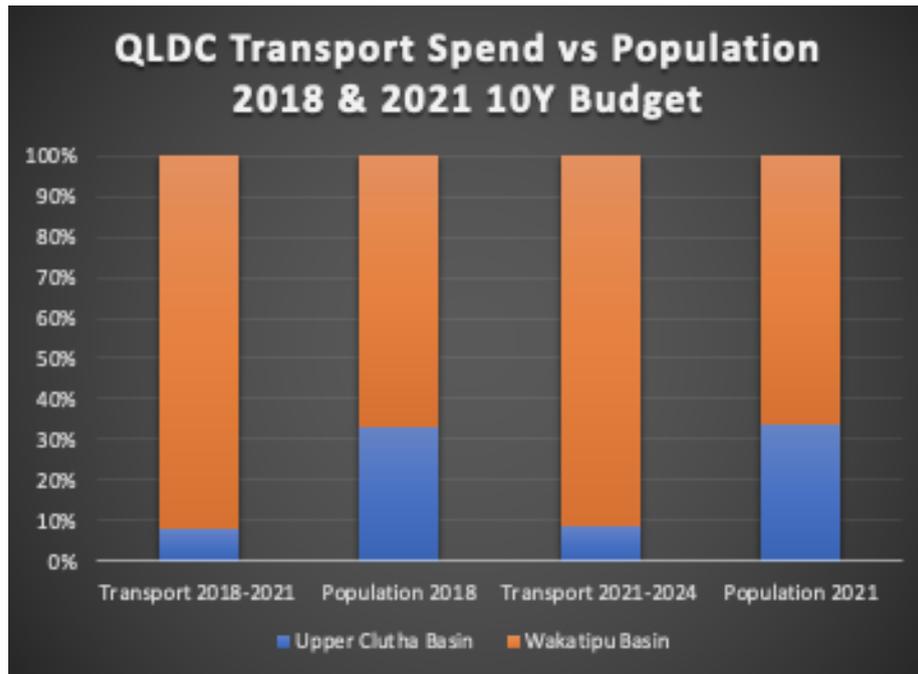
Transport is the key area we have to target to reduce emissions over the next 10 years. Our strategies for doing this need to focus on two areas: **reducing traffic volume** and **shifting behaviour**.



The TYP dedicates 30% of capital costs and 11% of operating costs to transport over the next ten years. As this budget will materially affect the next three years spending, the following focuses on the spending from 2021-24 TYP. To put it in perspective and see if there was any shift in budgeting since the CAP was adopted, we compared these figures to the 2018-2021 budget in the 2018 TYP.

In the 2021 draft TYP, 87.13% of the transport budget for 2021-2024 is dedicated to road improvements and maintenance. This investment is effectively enabling cars to travel on the road and increasing emissions as the majority of our cars in our district are still petrol powered. Only 12.87% of the budget is dedicated to active transport (AT) or public transport (PT) initiatives.⁵ This is only a 3% increase in spend compared to the 2018-2024 budget and counter to our obligations to take urgent action to mitigate against climate change. The priority in the TYP seems to be potholes over safety and viability of future generations. This is unacceptable.

⁵ We have calculated into this percentage both the explicit and implicit (footpath maintenance etc.) items in the budget dedicated to these activities.



Not only is AT and PT inadequately funded, it is also done in a manner that is completely contrary to an equitable distribution of funds between the communities in the district.⁶ In the proposed budget, 90% of the total transport budget is to be spent in the Wakatipu Basin, with 9% to be spent in the Upper Clutha and 1% on the Crown Range. When looking in detail at the portion of the budget spent on emission reduction transport strategies in the 2018-2024 combined budgets, the Upper Clutha is only receiving 6% of the funding with 94% of funding going to the Wakatipu. While the Council has put a caveat in this TYP that the impact of COVID has been a factor in reducing the overall budget, the total budget for transport in the 2020 TYP is practically the same as the 2018-2021 budget with a slight increase for the next three years' budget. This inequality has to be remedied with haste.

POPULATION GROWTH & REDUCTION LEVERS

The TYP bases population projections on a “business as usual” approach with respect to the increase in visitor numbers. The TYP populations forecasts see COVID-19 as a statistical “blip” with visitor numbers returning to pre-COVID levels in as little as five years. The assumption - that the golden age of tourism will return - needs to be reviewed in light of the following:

⁶ In terms of population, the 2018 Census showed that the Wakatipu Basin made up 67% of our population with the Upper Clutha making up 33%. Over the past 15 years, the Upper Clutha has been growing at a faster rate than the Wakatipu so it is assumed here that the ratio in 2021 will be about 66% Wakatipu and 34% Upper Clutha.

- the continuing long-term impact of COVID, both from an economic, social and health perspective as well as consumer behaviour towards travel will likely have a significant impact on the number of visitors willing to travel;
- increasing global measures to take urgent climate action is likely to significantly increase the cost and frequency of flights and travel;
- the technological transformation the aviation industry needs to go through in the next 10 years to adhere to its climate obligations and the economic impact of COVID on the industry will place huge pressure on this sector;

In addition, we have a moral and legal obligation to reduce visitors to the region. Until carbon zero road and aviation options are available, we need to look at what levers within our power to reduce the number of visitors to our district once numbers start to return. These include shelving all projects which are drivers to visitor growth while continuing to work with the tourism sector on its transition to a regenerative future.

