

# Queenstown Lakes Spatial Plan

Community Engagement Report

MARCH 2021

# Grow Well Whaiora Community Engagement Report

**The Queenstown Lakes District has experienced sustained significant growth over many years which has resulted in the development of a draft Spatial Plan for the district.**

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This will set a vision for how we live, work, play and visit in the future, also considering things like community facilities, health care, education, transport links and how we'll ensure life in the district will remain sustainable and appealing.

Understanding the future opportunities and challenges for residents, business and visitors, how we futureproof and manage infrastructure, and protect our exceptional environment is key to delivering the Spatial Plan. The long-term vision and the direction of the Spatial Plan will help to guide both short-term decisions about recovery and move towards a more managed and sustainable approach to growth when demand returns in the future.

Engaging with the community is an important part of the process. Following our early Partnership work we led a district-wide community conversation about growth and how our district can 'grow well' for the next 30 years and for generations to come.

These conversations were an opportunity for our community to provide meaningful input into the development of the draft Spatial Plan. It was also an opportunity for the Spatial Plan team to inform the community on the Spatial Plan process and support a broader understanding of why we need a plan for the future and what a Spatial Plan will deliver.

The draft Spatial Plan has been developed and guided by inputs gathered from the Queenstown Lakes community, from a number of sessions. It was vital that the aspirational sentiments captured throughout this engagement aligned to the Spatial Plan principles of Wellbeing,

Resilience and Sustainability along with the spatial outcomes that address the challenges and opportunities facing the Queenstown Lakes. The three principles and five spatial outcomes are integral to guiding the Spatial Plan as shown in the Strategic Framework in Fig 1.

A key part of engaging with the community was to test future growth scenarios and have robust discussions on potential outcomes. The preferred option for the draft Spatial Plan focuses on a mix of the connected settlements and main centres scenarios, which was the combination that gained the most support in the community and also had the most significant benefits.

We would like to thank everyone who took the time to provide insights to help guide this process. We have captured and summarised the outputs of our community conversations in this report.

## Our Partners

Places succeed and perform best when central and local governments work together with iwi, business, industry and the community to deliver a shared vision for their community. The Whaiora Grow Well Partnership is a new Urban Growth Partnership between Central Government, Kāi Tahu, and the Queenstown Lakes District Council.

The Whaiora  
Grow Well  
partnership and  
Spatial Plan  
contributes  
towards  
delivering...



# How we engaged

The following table is a summary of our community engagement activities so far. We drill into more detail of each activity in the following pages.

NO.	WHAT	WHEN	WHERE	PAGE #
01	My Place Sessions - Community Workshop Roadshow	18 February – 20 March 2019	Makarora, Hāwea, Luggate, Albert Town, Wānaka, Glenorchy and Kinloch, Kingston, Queenstown – Wakatipu, Arrowtown and Arthurs Point	7
02	Grow Well Whaiora – Community Workshop Roadshow	4-27 November 2019	Wānaka, Frankton, Queenstown, Kingston, Glenorchy, Hāwea, Luggate	8
03	Grow Well online survey	7 November – 8 December 2019	Let's Talk – QLDC's online community engagement website	22
04	Targeted Community Engagement – Focus Area Stakeholder workshops	19-20 November 2019	Upper Clutha and Wakatipu	28
05	Targeted Stakeholder workshops – Luggate and Hāwea settlements	29 September and 1 October 2020	Luggate and Hāwea	33
06	Pre Consultation Engagement of the Draft Spatial Plan	December 15 – 26 January 2021	Key stakeholders, government agencies and organisations that have provided information to the draft Spatial Plan	35



# 01

## My place community workshop roadshow – February 2019

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A key project that supported and helped to inform the strategic direction of the Spatial Plan “Grow Well” pre engagement was the “My Place” sessions. The sessions were a series of district-wide facilitated community workshops held in February 2019 to discuss strategies around growth, climate change, housing and how the District Plan works. Although the topics were diverse they helped us to build on a series of themes provided from the community which shaped the workshop exercises to test growth scenarios. This was an important stepping stone to introducing the Spatial Plan to the community for the first time. *\*See Appendix A for a summary of key themes to come out of the sessions by location.*

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02

# Grow Well Whaiora community workshop roadshow – November 2019



A district-wide community workshop roadshow ran from 4-27 November 2019 in seven key areas, co-hosted with local resident associations and groups. These included LINK Upper Clutha, Glenorchy Community Association, Kingston Community Association, Hāwea Community Association, Luggate Community Association, Frankton Community Association and Queenstown Young Professionals.

This collaboration was initiated by QLDC to promote awareness, help educate and encourage participation in the community.

We designed the engagement to help residents look beyond current day-to-day issues and think about how to invest in the community to best support future generation's needs, whilst protecting the environment.

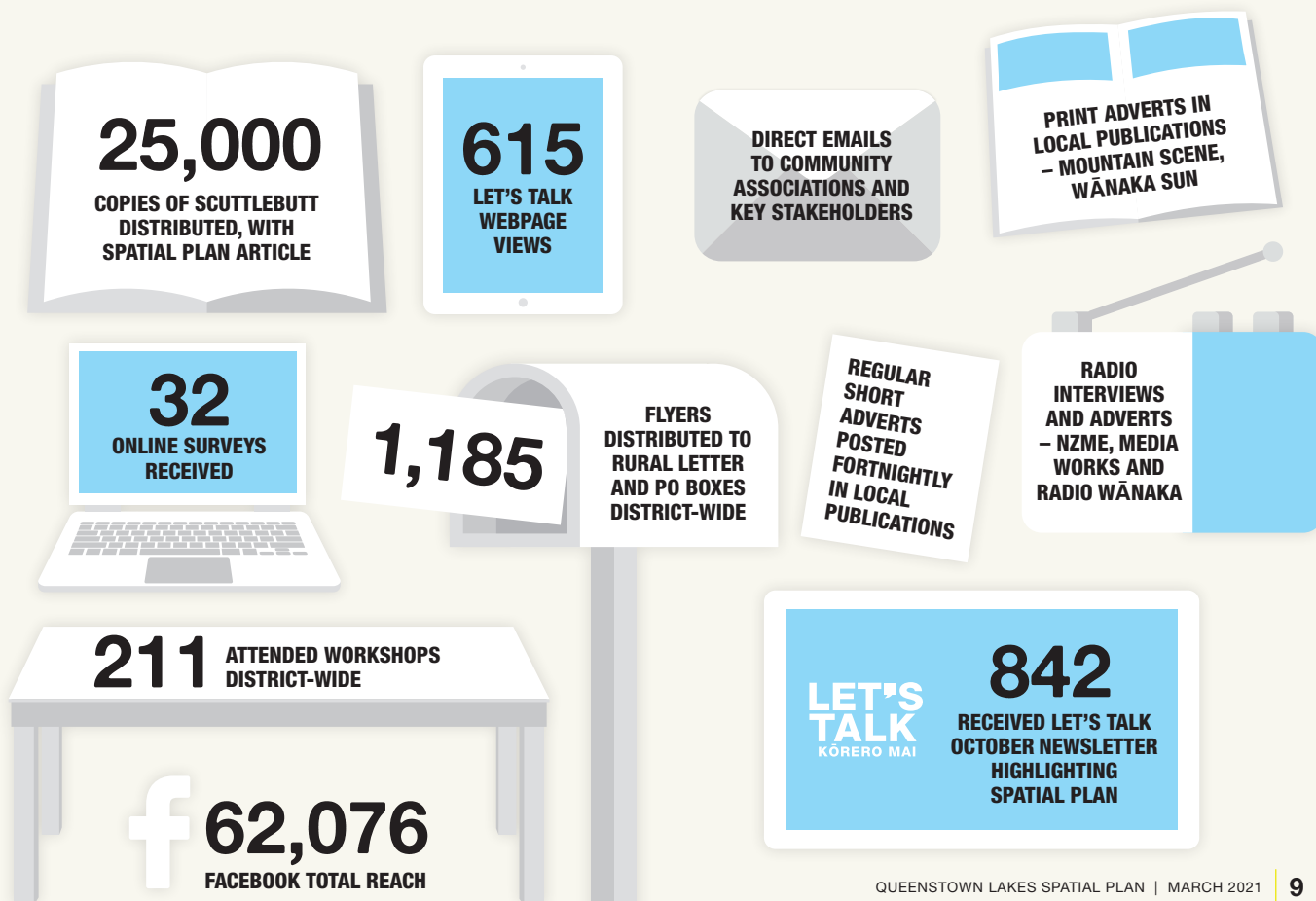
Each workshop was run by an external facilitator, presented

