

3 May 2024

Via email: longtermplan@orc.govt.nz

SUBMISSION TO OTAGO REGIONAL COUNCIL ON ITS DRAFT 2024-34 LONG TERM PLAN

Thank you for the opportunity to present Queenstown Lakes District Council's (**QLDC**) submission to the Otago Regional Council (**ORC**) on its draft 2024-34 Long Term Plan (**LTP**). QLDC is also grateful for the one-week extension to the deadline for submissions.

QLDC supports the work of ORC and looks forward to working collaboratively to deliver positive outcomes for the Queenstown Lakes District (**QLD or the district**). This submission builds on the key points highlighted below:

- As Spatial Plan partners, collaboration between ORC and QLDC is essential to the wellbeing of our communities.
- QLDC supports a \$2 million (or more) environmental fund from mixed sources to enhance the values offered by Otago's environments.
- The increase in investment in transport for Queenstown and addition of extra services is supported, but further action is needed to achieve the mode shift that is required.
- QLDC and the Wānaka Upper Clutha Community Board strongly urge ORC to reconsider public transport for Upper Clutha communities.
- The proposed rates impact for transport funding is inequitable and strongly opposed.
- Rating based on capital value is inequitable and means QLD property owners contribute a greater proportion of rating revenue.
- Discontinuing the wilding tree rate and using the biosecurity rate to fund support for wilding conifer control groups is opposed, as it will compromise gains made and future progress.
- The critical work of flood protection, drainage, river management and other hazard management activities must continue in a collaborative manner.

A common theme expressed in this submission is a desire to continue building a collaborative working partnership between QLDC and ORC in order to achieve quality outcomes for present and future communities. QLDC welcomes a closer working relationship with ORC through the changing landscape of local and regional government.

QLDC would like to be heard at any hearings that result from this consultation process. QLDC would also welcome any other opportunity to discuss the content of this submission. It should be noted that due to the timeline of the process, this submission will be ratified by full council retrospectively at the next council meeting.

Thank you again for the opportunity to comment.

Yours sincerely,



Glyn Lewers
Mayor



Mike Theelen
Chief Executive

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1. The QLDC context

- 1.1. The QLD has an average daily population of 70,205 (visitors and residents) and a peak daily population of 99,220. By 2053 this is forecast to increase to 150,082 and 217,462 respectively¹. Over the last five years, the district has grown 4.4% per annum, and over the last 10 years 5.9% per annum. This compares to 0.9% per annum and 1.2% per annum for the rest of Otago.
- 1.2. Alongside this unprecedented growth, the **QLD is one of Aotearoa New Zealand's premier visitor destinations**, drawing people from all over the world. The QLD plays a paramount role in NZ's international reputation and sees a larger proportion of international guest nights compared to other centres. The Queenstown Regional Tourism Operator (**RTO**) area accounted for 17% of all international guest nights with only 0.7% of New Zealand's resident population².
- 1.3. The **dominant role of tourism in the QLD is inextricably linked to ensuring that its environment and landscape are protected and enhanced, that the transport network is fit for purpose and that the district has appropriate emergency preparedness and natural hazard resilience**. These are all issues that ORC and QLDC must work together on to achieve success.
- 1.4. **Growth in the QLD has outpaced the ability of the transport network to cope**. The consequences of this are being experienced throughout the district, and in particular on State Highway 6/6A, with significant congestion and delays to journey times affecting the economy as well as the visitor experience and quality of life for residents³. Overall, congestion, increases in travel time, and decreases in reliability and resilience of the QLD transport network will adversely impact the economic growth, community wellbeing, visitor experience, emissions reduction aspirations and productivity of the QLD, the wider region, and the nation. There is a strong case for supporting investment in public and active transport modes in the QLD.
- 1.5. **Transport is the highest source of greenhouse gas emissions in the district, with all modes of transport accounting for 45% of gross emissions**⁴. ORC plays a key role in the development of a strategic programme to counter this and help target net zero carbon emissions by 2050 as per the Climate Change Response (Zero Carbon) Amendment Act. Ambitious district-level emissions reduction targets have also been adopted within the Climate and Biodiversity Plan (44% reduction in carbon emissions across the district by 2030) and the Regenerative Tourism Plan (decarbonisation of the local visitor economy by 2030). The roadmap to achieving these targets is contingent on transformative investment in both public transport and active travel networks.
- 1.6. **The region's Regenerative Tourism Plan**⁵ **has been achieved through partnership between QLDC, regional tourism organisations, Kāi Tahu, the Department of Conservation and other agencies**. Ensuring that transport networks preserve and enhance the visitor experience is of paramount importance.