It is encouraging that the Council has recognised the negative impact of aviation as a driver to visitor growth and both direct and indirect impact on increasing emissions in its recent submission to the Climate Change Commission Draft Report.

*“8.10 Whilst emissions attribution becomes complex in this space, **it is clear that increased international visitors to New Zealand typically result in increased international visitors to the Queenstown Lakes District. The proposal for a new international airport at Tarras may result in a significant increase in international visitor road transport to the district and all of the associated emissions.**”*

There is equally true of any expansion of aviation or airports in our district and we will support the Council in ensuring that there are no further airport expansions in ours or neighbouring districts and implementing a serious reduction strategy for transport. We look forward to seeing strong leadership from Council on this point.

We also believe that the assumptions on population growth under estimated resident population growth to our district. As one of few global safe havens from an economic, social, health and climate perspective, the district is likely to see a large increase in both domestic and international migration. This could occur when borders begin to loosen up, and increase as climate pressures such as rising seas, heatwaves and wildfires increase in other communities. While this will likely help with economic diversification as migrants bring an increasingly diverse range of skills and expertise to the district, this will also put enormous pressure on our infrastructure. We need to prepare for this now.

URGENT NEED FOR BEHAVIOUR CHANGE

We note with interest that the Council in its submission to the Climate Change Commission stated:

“Behaviour change needs greater emphasis

*3.9 QLDC supports the actions to create a multisector strategy, but doesn’t consider the emphasis on behaviour change (necessary action 16) to be sufficient. **QLDC’s position is that effective behaviour change at every level of the system** will be essential in supporting technological solutions and giving effect to the Commission’s advice **in an urgent and timely fashion**. There is potentially limited capacity and capability in relation to these skillsets and methodologies within the system currently.*

*3.10 The need for behaviour change approaches is acknowledged at Necessary Action 16, but **the recommendation should be expanded to recognise the need for institutional, business, community and household-level change**. The advice relating to behaviour change should also be, more ambitious, more creative, more detailed and further reaching than stated in this section. QLDC notes that effective behaviour change should be a proactive, enabling recommendation as opposed to a reactive, necessary action.”*

This behaviour shift starts here - we do not, and should not, need to wait for the central government to start. We need to implement, **with urgency**, behavior change campaigns to raise awareness about our GHG footprint and assist individuals and businesses to put in place a reduction strategy. A large focus of this campaign needs to be changing the way we move with the outcome being the reduction of carbon intensive travel in the district. As stated in the TYP, “Local government has a role to play in both, but we cannot affect community behaviour change alone. Everyone in the district will need to collaborate, think like a global citizen”. We wholly agree with this statement. While council can not, and should not, do this alone, **it can fund it**.

Behaviour change is the greatest tool we have at our disposal to reduce emissions. As we have demonstrated, it is also the most cost effective. However, it cannot be continued to be done by volunteers with little to no budget. Behaviour change starts with education for awareness then self responsibility and facilitation for action. All of these need strategic planning and funding. This is where the health of humans overlaps with the health of our environment as interdependent. As Wai is demonstrating with the rural sector, behaviour change can happen and results achieved quicker and more effectively when funding is available. To be more than just ink on paper and to lead to actual reductions, there has to be a serious budget put into behaviour change initiatives. The current budget is completely lacking in this regard.

Given the above and the lack of vision, strategy or urgency in the TYP concerning climate action, we would like to ask the Council to reply to the following:

1. How much operational budget is going towards climate mitigation and adaptation?
2. What percentage of the total budget is this?
3. How does this percentage compare to the percentage spent in other areas such as economic development and social development?
4. Do you believe that this TYP takes the *“effects of climate change, and the measures required to mitigate those effects”* seriously and escalates them to *“the highest public importance”*?

RECOMMENDATIONS:

1. All budgets need to be drafted based on our emissions reduction strategy and established in line with our obligations under the CCRA.
2. All projects in the budget need to have an emissions profile attached to them to assess whether it will help to reduce or increase our GHG emissions. These profiles need to include emissions due to both embodied and operational energy.
3. Any project that will lead to increased emissions needs to be immediately shelved.
4. The Council needs to appoint a staff member at the executive level who is responsible for ensuring: that all council strategies and activities are inline with the CAP; the systems are in place to measure and report on the emissions profile of all infrastructure spend and future developments; that all future budgets are aligned with our strategic direction and priorities with respect to climate, land, water and air.
5. The overall budget dedicated to the reduction of transport emission needs to be increased inline with the importance and urgency that has been declared by the council.
6. Funding for active transport and public transport in the Upper Clutha needs to be increased to ensure the equitable distribution of funds within the community.
7. Establish a fund dedicated to behavior change initiatives and open to community groups to fund work that is currently being done by volunteers.
8. Support is provided to get emissions baseline and reductions strategy for all segments of the community (individuals and business), in line and collaboration with the Wai Wanaka program in the primary sector, within the next 18 months.
9. Fund Enviroschools for our two district high schools so that climate education can be taught in all schools, not just primary.
10. All the above need to be implemented with urgency, in line with our declared priorities as a district on climate mitigation and adaptation.