by a project team member and had staff support to help facilitate group work and guide the session.

To support community understanding we provided attendees with a consultation information booklet (\*see Appendix B) which gave an overview of the Spatial Plan and showed how it aligns to other existing strategic projects and conversations QLDC has underway.

## Promotional Tools

Over the 5-week November 2019 engagement period, we used the following channels:



# Methodology and Insights

**Workshops were based around the concept of Whaiora “Grow Well”. The aim was to find out what positive growth looked like for the community 30 years into the future; what were the priorities within townships in terms of desired facilities and services and how this related to population growth i.e. what would it take for these facilities and services to become viable.**

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## OVERVIEW

The workshops were designed to help residents look beyond current day-to-day issues and think about how to invest in the community to best support future generation's needs, whilst protecting the environment.

The workshops generally followed this format:

- > Introduction and overview
- > Scene setting – what is the Spatial Plan, what are the projections for population growth and legislative requirements
- > Visioning and prioritisation exercises
- > Wrap up and next steps

*\*For a detailed outline of the workshop format please see Appendix C.*

**We would like to acknowledge that development of the district's airports were raised as a key interest topic during the workshops, generating a mix of supporting and opposing views.**

Although the airports are an important consideration for the draft Spatial Plan, our facilitator clarified that these early engagement workshops would not go into the detail of the different airport scenarios or form part of the workshop exercises. This was due to QLDC being in the process of getting an Economic and Social Impacts Assessment relating to possible futures for both the Queenstown and Wānaka airports through MartinJenkins consultants. The work being conducted would deliver new fact based information and undertake relevant community engagement that would then be used as one or, a number of sources to inform the draft Spatial Plan and other Council future decision making.

## Visioning the Future – Exercise One

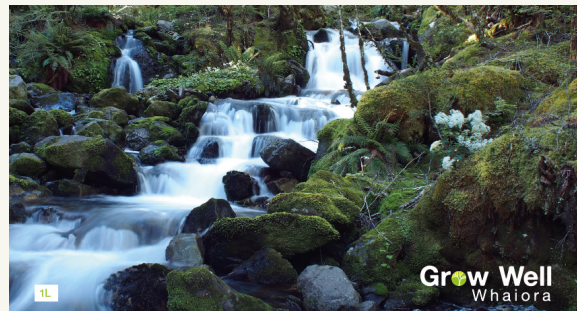
This was a visioning exercise focused on getting a greater understanding of the future aspirations of the local community. Participants were encouraged to contemplate “what is important to them in the future” choosing from a range of conceptual images. Groups of up to eight participants were asked to choose one postcard each and to note the reason for their choice. They were allowed to interpret the images however they liked and if none of the images resonated with them, they could draw their own picture. The group then agreed key themes that arose from chosen imagery and shared these findings with the wider group.

### KEY THEMES DISTRICT-WIDE

The top choices of postcard pictures district-wide:



Credit:



Credit: Stephen Fuller



Credit:



Credit: UrbanMilwaukee.com



Credit: [www.nzwalks.com](http://www.nzwalks.com)

## COMMON ASPIRATIONS

Top picks out of a possible 70 postcards showed common themes across the district which highlighted the need for:

- > A protected, safe and sustainable natural environment and landscape
- > Well-designed affordable housing options and neighbourhood spaces for the community to connect
- > Access to an improved and innovative public and active transport network that provides a range of sustainable travel options
- > Climate change and resilience

At the heart of all the comments captured is the desire to provide and ensure for community wellness and environmental preservation.

**These results were encouraging as they aligned closely to our Spatial Plan outcomes which guide the direction of the Spatial Plan to Grow Well.**



**Well designed neighbourhoods that provide for everyday needs**



**A diverse economy where everyone can thrive**



**Public transport, walking and cycling are everyone's first travel choice**



**Consolidated growth and more housing choice**



**A sustainable tourism system**

## Key themes in each location

### WĀNAKA

**Top Postcard Pictures:**  
**Children jumping in lake off wharf; Waterfall in lush forest; Community Gardens**

#### ***Environment***

Retain a sense of wilderness for locals and visitors, preservation of landscape and corridors, water and soil, recycling, reduce noise pollution, enhance protection and monitoring of environment, stewardship, minimise impact

#### ***Sustainability and Self-sufficiency***

Growing food for communities, renewable energy - centralised power system and electric power for public transport, adaptive and proactive use of technology, affordable housing to sustain diverse community, diversity of economy to give local jobs and provide for different revenue streams not reliant on tourism, options to reduce and manage construction and demolition waste

#### ***Managed growth***

Growth in settlements vs dispersed growth in district, high density/low impact, resilience with food growing and emergencies e.g. flood, earthquakes, zoning and intensification, business growth and economic diversity, linking transport corridors, cohesive planning – consider seasonal usage

### ***Community wellbeing***

Active healthy lifestyle (active transport networks, collative open multi-use spaces – ‘bump’ spaces), education, safeguarding for future generations – take risks, heritage and history, performing arts, create vibrant heart in settlements