WASTE

Zero waste is just something we do here

Waste is the second priority with respect to reduction of emissions. The Tomkin + Taylor report concludes that our total emissions from the 94,871 tCO₂e. Solid waste made up the largest proportion of this at 88,011 tCO₂e. Half of these were attributed to organic waste with the other half being made up of paper.

The TYP forecasts to reduce emissions by 4.2% each year from year one. However, the TYP fails to provide details on how the goals outlined for organic waste will be implemented in the next three years.

It is encouraging to see that a budget has been set aside in both the Upper Clutha and Wakatipu Basin to address behaviour change. As with transport, this is the biggest lever we can pull to achieve our targets. This budget should be increased and there should be a stronger connection between community / local government to leverage the capacity and experience that exists in the community to implement behaviour change.

RECOMMENDATION:

1. Provide a strategic pathway to the community for organic waste reduction and details about how this is going to be addressed in the district in the next three years.
2. Increase the funding for behaviour change initiatives with a strong community / local government partnership.

ECONOMY

This past year has shown not only the vulnerability of having a lack of diversity in our economy, but also the dangers of having a large section of our economy in a low wage, service industry that is reliant on transient employees who are inherently vulnerable to economic shocks. Any CAPEX spend needs to be prioritised by asking the question: does this project increase our economic diversity or does it go to supporting increasing visitor numbers to the district? Diversification is key not only to improving the resilience within the community, but also reducing emissions by decreasing our reliance on tourism. While tourism will always be part of our economic mix, it needs to make up a much smaller part.

RECOMMENDATION:

1. Establish an independent Economic Development Agency, with funding from both rate payers money as well as seeking central government funding.

GOVERNANCE

The district is presented with a TYP with little to no options as to the priorities for spending. The TYP mentions democracy and participation without setting out a pathway to do this in any meaningful manner. To enable a truly participative system, the community needs to be able to input into decision making prior to those decisions being made, not after.

Last year we held a discussion on participative democracy with Max Rashbrooke to which 150 local residents came in both Queenstown and Wanaka. The overwhelming majority of the participants would like to see some sort of participative democratic model set up. The most cost effective way of incorporating a participatory system is to establish a participatory budgeting process.

A participatory budgeting process has been successfully used by a number of local government bodies around the world.⁷ We would simply need to follow best practice. This would allow for the community to decide on capital spend for community projects. It would assist the council in prioritizing their work and lead to a great trust and collaboration between the local community and its council.

RECOMMENDATION:

3. Include a participatory budgeting tool in the Council tool kit in order to allow the community to prioritise which projects to fund.

NEXT STEPS

If you have any questions or would like to discuss this submission, please do not hesitate to contact Darrin Brown, the Wao Chairperson at [REDACTED] or Monique Kelly [REDACTED]. We would like to reiterate we are committed to assisting QLDC however possible to amend the TYP to include a much stronger climate focus.

⁷ Some examples of communities already using this system include Porto Alegre, Brazil; Paris, France; Vallejo, California; Soel, South Korea; New York City, USA; Seville, Spain; Boston, USA; Berlin, Germany; Toronto, Ontario.

QLDC SPATIAL PLAN

SUBMISSION APRIL 2021

SUMMARY

We would like to thank the QLDC team for coming up with a document based on a number of well thought out and communicated scenarios. With migration of permanent residents to the district being highly probable as outlined in the 10 Year Plan submission, forward planning to ensure that we are able to do this in a way that has the least impact on our environment and services to enrich our communities is essential.

Main Centre

The Main Centre approach will provide the least impact to our environment in terms of emissions by enabling us to reduce emissions, lessen our impact on our land and water and make the most efficient and cost effective use of infrastructure built to support 3 waters and transport.

Connected communities - Active Transport & Public Transport

Care needs to be taken to ensure that regular, reliable and affordable public transport as well as active travel options are available both within the central hubs as well as between outlying communities. This also needs to be coordinated regionally between QLDC and non-QLDC townships. QLDC should show leadership in this space and initiate a discussion to implement a national strategy for transport, which includes aviation and road. This will go a long way to helping us to achieve a reduction in our GHG emissions. See also recommendations in the submission for the TYP.

Community bump spaces

Densification does not need to be undertaken at the cost of community spaces. All developments should be obliged to set aside a community bump space. These spaces need to be connected via a green belt which connects to essential services such as schools, retail and health facilities. An overarching strategy needs to be in place to ensure that these pathways and bump spaces are set up to ensure connectivity between developments

Diversification.

Spaces within each of the communities need to be set aside for economic development aimed at diversification. With diversification a key strategy for the Spatial Plan, low impact businesses (those that measure and report on their environmental, social and economic impact) which provide decent work and income for the community should be encouraged.

An independent Economic Development Agency, funded in part by the Council with funding also sought from central government, should be established with hubs in both the Upper Clutha and the Wakatipu Basin.

A hiatus should be put on all new visitor accommodation builds with these only going ahead when upgrading or replacing current stock. This should remain in place until an emission reduction strategy has been set up for this sector. This also protects the economic viability of existing operators.

Consideration also needs to be given to the types of housing available and incentivising the building of smaller, more compact and energy efficient housing. Developers should be incentivised to ensure the design and build of energy efficient buildings. This could be done by streamlining resource consent for projects with a strong materials waste and energy efficiency build policy. Consent for land development also needs to be contingent on the setting up of easily connected developments with the integration of community spaces. The use of all fossil fuel energy, including reticulated gas and fossil fuel boilers, should be banned in all new developments. All infrastructure, including private and public new builds, need to be energy efficient and address both the embodied energy due to materials choice and construction as well as the operational energy.

Productive land needs to be protected from any further development due to the economic benefit it provides to the community by increasing our food resilience and connection with the land through sports and leisure activities as well as environmental, through the sequestration of carbon as well as protection of biodiversity, to protect against land and water degradation.

Development of land needs to occur on land which does not fall under character, Outstanding Natural Landscape (ONL) and Outstanding Natural Features (ONF) or productive land category. When looking at the maps, the Wakatipu basin is already encroaching into these areas. A line needs to be drawn to stop any further development and a plan drawn up once saturation point is met. This will have impacts on population growth in the district and possible shifts in the population distribution between the two basins. From a spatial perspective, there is more possibility for expansion in the Upper Clutha, although this too needs to be watched closely so that the encroachment which has occurred in the Wakatipu basin does not happen over here.

Unless population declines due to a natural or economic disaster in the district, much thought needs to be given to the saturation point of both communities. This needs to be decided upon well ahead of when this occurs. Given the highly likely scenario that the district will come under increasing pressure from both domestic and international migration, we would strongly suggest that a study be done into testing assumptions around resident

numbers. This likely scenario has many implications on infrastructure spend and ensuring that we are anticipating rather than reacting to growth.

RECOMMENDATION:

1. We support the Main Centres scenario.
2. We recommend that even in this scenario, space for essential services for outlying communities, as well as options for small local business development, be set aside to encourage localised economic development.
3. We support the implementation of affordable, regular and reliable transport both within centres and with outlying communities.
4. Development should be permitted only on the basis that it provides for energy efficient, low impact buildings integrating public and active transport routes as well as community bump spaces.
5. The use of all fossil fuel energy, including reticulated gas and fossil fuel boilers, should be banned in all new development.
6. All productive land should be protected from any further development along with character, culturally significant and ONL/ONF land.
7. Commission a study to examine scenarios for population in light of climate and economic migration.

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The documentation expresses some clear ideals, however fails to actually deliver significant strategy other than the 3 waters projects and the push towards public transport.

Whilst both important, it fails to address the waste that we as a district produce. It's important that all people, businesses and industries are held to account, something that is not actively being considered in industries such as construction for instance, a far greater contributor to carbon emissions than tourism, even at the height of the tourism industry.

Council has determined that the onus is on the individual and the business to educate and correctly re-use/recycle. However there needs to be a unified voice in all areas that residents and visitors enjoy - if the message is only received in one location, it won't have an impact. But if the message is received across the district - on the public bins, on lamp posts, on public toilets and spaces, on every commercial/residential bin in the district, and in every business, then the message will be loud and clear at all times. The recent Sustainable Queenstown meeting also showed council already have a perfect slogan - Guardians of Paradise. Lead by example, make the information unequivocal and easy to access, and employ the message first and ask businesses to do the same.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

Suggesting that CBD businesses benefit most from this initiative is not correct, and is providing ill-considered information to the general public.

Vehicle movement statistics would categorically show the majority are in the Frankton region, where the vast majority of residential activity now is from the last decade of subdivision allowances. These are also the vast users of the roading systems, as they rarely use public transport initiatives, and rely solely on vehicle use. These are the heavy road users, and it is not reasonable to put almost all the responsibility/cost on the CBD operators. Tourists use public transport options, residents do not.

Providing the information as you have in representing the 2 options is incredibly misleading.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Funding should not include a visitor levy. The tourism industry has produced significant sums of revenue provided to central government, that has only now been re-invested in the region due to the significant impacts of COVID on the industry.

New Zealand and its tourism regions are a product that is pushed by the various national bodies/entities controlled by central government. Any successful business knows that they need to re-invest in their product, but instead successive governments have taken the capital produced and invested it elsewhere in the country.

It is time that central government consistently reinvests in their product in the future hereon - regional councils that produce the return need to lobby central government for a small consistent contribution, so those regions that have a shortfall of ratepayers can make up the numbers from a government reinvesting in their product. The recent Tourism Futures Taskforce categorically found there was no evidence that the visitors do not already 'pay their way', so it should not be on regional councils to attempt to fund-raise for various initiatives if they can show a benefit to the communities and the tourism product they represent.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

KENNEDY Sophie

Remarkable Theatre

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Ten Year Plan Submission on behalf of Remarkable Theatre Inc. Queenstown

Remarkable Theatre Inc supports the inclusion of Arts and Culture within the QLDC's Ten Year Plan. In particular we support and would like to see on the agenda:

- The development of a centralised physical Arts and Culture space that has modern, high quality, fit for purpose and functional infrastructure adequate for all groups' needs.
- The development of an online Arts and Culture hub to centralise the local arts community, streamline the events calendar and ensure optimal booking/usage of the centralised space
- That we respond to the overwhelming need for Arts and Culture space due to growth in population and more recently, demand and interest in a post-Covid environment
- a programme that builds creative capacity that fully supports existing and future growth and development of an arts ecosystem in Queenstown

Who Are We?