### GLENORCHY

**Top Postcard Pictures:**  
**Ecohouse in rural setting, Beehive and Beekeeper**

#### ***Sustainability***

Economy (outdoor low carbon tourism) resources (local food production and renewable energy), building (materials, green urban development in harmony with landscape), transport (electric and mass transport options)

#### ***Resilience***

Community and housing, connectedness (people and transport), small business solutions

#### ***Environment***

Protect and preserve unspoiled green spaces, healthy soil for healthy food, clean water, enjoyment of the outdoors that engages a wide range of capabilities (inclusivity and wellbeing)

### QUEENSTOWN

**Top Postcard Pictures:**  
**Children jumping into lake off wharf, Monorail**

#### ***Innovative transport solutions***

That are sustainable, connected, resilient, protect environment, provide a range of public transport and active travel options that are well maintained

#### ***Identity and wellbeing***

Of a small alpine town is retained, performance spaces and community events, access to nature, health (public healthcare), diversity, retain local family life, genuinely providing a sustainable future for future generations

#### ***Sustainable growth***

Build a balanced environment – planned, cohesive, ‘not by developers’, high quality design, correct location selected for high density to occur/mixed use, density or accommodation in key hubs, no urban sprawl, control visitor numbers and growth, diversity economy e.g. convention centre, energy and resource needs should be met locally and sustainably

#### ***Water and the Environment***

Protection of the great outdoors (integration not domination), preserve outdoor quality space and nature, integrate buildings with environment

## FRANKTON

**Top Postcard Pictures: Skiers on pristine ski field, Indoor circular theatre, Outdoor theatre**

### **Accessibility**

Recreational transport and mass transit options that are innovative and sympathetic to the environment, consider how airport impacts access, congestion and wellbeing

### **Culture and heritage**

Preserve our unique Maori and European Heritage, opportunities for arts and theatre to connect and inspire people

### **Connectivity**

Neighbourliness through housing design and creation of gathering spaces, promotion of community wellbeing through inclusion and interaction

### **Resilience**

Preserve and protect environment, plan for effects of climate change, diversified economy, mix of affordable housing options

## KINGSTON

**Top Postcard Pictures: Apartment living with connected pathways and shared gardens, Avenue of mature trees in public park, Hospital**

### **Environment**

Protected landscapes and green areas for future generations

### **Accessibility and inclusivity**

Public transport options (boat/bus), healthcare (emergency services),

community facilities (communal gardens and gathering spaces), tracks to natural areas, housing choices

### **Consolidated growth**

Within natural boundaries, high quality and sustainable housing design (smaller and warmer) that retains community character

## HĀWEA

**Top Postcard Pictures: Child drinking water next to river, Routeburn track vista with trampers, Cycling bridge with recreational/commuter bikers, Children jumping into lake off wharf**

### **Control**

Tourist numbers, boundaries, well designed community focused living, cater for tourists without damaging the environment, no urban sprawl

### **Choice**

Events and multi culturalism, housing styles, to be less of a consumer, self-sustaining, connections (public transport), diversity in living options (high density, small houses)

### **Environmental**

Sustainability - retain and protect rural landscapes/safeguard productive farming land, water quality, passive houses and green areas, right sized public transport (older population), public transport and connectivity (Wānaka to Hāwea), accessible recreation and active transport, climate change at forefront of decision-making

## Community

Facilities (parks, sportsground, schools, emergency services), welfare (looking after each other, health, community gardens and fresh produce, family friendly)

## LUGGATE

**Top Postcard Pictures: Child drinking water next to river, Waterfall in lush forest**

### **Sustainability**

Greater variety of housing types, innovation in housing (max house limits, communal links, SMART, tax and 2nd homes, incentives by council, sustainable building with inspiring/interesting designs), visitors (capacity management and user pays)

### **Connectivity**

Transport unique to the region that connects the community to town (specific for elderly and young), park and ride, commutable cycleways (energy efficiencies, electric vehicles), safe access to quiet places in nature, local health, sport and community services

### **Nature**

Clean pure water, child friendly and integral to upbringing, access to environment/wilderness, protect nature/natural environment, environment and Ecosystems First (rooftop gardens, suitable land use, open spaces, improved biodiversity)

### **Land use and Industry**

More farmers less townies, high producer land protected, healthy farms growing high quality produce, mindful food - growing food with/as part of community

## Grow Well Scenarios for the Future – Exercise Two

This was a scenario testing exercise looking at three growth concepts; Main Centres, Connected Settlements and Dispersed/Expansive. The growth scenarios were purposefully extreme to generate discussion around the different ways our district could grow. These were illustrated using high level concept maps of the Wakatipu and Upper Clutha areas with icons showing household growth, schools, jobs, health, community spaces, public transport, walking and cycling routes. \*Refer to the Growth Scenario maps in Appendix D

It built on key themes from the My Place engagement and allowed the group to share ideas, prioritise and compare outcomes in the Upper Clutha and Wakatipu areas.



### SUMMARY OF RESULTS

At the end of the workshop session the audience was asked for a show of hands that represented which growth scenario most resonated with them and their future aspirations for the Upper Clutha or Wakatipu area. The results are shown to the right.



**Connected settlements growth concept**

Here are the key points for the scenario that gained the most support in community.

**Wakatipu:**

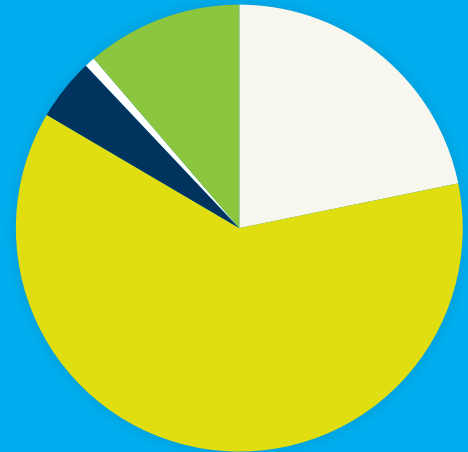
- > Growth spread across Queenstown, Frankton, Eastern (Ladies Mile, Shotover Country and Lake Hayes Estate) and Southern Corridor (Jacks Point, Coneburn and Hanley’s Farm), and Kingston
- > Mix of housing types
- > Major healthcare, education, community spaces/ services concentrated in Queenstown and Frankton, but there are local facilities and services in the connected settlements
- > Mass Rapid Transport between Queenstown, Frankton, and the Eastern and Southern Corridors.
- > Regular or peak hour public transport to other areas

**Upper Clutha:**

- > Most household and employment growth in Wānaka, but connected settlements also grow and have greater opportunities to live and work in the connected settlements
- > Mix of housing types
- > Healthcare, education and community spaces / services still mainly located in Wānaka, but some provision in the connected settlements
- > Frequent public transport

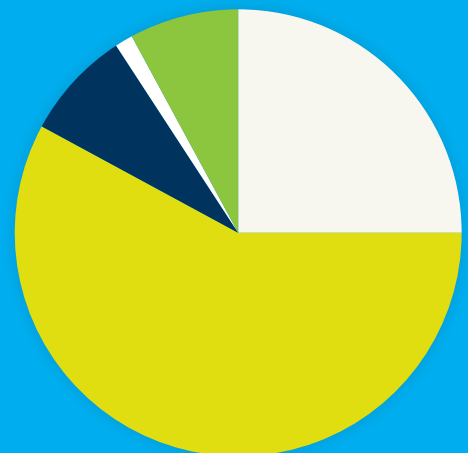
*Districtwide*

21.8%
61.7%
4.5%
0.75%
11.3%



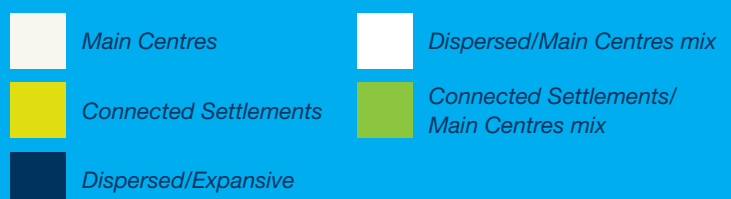
*Upper Clutha*

25%
57.9%
7.9%
1.3%
7.9%



*Wakatipu*

17.5%
66.7%
15.8%



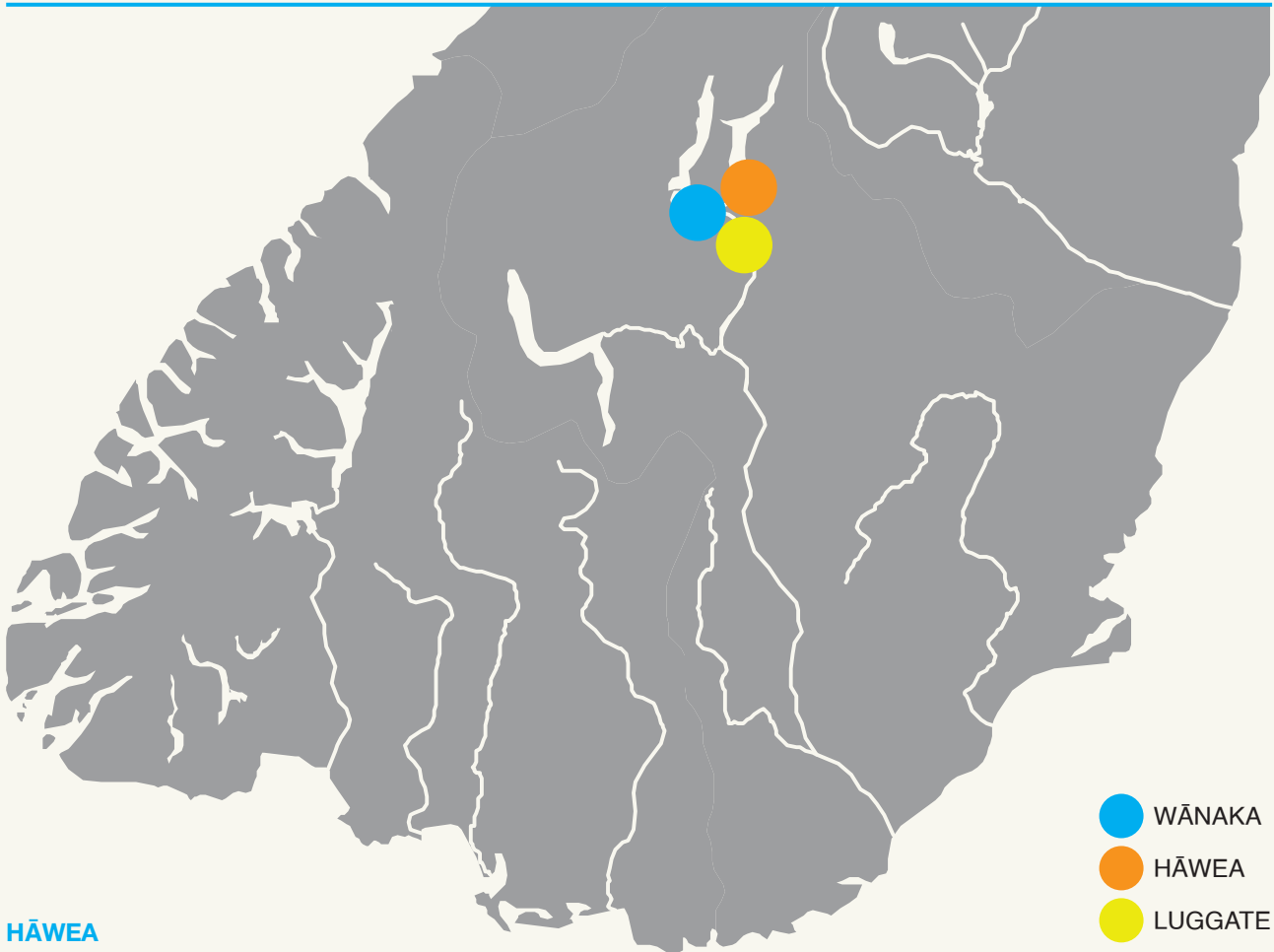
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## Findings by location

*The bullet points below represent summarised feedback from various workshop groups within each township/settlement.*

### WĀNAKA

- > Connected settlements is a better principle as it provides life and vibrancy to settlements with sizes that work e.g. not too big or too small and require facilities for self-sufficiency; need to avoid zoning by development; concern about growth and needing better control to manage vs facilitate
- > Connected settlements with following practices adhered to: high density in settlement centres with well-planned design with creative and world leading community spaces; boutique business in each community to add to character and differentiate offerings – creating a district tourism difference where instead of day trips from Wānaka, visitors would stay in Hāwea and Luggate; important to have connected cycleways (active travel routes) and food growing areas to enhance resilience. Developers should be required to implement environment and social infrastructure e.g. water, solar, community hubs at the outset of design/planning as a product offering. They need to be made to adhere to this and the community/home buyers have the ability to say no if not for wellbeing of those that live there e.g. Northlake resident gag clause is not acceptable practice
- > Connected settlements and a combination of some main centre outcomes. The key is to have good public transport to link each settlement and must retain and promote character (set boundaries for growth). Also a strong and diverse set of services. Facilities need to be diversified with some concentration of business hubs. Concern that having social infrastructure as a priority outcome is a justification for growth
- > There was feedback that none of the scenarios are appropriate to address lifestyle change i.e. the way we are living: empty houses mean lack of community, land resource gone and constraints on affordability; mass urban sprawl will destroy environment and provide little to no community feel
- > One group also favoured the dispersed scenario in Wānaka



### HĀWEA

- > Main Centres was the general preference but with understanding of a shift towards connected settlements over time (and covenants to protect lifestyle blocks as food production centres and elements of dispersed).
- > Mixed preference between Main Centres and Connected Settlements option but flexibility is key to adapt to future scenarios. Against dispersed option due to loss of food basket with rural sprawl, also don't want to merge Hāwea and Hāwea Flat.