Remarkable Theatre makes a significant annual contribution to the social and cultural wellbeing of the region through community participation. Our annual audiences exceed 4,000, we have an email database of close to 1,000 and we have around 100 annual paid members. Our annual programme includes:

- January: Queenstown Gardens Show x 8 performances
- May: Pint Sized Plays in Queenstown, Arrowtown and Wanaka x 3 performances
- September: Main Show in Arrowtown x 9 performances
- Monthly: Professional development theatre workshops / social member gatherings
- Monthly: Committee meetings

Post-Covid Observations

Since the threat of Covid-19 hit our community, we have observed a significant increase in the level of interest and participation in theatre, arts and culture both during and post-Covid. Our Zoom play readings in May **doubled**, the number of people at our June main show auditions **doubled**, our main September show was **sold out** on 8 of 9 nights (unprecedented) and our January Garden Show saw **40% increase in donations**.

We're not certain as to why this is – a desire to connect, a desire for events, mental health support reasons, improving work-life balance – the reasons could be many, and that's not our area of expertise. But regardless of the reason there's no doubt that this has a positive effect on Remarkable Theatre, both from a member and an audience participation perspective. One that we want to continue to provide for at current levels and beyond, as both interest in the arts and the community population continues to grow.

Current Space Scenario

Why do we support the development of a centralised physical Arts and Culture space? This is most easily explained by looking at how we currently operate. Our activities are spread between at least five different venues, none of which are quite fit for purpose.

- **Arrowtown Athenaeum Hall (QLDC Facility):** For our main show production we use Arrowtown Hall, a multi purpose hall with many theatre performance limitations. Although Memorial Hall would be much more convenient as it's close to the Isle Street Rooms we can't afford to use Memorial Hall for our main shows without making a loss. This means we must hire trailers to transport costumes, props and staging from Isle Street and Garage to the hall for the main show.
- **Isle Street, Queenstown (QLDC Facility):** We are lucky to share this space with Showbiz Queenstown as a cost-effective rehearsal space but it definitely has its limitations –
 - continual lease uncertainty – we are never sure when this facility will be removed
 - space is only just large enough to rehearse in (angled ceiling restricts usable area)
 - inadequate parking for a cast and crew of up to 60 people
 - upstairs access is restrictive for those with physical limitations
 - limited storage for costumes, props and staging (which we prefer to recycle for economic and environmental reasons)
 - very cold in winter for main show rehearsals
 - very run down and not as professional as our productions
- **Sherwood Queenstown (Commercial):** For our monthly theatre workshops for around 20-30 people, Sherwood Queenstown provides us the use of their Workshop Meeting Space as it's warm, professional space for welcoming new members and has adequate parking available

- **Fluid Queenstown (Commercial):** For our monthly committee meetings for 12 people, Fluid Queenstown provides us the use of their Big Box Meeting Space as a warm and professional space for our committee, a large monitor and camera for remote zoom meeting access & catering facilities
- **Garage Storage (Personal):** We are lucky enough to have the use of our president's garage for the storage of costumes, props and staging. But this facility will no longer be available to us in Dec 2021 and as a result we will need to investigate alternate options to continue to store this equipment.

Future Ideal Space Scenario

Our ideal fit-for-purpose space would therefore include but not be limited to the following:

- Modern, professional facilities with adequate heating and cooling that we can be proud of
- Multiple performance spaces of a range of sizes, with high quality seating, high quality acoustics and inbuilt infrastructure for the sound & light crucial for professional shows
- Multiple rehearsal spaces with at least one space being as large as Athenaeum Hall stage + wing area and another being large as the Memorial Hall stage + wing area
- Smaller rehearsal and performance spaces for live shows to smaller audiences (<100 people)
- Multiple meeting spaces with large monitor and camera for remote zoom meeting access
- Self-catering facilities to allow the preparation of food for member gatherings
- Online booking system in place to ensure that usage of facility is optimised
- Secure storage facilities for shared community equipment with simple access (eg there are at least three costume storage facilities in the Wakatipu, why not combine them into one?)
- Adequate parking for at least 60 cast and crew members
- Accessible access for those with physical limitations
- Affordable for community groups

But most of all, having certainty around the security of our position within a fit-for-purpose space will allow us to commit to growing our member base, our offerings, our patrons, our thespian community, knowing that we don't need to fold our operations due to lack of adequate member facilities.

Five Year Plan

Assuming our current or better spaces remain available to us, our five year plan consists of:

- Continue to offer three performances a year to the Queenstown Lakes community
- Continue to run monthly professional development workshops but offer these to Showbiz Queenstown and other performance groups so that more like-minded individuals can benefit
- Increase the number of touring workshops we invite to Queenstown to increase experience
- Increase our membership from 100 to 200 members, perhaps more if our space allows
- Create a tiered patron sponsor system to allow our community to contribute financially
- Collaborate more with Showbiz Queenstown so combined member bases can each benefit

The arts contribute to personal wellbeing: A third (35%) of young New Zealanders say that doing creative things makes them feel brilliant, and 62% say taking part in arts activities helps them feel good about life in general. (Creative New Zealand, 2017)

The arts contribute to social inclusion and cohesion by connecting people and communities: Arts participation has helped individuals to find support, develop networks and a sense of belonging, as well as increasing community cooperation. (University of Auckland, 2019)

The arts play a role in rejuvenating and making cities and communities great places to live: Public art can increase the use of public spaces; improve the aesthetics of a place; encourage a sense of ownership and community pride; and create landmarks and distinctive features in the urban landscape. (Unitec, 2016)

The arts contribute to New Zealand's economy: The creative industries contribute approximately \$17.5 billion to New Zealand's GDP. (New Zealand Institute for Economic Research, 2017)

Summary

Without a centralised physical Arts and Culture space and an online Arts and Culture hub, the Arts and Culture scene will be unable to adequately meet the needs of the Wakatipu community as it recovers and grows. Inclusion of Arts and Culture in the Ten Year Plan will provide arts programmes that build creative capacity and fully support existing and future growth. The development of an arts ecosystem is so important to the community fabric of Queenstown.