### LUGGATE

- > Fairly even split between Main Centres and Connected Settlements seeing benefits and challenges of both. Connected Settlements could enable more of a characterful village feel and efficiencies of public and active transport in this scenario would be less impactful on environment. Main Centres also promoted this to lesser extent along with helping to diversify the economy and provide access to jobs – not necessarily more sustainable but density seen as positive.



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## QUEENSTOWN

- > Connected settlement scenario preferred option - skyline view must be protected at all costs and not look overdeveloped. Gorge Road important especially for affordable rental accommodation and for transient population. Defining character vital in all areas of housing.
- > With Main Centres scenario, the participants liked the density in Frankton and less sprawl but with Connected settlement scenario they liked the connectivity it offered. Agreed that intensification in main centres and some intensification in connected settlements is required to enable a cost effective public transport service. Like the ability for day to day travel (PT and active) in local community. May develop range of housing from main centre and connect over time. Arrowtown is desirable community and has potential to grow. Growth into Wakatipu basin is not dense enough currently, would be a natural progression and logical place for growth to occur.
- > Connected settlements was the preferred scenario desiring high quality mixed-use communities with a community heart functioning in each. Key points include having a range of housing such small units with communal

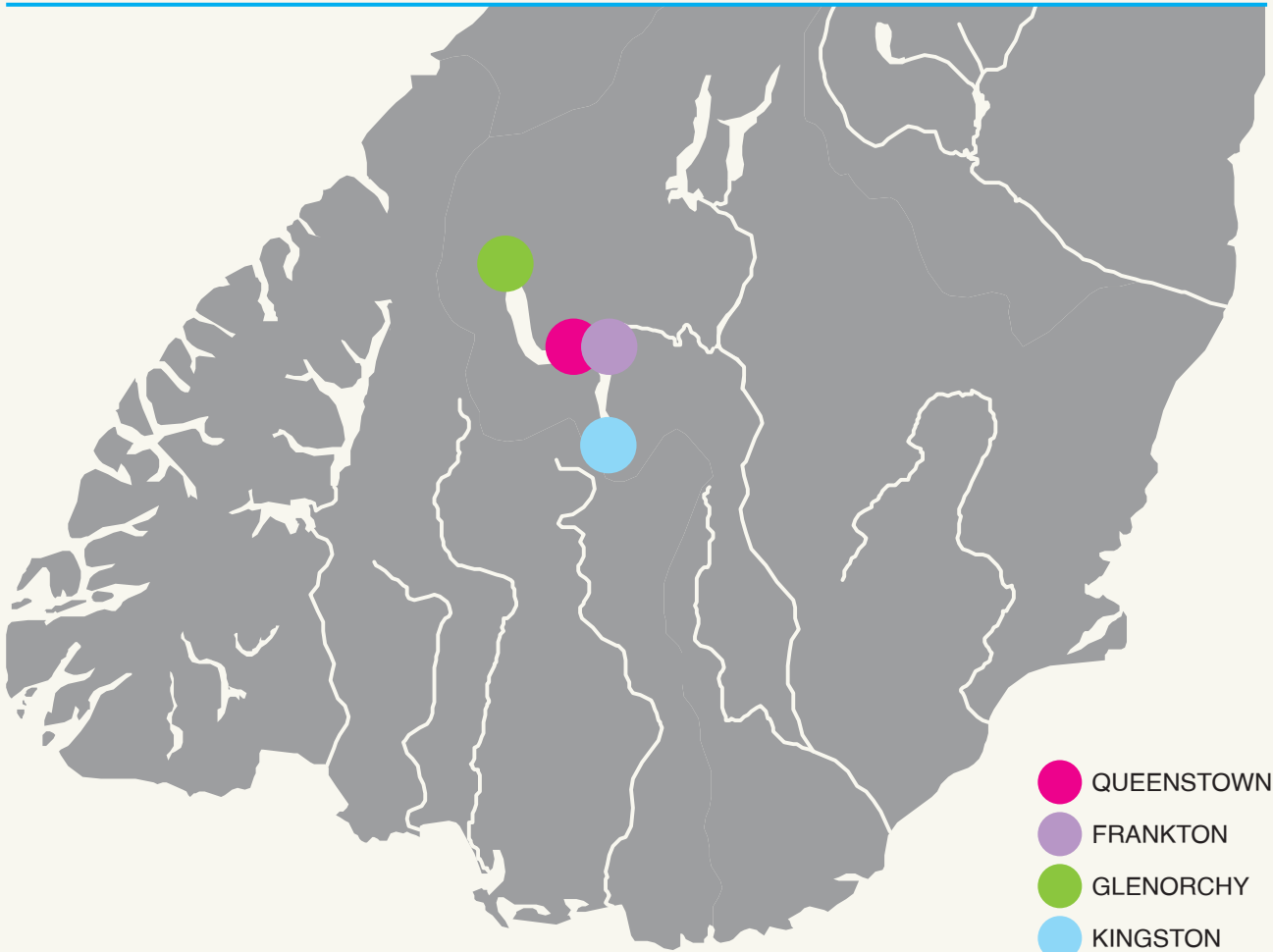
living spaces inside and outside. Having a secondary transport connection to each settlement i.e. from Arthurs Point to Quail Rise/Frankton and another mass transit route from Queenstown to Frankton, Jacks Point to Lake Hayes Estate on other side of Kawarau river connecting via bridge past where the Kawarau joins the Shotover river. Increasing density would help provide more affordable housing. Many thought it is already too late to do main centre scenario as have gone past this.

## FRANKTON:

- > Main centre is preferred based on cheaper housing options, environmental and climate change justifications and enhanced character opportunities but only if the airport remains in Frankton otherwise connected scenario has more merit. Connected settlements has better public transport and active travel opportunities which both have environmental benefits
- > Mix of both Main Centres and Connected Settlements with a preference for density in Frankton and making social infrastructure and quality housing a priority. The trade off to doing sprawling development to get critical (population) mass is accomplished in the main centre scenario to make public transport viable.

## KINGSTON

- > Connected settlements is the scenario that makes it easier to live in Kingston and retain the values that the people have based on why they choose to live here. There is a desire to grow sustainably with improved access to public transport, community facilities and services. More local employment means more local resilience which is attractive to people/creative hub in Kingston. A consolidated growth plan that is environmentally friendly and protects the unique landscapes and ecology. A mix of Main Centres (for wider district e.g. too much urban creep in southern corridor with connected) and Connected Settlements (happy for Kingston to grow if it can provide greater community wellbeing). Dispersed scenario not favoured as bigger sections lead to urban sprawl which will increase housing prices and have insufficient infrastructure to support.



## GLENORCHY

> Overall consensus that connected settlements would be scenario of choice. Pro tourism if done well as local business depends on this as an income source. How do we revitalise the area and encourage younger people to live in the township with barriers of low wages. Idea to create a Park and Ride upon entrance in to Queenstown when coming from Glenorchy, similar approach as service in Frankton when arriving at the airport or for people in Kingston when arriving to hub of Frankton. This would help

reduce congestion of cars as there is limited parking in central Queenstown. Light rail in the future should be a priority; Quite reliant on tourism to support boutique business, want to be a part of Queenstown as reliant on tourists but need to find a way to be sustainable and diversify from the Queenstown offering. Also has an aging population and want to find a way to support more young people in the community and create better paid job offerings.

# Grow Well online survey

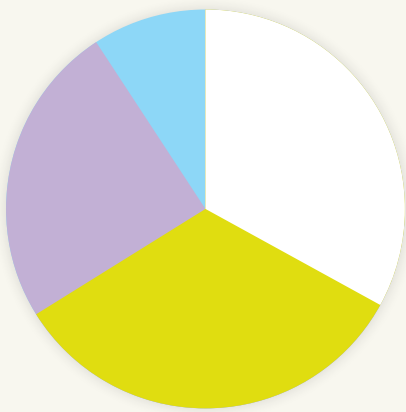
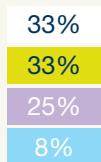
An online survey was made available on the QLDC Engagement Platform Let's Talk that ran for four weeks over 7 November - 8 December 2019. This was widely promoted and provided residents with another opportunity to share feedback. This survey was intended for those who were unable make it to a community workshop. This was aligned to exercise two and acted as an additional supplement to the workshop.

## INSIGHTS

The online survey results aligned closely to those in the community workshops with strong support for both Main and Connected Settlement scenarios in both the Upper Clutha and Wakatipu areas and little appetite for Dispersed/ Expansive scenario. Support by participants for each growth scenario in Wakatipu and Upper Clutha areas.

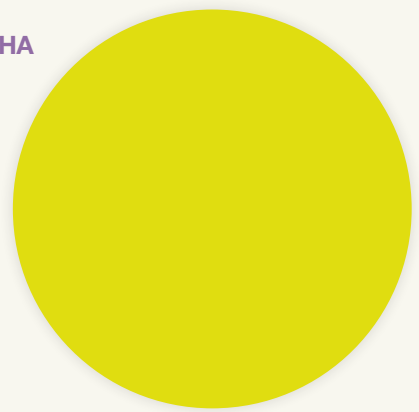
### WAKATIPU

#### Main Centres

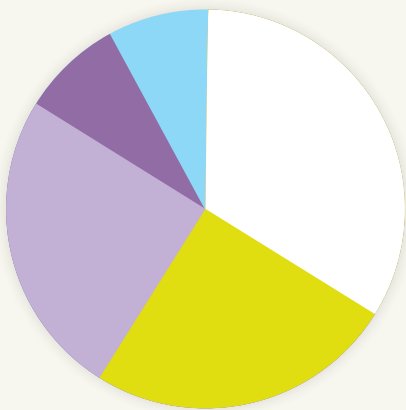
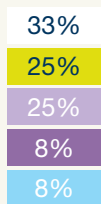


### UPPER CLUTHA

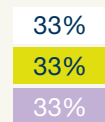
#### Main Centres



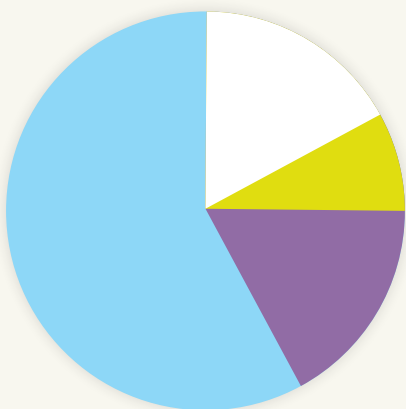
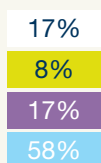
#### Connected Settlements



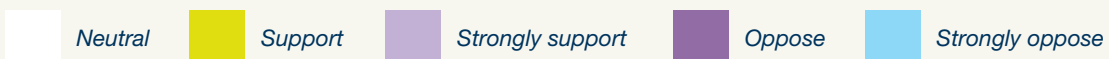
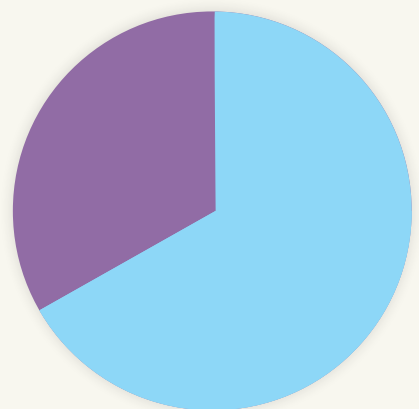
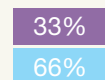
#### Connected Settlements



#### Dispersed/ Expansive



#### Dispersed/ Expansive



## Snapshot of feedback comments – Wakatipu

*\*For a broader summary of participant comments please refer to Appendix E*

### MAIN CENTRES

- > Supportive of intensification in the main centres so long as carefully planned for safe walk ways, active travel routes and efficient integrated public transport along with descent sized green spaces for kids, playgrounds, trees, social, sporting, cultural, and event spaces that can be easily accessed. Design needs to be innovative and it is critical that secure bike parking, car parking spaces and effective waste/recycling locations and processes are enforced by Council at the building consent stage to ensure. Underground car parking should be standard in all new apartments - Don't just assume people will live life without a car because they live by Public transport as all families need cars.
- > We have space within Frankton and Queenstown for densification of these areas. Providing for high density and accommodation options for our seasonal/transient/visitors within these centres would allow for a reduction in the need for private transport to be a necessity. They can easily be connected internally and to each other e.g. Frankton loop bus, Queenstown loop bus, rapid transport solutions between the two centres. By providing for, and accommodating this section of the population outlying areas and settlements will become more available for families or more long term residents. At present the Wakatipu doesn't really offer 'stepping stones' to home ownership or many options for accommodation. Not everyone wants to have a large house, garden etc. at every stage in their life.