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

114 members of the Lakes District Accommodation Sector group, with businesses located throughout the district, OPPOSE the introduction of a levy on short term accommodation providers.

Among viable alternatives which we could support would be a genuine tourism business levy payable by all businesses deriving income from visitors to the region, apportioned by their share of visitor expenditure recorded in the government's Tourism Satellite Accounts.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The council should not be prioritising or funding until directed by the Climate Change Commission who still have not finalised their analysis.
The council should not pretend to have answers and concentrate on the overburdened infrastructure.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Statistics need to be provided as to how many people are using Public Transport currently. My own analysis suggests not many.

Our climate, topography & the short stay visitors we are hosting are unlikely to cycle or catch a bus.

Local residents in the wider area do not come to the CBD because there is no car parking . Parents picking up children from schools are not encouraged to stay ,play and spend.

The proposed arterial route, Melbourne st, through Henry st(stage 1) is a total White Elephant, it is not fit for purpose. A total waste of money to progress with no where to go beyond end of Henry. Needs to be put on hold or reassessed.

Frankton Rd needs to be 3 lanes, 2 in or out depending on time of day and or separate bus lane , or made one way departing out Gorge Rd to Tucker Beach ??

Why would the Council be intending to expand the town centre with the arterial route going through the middle of this and allowing more hotels & apartments being built on the Camp Ground and NO car parking . Does the council mistakenly think we are Amsterdam ?

The current wide Stanley st should lead into a CARPARK , Ballarat St, Gorge Rd, Under Rec Ground ?

Where do council, councillors, Destination QT staff park? I have seen them in Park St , Brisbane St & QT Gardens,one person per vehicle. It would be useful to ask these people why they do not catch the bus, the planners might then have a more realistic understanding of the difficulty parking and coming to down town Queenstown.

The charm of the CBD is being totally compromised, it seems the council do not want the CBD to be easily accessed.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

Having lived in CBD for 40 years have never had grass verges looked after, no footpaths, badly maintained (Never) footpaths, no underground power and you are telling us we will benefit most from the CBD upgrade.

Loosing more carparks, with no where for our visitors to park. If you think the upgrades to Queenstown Ghost town is a bonus I wonder what the owners of the commercial buildings, the majority who do not live in CBD think. Probably too busy trying to survive and do not have time to plough through this Summary. It is definitely not a benefit to the long term residents and we should not be paying for this poorly thought remodelling of the CBD.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

If there was more accountability and better management there would not be the need for fee increases. Better staff retention at the council would save funds.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

QUEENS TOWN CAMP GROUND

The idea of the council doing a JV with Australian developers in the Camp ground as an extension of downtown is impractical , more people in hotels and apartments & no parking. The very idea of splitting downtown by the arterial road is beyond belief. The camp ground could remain the camp ground/green space or car parking off the proposed arterial road...Ummmm

COMMUNITY HOUSING

This is not the councils job to provide. Council needs to re familiarise themselves of the duty to ratepayers.

If business need to house staff like many operators have been doing for decades, there will not be a staff housing problem.

Why has the council not looked at the model for community housing supplied by developers in Aspen (Our sister city) I recall our Mayor and councillors have been there.

I am happy to speak at the hearing.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

KIESOW Mario

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading, as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; ie amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

See attached.

Q. Please use this space to comment on the draft Policy on Development Contributions:

The DC policy identifies costs beyond \$8.1M, with nearly \$14M costs identified for Water Supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection charges identified).

This makes it impossible for developers/ ratepayers to understand the costs of the scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

N/A

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly **opposed**.
2. This is because:
 - (a) The Council has demonstrated no need to invest in the scheme.
 - (b) In particular:
 - (i) the Council has demonstrated no need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and
 - (ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.
 - (c) The Council therefore has no need to invest in a competing system.
 - (d) This is particularly the case where:
 - (i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;
 - (ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/ or developers through rates, connection charges, and/or development contributions;
 - (iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;
 - (iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors); and
 - (v) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party:

... engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits
3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, **independent**, information before it on these matters.

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I wanted to make a submission regarding the courts in Luggate. We are a growing community, and currently have very limited space for our children to recreate. We had two average courts before the temporary hall was put in place, and now we have 1 very poor surface that is a safety hazard with uneven ground and weeds that the kids trip over.

Please can you consider funding for renewing the court surfaces in the next 2 years! We have 16 children in our cul de sac alone (and many more in the expanding community) who are very outdoorsy and love to play basketball and tennis. Those courts are the only space they have to play outside (they are too old for the playground). Many parents don't want to send their children down the river track alone, so those courts are gold for us.