## CONNECTED SETTLEMENTS

- > Growth for the sake of growth is not healthy or sustainable. Any growth must be measured by our ability to have infrastructure capable of comfortably and safely coping with the demand. Public transport such as in the Connected Settlements scenario should already be part of our current plan. With the current level of subdivision that has been allowed and the numbers of visitors, we could already have capacity for public transport to the outer settlements in the district. We should also be aiming for electric forms of transport that are clean and relatively quiet.
- > We need to provide the opportunity for the settlements to scale up enough to support more commercial and community facilities that can reduce how often people need to travel to Frankton/Queenstown. Under this model there would still be adequate demand to drive mass transit solutions, which is critical. It is unrealistic to think that the settlements won't grow and this can be well directed to enable more self-servicing and less pressure on infrastructure. It also recognises that each settlement will continue to have its own character and ability to generate activity, as opposed to pushing it all into one or 2 spaces.

## DISPERSED EXPANSIVE

- > While it is important to make land available for future growth, I think this scenario may result in poor use of land with not enough opportunity made to intensify existing residential areas and to retain a rural character in outlying areas.
- > There are some positives in this, but if it dilutes the ability to make mass transit and transit-oriented development stack up, then it won't provide sustainable growth for the district.

## Snapshot of feedback comments – Upper Clutha

*\*For a broader summary of participant comments please refer to Appendix E*

### MAIN CENTRES

- > Allows an open countryside to exist but public transport and active transport infrastructure needs to be more ambitious.
- > Much of the Labour required for the “employment opportunities “ is minimum wage. In the interests of keeping their costs down they will want to live within walking distance of work. We all know that won’t happen. Most of this labour will have to travel from more affordable areas. That is a joke. It is a conundrum being exacerbated by every facet of policy making - both local and national. The spatial plan will be about minimising the pain for the families trying to make a fist of life in paradise. Some control on development **MUST** be implemented if there is to be any joy for anyone living here in 2050 and beyond. And I am thinking of children, grandchildren, nieces and nephews and neighbours.

### CONNECTED SETTLEMENTS

- > Good balance between “Main Centres” and “Dispersed/Expansive” scenario.
- > Public transport infrastructure and active transport infrastructure should be the backbone to connected settlements and our District’s growth.

### DISPERSED EXPANSIVE

- > Ruins the open countryside, and splits up farms into unviable units - leading to more dispersed settlement.
- > Lack of public transport and active transport infrastructure is unimaginable

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## FURTHER IDEAS THAT PARTICIPANTS BELIEVE SHOULD BE FACTORED INTO THE DRAFT SPATIAL PLAN

- > Active and public transport needs to be at the heart of all spatial planning. The benefits are endless: community safety, reduction in CO2 emissions, public health improvement, reduction in social isolation, sense of community. Planning designed around the motor vehicle has not served our communities well and this is (beginning to be) recognised around the world. We have a tremendous opportunity in Wānaka to lead the way in creating safe, healthy and connected communities.
- > I think we should focus our attention on improving community facilities like sports grounds, trails, parks, cultural spaces, libraries and public transport rather than this constant push for cheap housing, hotels, shopping centres and carparks.
- > Bold, forward thinking needs to happen. I would like to see a whole of district approach taken - how do communities fit together, how can we ensure wellness and live, work and play options along with community facilities for happy, healthy, connected community groups. We also need to consider where / how people are moving and where pressure is coming from - we have to bring in pretty much everyone we need for residents and visitors and well as moving everyone around.

# 04

## **Focus area stakeholder workshops – November 2019**

**Boffa Miskell were engaged to facilitate two full-day workshops in both the Wakatipu and Upper Clutha on 19 and 20 November 2019.**

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Queenstown Partnership members (Queenstown Lakes District Council, Kāi Tahu, Ministry of Housing and Urban Development and Waka Kotahi NZ Transport Agency), invited a cross section of the community from across the district to join an interactive workshop to further contribute towards developing the Queenstown Lakes Spatial Plan.

These workshops were designed to gather targeted feedback from a range of community groups such as those involved in active travel, business, environment, sport, housing, youth and senior interests along with developers, landowners, tourism and commercial businesses.

*\* See Appendix F for a list of invitees by organisation.*

## **METHODOLOGY**

The session focused on the role of key areas within the district and how they could develop in the future.

The workshops were made up of three exercises beginning at a conceptual level and progressing through to hands-on spatial planning using 3D printed tiles on large scale maps of the district.

The purpose of the exercises were to enable the spatial planning partners to define critical success factors for each outcome, better understand which of the three growth scenarios (or combinations) were supported by the stakeholder group and inform what spatial relationships and place qualities are important across the urban area.

The general consensus of the focus groups was for the Connected Settlements scenario, with some indicating a preference for a hybrid of Main Centres and Connected Settlements.

The theme of our district's airports were considered through the discussions but did not dominate the workshop given the independent Economic and Social impact assessments underway concurrently by MartinJenkins Consultants.

# Wakatipu and Upper Clutha Spatial Planning Outcomes

## – Exercise One

Participants were asked identify the key factors for each of the five spatial planning outcomes.

### WAKATIPU

Well-designed neighbourhoods that provide for everyday needs	Business and Industries with space to thrive	Public transport, walking and cycling are everyone's first choice.	Consolidated growth and more housing choices	Sustainable tourism that improves community wellbeing
Community Assets	Good power + telecoms to support business	PT – Direct + Fast, redirection in vehicle trips	Close relationships between landowners, developers + council	Operators responsible for housing staff
Mix of building typologies + support diverse community	Good access via public transport + parking	High quality public transport experience	High quality public realm with shared uses within developments	Work with tourism influencers
Choice of Schools	Mixed use development critical,	Dependable reliable frequent public transport	Housing typologies + uses reflect demand	Regional bus / coach hub at the airport
Self-Sustaining	Increase zoned Industrial Land	Tolls on roads + congestion charges	Industry Zoning	Education
Community Services in close proximity (health)	Consolidation of Business services (e.g. freight)	Passenger led design of PT services	Greater Density	Visitor levy critical to support infrastructure
Multi-purpose, quality, open space (social and active)	Economic diversity around main core businesses	Safe walking and cycling facilities	Coordinated infrastructure and land use planning	Wellbeing is more than economic resources
Transport connections support neighbourhood types	Industrial areas that support our industrial economy	Connected + Coordination PT Options, Frequent + reliable	Variety is the spice of life	Measuring / linking wellbeing with tourism outcomes
Childcare, Recreation, Open Spaces	Supporting new talent in our economy	Park + rides near mass transit stations	Change not at expense of historic character / areas	Affordable workers housing (densities)
Range of facilitates for all ages	A place where transport can thrive	Making PT relatively attractive prioritisation – interruptions	New house increasing densities close to transport links	Long term views of energy efficiency
Zoning supports local services and conveniences	Interfaces between users	Focus on community health benefits	Housing choice	Tourism that benefits the communities
	Locate Industrial away from main town grids	Density at the hubs	Transport links built into design of new subdivision	We can accommodate more visitors, but not more cars
	Must have Industrial land in the lake area	Buses at different sizes to suit demand	Remove parking requirements	Encourage visitors without cars to leave the rental car in Frankton
		Transport meets visitor and local needs	Market led develop Flexibility	
			Providing for people to retire in the chosen communities	
			Long term work force housing aspirations	
			Growth Boundaries	
			Affordable housing / Government Investment	

## UPPER CLUTHA

Well-designed neighbourhoods that provide for everyday needs	Business and Industries with space to thrive	Public transport, walking and cycling are everyone's first choice.	Consolidated growth and more housing choices	Sustainable tourism that improves community wellbeing
Public transport to connect outlying areas – right place /time	Mix use space	Integrated network of tracks and trails + public transport	City living (apartments, multi unit dwellings) is ok, don't be scared of urbanisation	Spread tourism across south island, spread the load
Ability for locals to enjoy town centre	Development that monitors character and scale	Safety separation of transport uses	Innovative options, communal living, tiny homes, etc, shared gardens	Educate tourists on how / why to protect what they enjoy
Active transport	Distinct shopping precincts	Town Centre is people –friendly (walking / Biking)	Value green space	Protect and encourage small local tourism operations
Places / Spaces – legislation in the amount of space provided each subdivision	Three parks is industrial (equivalent to Frankton)	Hub connections	Requires compromise and shift in thinking	Sustainable Business, all businesses not just tourism
Wide streets, sidewalks, safe and accessible for youth and elderly	Supporting ways for people to live here long term	Connection transport modes	Allotments with density (shared gardens)	Get the town behind tourism and understanding its importance
Easier to cycle and walk	Affordable housing solutions to attract and retain staff	Population in right place to make Public Transport viable	Prescribe density rather than enable	Facilitate the good access
Neighbourhoods well connected	Be a place where talent wants to live	Young and Aging population need to be provided for	Affordable houses, 3 x income	Ensure harmony between community values and tourism operations
Co designed Neighbourhoods that are community driven (not developer)	More competition drive costs down and maintain	Electric bus, Standard zero emissions transport	Smaller footprint	Affordable workers accommodation
Tougher rules for developers	Sufficient zoning to ensure competition	Transit stations for public transport	Tax non – resident home owners	Facilities, toilets, bins, where tourists gather
Connected community facilities e.g. tracks / open spaces	Integrated commercial spaces into neighbourhoods	Parking for parks	Seismic and climate resilient building	
Connected settlements, walkability, cycle	Appropriate transitions between comm + housing	Shower facilities	Air BnB, Private Housing for rental accommodation	
	Light industry + retail with attached workers accommodation		Zone for smaller sections	
			Council support for alternative housing concepts	

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## Urban areas and priority place – Exercise Two and Three

Participants were asked to identify appropriate places where growth could occur, both within and around existing urban areas. This included looking at the location of urban centres, social infrastructure, open space and the types of movement connections and modes that would enable their success. The exercise then progressed to using 3D printed tiles to build up the preferred intensity, mix and spread of land uses of growth areas.

### Summary of key themes Wakatipu workshop

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**FRANKTON RECOGNISED** as the central hub for the Basin and has potential for the highest densities

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**SOUTHERN AND EASTERN CORRIDORS** have the potential to accommodate most of the additional growth and need enhanced public transport links and infrastructure to support this

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**FOCUS ON GOING UP** and not out, with a focus on a consolidated growth approach

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**SOME GROWTH** could be dispersed across existing smaller settlements, supported by local centres, community facilities and medium density opportunities. Consider wider public transport loops around the Basin to link these together

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**ADD SOME MIXED USE NODES** along Frankton Road (SH6a) to support the link between Queenstown and Frankton, including around the marina

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### Summary of key themes Upper Clutha workshop

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Contain growth within the Cardrona and Clutha Rivers with the focus for Wānaka being southwards towards Cardrona

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Some growth could be dispersed across existing smaller settlements, supported by local centres, community facilities and medium density opportunities. Consider public transport links to Lake Hāwea and Luggate to support this

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Higher densities concentrated around Wānaka Town Centre, including between Pembroke Park and the terrace

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Three Parks is the next logical point for higher densities, supported by a major commercial centre and nearby employment areas

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Clearly define settlements through creation of larger reserves and protection of significant landscapes and land

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# 05

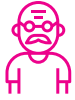
## Targeted stakeholder workshops – September and October 2020

In September 2020 we invited a mix of the community from two Queenstown Lakes settlements that could be considered growth areas in the future. QLDC and Boffa Miskell facilitated a two hour interactive and collaborative workshop session in Luggate on 29 September and in Hāwea on 1 October as a follow on and update to the discussions held as part of the November 2019 engagement.

## FINDINGS AND INSIGHTS

Below is a summary of key themes provided from workshop participants in Luggate and Hāwea settlements.

### LUGGATE



Acknowledgment of an ageing community and want to plan accordingly to support residents by providing well designed neighbourhoods with safe access



A place for young families to thrive



Interest in a heritage precinct or acknowledgement of the Flour Mill as a location



Keen to keep a sense of community and embrace the 'rural childhood' feel



High density housing along the state highway for transport connections



Very keen on connections via active travel and greenspaces



Imperative to keep unique character and identity of Luggate with any new development

### HĀWEA



Felt that capacity provided by the PDP and SHA would provide for growth, with little appetite for urban expansion beyond the SHA or the western end of Cemetery Road



An appetite for additional residential density around commercial nodes



Limited appetite for change at Hāwea Flat apart from small social and retail hubs near school and windmill corner to enhance community network



Clear desire for the Domain to be retained and used for future community recreation purposes



Protecting the Lakefront



Keen for more cycle/walking paths and bus network to connect townships

\* For a detailed summary of feedback from the interactive workshop group sessions in each settlement please refer to Appendix G and for a list of workshop invitees see Appendix H

# 06

## Pre-consultation engagement of the draft Spatial Plan – January 2021

Key stakeholders, government agencies and organisations that have provided input to the development of the draft Spatial Plan were contacted and provided with an early version of the plan to consider and provide feedback on. This is to ensure that content is current, relevant and aligned.

For a list of stakeholder organisations contacted refer to Appendix I

# 07

# Appendices

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Appendix A – My Place summary of key themes by location – February and March 2019

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Appendix B – Consultation Information Booklet – November 2019

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Appendix C – Detailed Community Workshop Session Outline – November 2019

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Appendix D – Growth Scenario maps – November 2019 Workshops

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Appendix E – Online Survey detailed summary comments – November 2019

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Appendix F – Queenstown Lakes Spatial Plan Focus Area workshop invitees – November 2019

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Appendix G – Summary of Spatial Plan Targeted Stakeholder Workshop in Luggate and Hāwea – September and October 2020

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Appendix H – Queenstown Lakes Spatial Plan Targeted Area workshop invitees – November 2020

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Appendix I – Pre-consultation Engagement of the Draft spatial Plan stakeholder organisations – January 2021

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