As a compromise I wonder if you would consider re-surfacing even one of the courts-preferably with tennis and basketball markings and the netball and basketball hoops. The volleyboard was very popular too. We cannot wait eight or nine years for those courts. By then our children will have missed an opportunity that is available to many others in this district. They will be less likely to play ball sports and miss the buzz and confidence building that sport offers.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

KOLB Deborah

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Where is Council's actual response, in terms of actions taken or planned to be taken, regarding climate change? I see a continued push for GROWTH, with little to no consideration of the impact that growth has on our local community, our environment or the climate.

I fully support the submission made by WSG, in which they clearly state:
"Despite broad aspirational statements, the actual policies and
web: protectwanaka.nz // Submission to QLDC on TYP - 150421 - Page 6 of 10
funding strategies present in both draft plans represent a failure to live up to
Council's stated
commitment to climate emergency and a carbon neutral economy."

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Rooding Rates

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

A consistent message which the wanaka community has voice to QLDC is that we as a community feel unheard by the current council.

Greater transparency with regards to issues that affect us as a community. The level of distrust of QLDC has increased in the last 5 years, where our concerns & input seems to be repeatedly ignored.

I whole-heartedly support the following which WSG has submitted:

1. Listen to your communities. QLDC must start genuinely putting its people first: the views and

wishes of the communities you serve are paramount, and should be at the heart of council strategy.

2. Re-set for sustainable growth. QLDC must urgently address the fundamental disconnect

between Council's stated aspirations and the actual investments and growth strategies planned.

3. Establish and plan for realistic population growth rates. The community needs to see a clear

set of data: historical figures (and sources), current figures and sources, and projected figures

and sources. Data should separate resident numbers from visitor numbers, peak as well as

average visitor figures and predicted growth rates for each. The same data should also be

available specifically for the Wanaka Ward.

4. Show real commitment to your climate emergency declaration and the urgent need for

climate action. Council's declaration of a Climate Emergency and the well documented and

unequivocal concerns of the community around climate change should be built into the TYP as a

core underlying principal and key consideration of all planning and budgeting.

5. Airport strategy Plan B. Council must abandon its dual airport strategy to accelerate growth,

especially tourism growth, in the Upper Clutha and request that QAC develop a Plan B to

manage growth sustainably within existing airport constraints

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The figures don't seem to add up? How is the money being spent. The arterial roading project seems to be upgrading the road but isn't it the goal to reduce vehicles. This funding could be used for better cycle trails and storage. Buses can still use the roads we have because the aim is to reduce cars. Use the money from this project and put it into buses, ferries etc.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Funding should be put into more frequent buses, more bus stops and better ferry services not on the upgrade of the frankton road.

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

While climate change is mentioned in the 10 year plan, it refers mostly to adaptation to the consequences of a hotter environment and not enough to mitigation. The council's responsibility is to create policies which lead businesses, industry and individuals to operate and live in a low emissions region. The QLDC should be taking this opportunity to become leaders in the country and in the world on adapting to a carbon neutral district.

Climate change is the biggest problem facing New Zealand and the world. It therefore needs to be receiving the highest priority for funding and action.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

The QLDC need to ensure that the projected impacts of climate change are accounted for when making decisions on water infrastructure. Snowpack and snowmelt is projected to decrease significantly in the Queenstown Lakes district in the future and rainfall is projected to become more intense. This will affect decisions on water storage and stormwater infrastructure. Increased temperatures may also increase the demand for water. It's not clear from what I saw in the plan if they are actually making decisions with this in mind. i.e. Are they proposing to build more water storage to accommodate a growing population and the pressures of climate change?

Stormwater is not put as a high priority issue, but with increasing intensity of rainfall, flooding will become more likely. Stormwater systems will be put under more and more pressure over time. Having said that, I can't comment on whether it's as high a priority as the other 'two waters'.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The QLDC urgently needs more public transport. More around Queenstown. More around Wanaka. More connecting Wanaka and Queenstown. Transportation is the largest contributor to GHG emissions in the QLDC. This is because of poor design, urban sprawl and a lack of public transport. The QLDC needs a lot more buses, this needs to be a priority. A key focus should be that the buses are as low-emissions as possible and ideally electric. Costs of running diesel buses is only going to increase as the carbon price rises and if the QLDC serious about their commitment to being net zero by 2050 then they have to start planning for this.

In addition to this there needs to be a strong public awareness campaign to get people out of cars and on to buses or bikes. An investment in an awareness campaign which talks about the benefits of taking the bus, cycling and walking (clean air, health and lower emissions) is necessary. As is a deterrent for driving, such as increased parking costs and a car-free CBD. This could include getting bike education programs in schools and advertising around the community.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Protect Our Winters NZ represents about 4000 members of the outdoor community. The majority of these either live in the QLDC area, or visit it for skiing or other outdoor recreation opportunities. As an organisation we have had an overwhelming number of members ask about public transport connecting Wanaka and Queenstown. There is demand for this service, but it needs to cost less than driving and run frequently. Currently it is more expensive than driving and only runs twice a day. Therefore it has poor usage. . It is an essential service the local government should be providing.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Both Wanaka and Queenstown have been left to develop and sprawl unchecked. This needs to stop. It is ridiculous that a developer can essentially develop whatever they wish and is not required to provide any high density housing, transport connections or cycleways. This needs to stop. The QLDC declared a climate emergency in 2019. Allowing developments with urban sprawl, and no public or active transport connections is completely against this declaration. The QLDC needs to be prioritising high-density housing, useful public green spaces and public and active transport connections with all developments.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Transportation is the number one source of emissions in the QLDC. There needs to be a huge change away from car use towards active and public transport. The QLDC needs to stop approving developments which result in urban sprawl and only build high density housing with public transport connections and safe active transport options. There seems to be no prioritisation of this. There is minimal funding of public transport mentioned in the 10-year plan. There is very little invested in active transport. The QLDC has declared a climate emergency and aims to be carbon neutral by 2050 yet has made no progress in this 10-year plan in regards to public and active transport. The \$450 million allocated to be spent on transport over the next 10 years focuses on cars which will only add to our greenhouse gas emissions (and health problems and congestion issues). The QLDC needs to not just adapt to climate change but take responsibility for mitigating it too.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

You state in your report that a reduction of fares to \$2 resulted in significant uptake of public transport. What if you reduced it to be free of charge? There are many other resort towns around the world that have free public transport networks and they are very successful.

There is no mention of public transport between Queenstown and Wanaka. This needs to be prioritised and put into the ten year plan. There are thousands of cars driving this route every day and the buses are infrequent and too expensive for anyone to take. There needs to be a proper public transport connection.

Bike racks on all buses would mean people would bike to the bus then bike from the bus to where they are going easily.

There is some mention of protected cycleways in Queenstown but there needs to be more in Wanaka. I need to be able to safely bike between home, school, work, shop and play. I currently bike to work and am in the minority. Many of my coworkers live less than 5km away but they don't bike because they don't feel safe or encouraged. There needs to also be a educational campaign encouraging people to commute via bike.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me. I've lived in Wanaka for 9 years. For 9 years there has been talk about this happening but it still hasn't.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. Other investments will need to be reprioritised, such as roads.

Specifically, I am requesting the following changes to the Ten Year Plan:

- Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024

- The Schools to Pool protected cycleway to be designed and built as a priority

- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026

- The promised business case for active transport in Wanaka to be delivered by August 2021

- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at

c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including 'increase in km of

urban cycleways and shared paths built' as a key metric.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

There needs to be more funding directed to public and active transport and less towards roads.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

There must be more funding for active and public transport.

Any developments built must be required to have connecting cycleways and public transport links.

We can't keep approving subdivision after subdivisions. The urban sprawl is out of control! There need to be more high density, energy and land efficient housing.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Kinga Krupa,
BMus.(Hons), BSc.(Hons)

Queenstown 19th April 2021

Piano Teacher | Professional Pianist

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Re: Ten Year Plan submission

To whom it may concern,

I am writing regarding the QLDC Ten Year Plan review, focusing on the development of a proposed cultural district. It is something that I believe we strongly need here in Queenstown to help develop the cultural community in our locality and it is clearly lacking when you look at the facilities compared to similar sized communities and towns across New Zealand (Wanaka for example has community spaces available for teachers at a nominal fee). The population of our region has expanded rapidly over the past number of years, primary and secondary schools recently built are now being extended, with some more schools being built, retail and commercial units being completed, but I do not see any development in the cultural or artistic space which is concerning. If we as a community are serious about providing high quality cultural education, especially for young people, then I believe we desperately need spaces for teaching, performances, group meetings, etc.

My personal circumstance is gravely affected by the lack of a community facility here in Queenstown. I pride myself on providing the high-quality music education in this area at a reasonable cost to the local families and students. Without a community space available, which could be hired at an affordable cost, I am teaching from my rented 2-bedroom home in Shotover Country. On a typical week I will have around 80 + people coming to the house (including students, parents, siblings, carers, etc.). As most of the lessons take place after school, it creates the situation where my partner does not come home until after 8pm every evening when the lessons finish. Obviously, this is highly inconvenient and despite our best efforts we have been unable to find an affordable space to create a proper music education centre. We do of course have the option of taking out a lease on a commercial premises, paying commercial rates and passing the costs on to the customer - the students and parents, but this does not align with my values as I believe the education I provide should be valued as an important community education service and not a commercial business.

My hope is that community spaces or offices will become available soon to be hired on a long-term basis for small community services like mine so that we can become long-term and important valued members of the Queenstown area, and therefore I would like to strongly support a development of a cultural hub – a quality space that is fit for the purpose of individual and small group lessons, within the functional infrastructure, noticing that there are no community spaces available for rent on a regular basis at a reasonable rate in Frankton / Remarkables Park / Shotover Country / Lake Hayes Estate area.

Talk to Kinga: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From my understanding this subject has been an ongoing issue for private teachers in the area for many years and with the rapid increase in population predicted in the years ahead, my great worry is that there will be less means to support the small local initiatives that encourages the community spirit and provides the rounded education for future generation in the region.

If the opportunity were to arise, I would be delighted to share my thoughts and reflections on this matter further to support what I have expressed here. I would also like to share the findings from my ongoing experience as an Artistic Liaison for the Wakatipu Music Festival (4-7th June 2021), which aims to encourage high-quality music education in the region.

Yours sincerely,

A handwritten signature in cursive script that reads "Kinga Krupa".

Kinga Krupa

Talk to Kinga: [REDACTED]