¹ <https://www.qldc.govt.nz/community/population-and-demand>

² MBIE accommodation programme and Statistics NZ.

³ Queenstown-Lakes District Travel Demand Management Single Stage Business Case, 21 December 2023.

⁴ [otago-region-ghg-profile-report_v4.pdf](#) (orc.govt.nz)

⁵ [Queenstown_Lakes_Regenerative_Tourism_Plan_33b42536-edd1-4086-acc5-708207e134f8.pdf](#) (simpleviewinc.com)

- 1.7. **QLDCs Climate and Biodiversity Plan⁶ strives to reduce emissions, prepare for climate adaptation and promote biodiversity restoration.** The plan pursues a low-emission transport network and a collaborative approach to travel behaviour change.
- 1.8. **Community resilience remains imperative in the district, given the high probability of seismic activity and the increasing risks associated with climate change.** The QLD is vulnerable to a wide range of disruptive natural hazard events given its alpine setting. Such events have the potential to result in significant impacts to people, property and communities in the QLD. These vulnerabilities necessitate that ORC continue to increase its investment into the district's emergency preparedness as well as natural hazard resilience and adaptation activities.

2. As Spatial Plan partners, collaboration between ORC and QLDC is essential to the wellbeing of our communities.

- 2.1. The QLDC Spatial Plan⁷ was developed through the Grow Well Whaiora partnership between Central Government, Kāi Tahu, QLDC and ORC, and provides a proven framework to deliver infrastructure to enable the district to grow well. As an urban growth partnership, it is primed to work together for the common good of Otago and QLD communities. The forthcoming future development strategy will solidify this further.
- 2.2. QLDC continues to work with ORC through the Grow Well Whaiora Partnership to complete and implement a mode shift plan for the district to encourage the use of public transport and active travel. Current work goes beyond transport and ensures there is an aligned strategic approach that meets the objectives of central government, QLDC, ORC and Kāi Tahu, and results in best possible urban growth and environmental outcomes in the QLD, while delivering value for money for infrastructure investment.
- 2.3. The National Policy Statement Urban Development strongly encourages local authorities to use the relevant Future Development Strategy to inform its long-term plans, and particularly infrastructure strategies, regional land transport plans prepared by a local authority under Part 2 of the Land Transport Management Act 2003. Whilst the Spatial Plan is not technically a future development strategy, as part of the Grow Well Whaiora Partnership, QLDC recommends that ORC directly acknowledge and incorporate the Spatial Plan in its LTP.
- 2.4. In the context of the ORC LTP, it is relevant to highlight the action in the Climate and Biodiversity Plan to partner with ORC on a programme of climate change risk assessments, adaptation plans and natural hazard risk assessment studies to support community resilience projects and the implementation of a risk-based land use planning framework (Action 1.12). QLDC looks forward to engaging with ORC on an Otago-wide Strategic Climate Action Plan, including identifying its scope and focus.
- 2.5. Through the Spatial Plan, QLDC and ORC along with its other partners, have committed to public transport, walking and cycling being the preferred option for daily travel. An integral part of this is delivering efficient, reliable and accessible public transport that meets the communities' needs. Public transport needs to drive behaviour change by providing effective, customer-centric public transport solutions that align with the needs of communities.
- 2.6. Continuing to develop a strong partnership approach is important, as is ensuring that policy directions are matched with funding and work programmes and achieve strategic goals and outcomes. In particular, public transport, hazard mitigation, and water management play a significant role in the ability of communities to achieve their development aspirations. The continued ability of ORC to support the process with staff, resources, funding, and action is critical for mutual success in these areas.

⁶ qldc_climate-and-biodiversity-plan_jun22-web.pdf

⁷ <https://www.qldc.govt.nz/your-council/council-documents/queentown-lakes-spatial-plan/>

2.7. Recommendations:

- 2.8.1. QLDC reinforces its commitment to partnering with ORC to achieve strategic goals and outcomes.
- 2.8.2. It is recommended that the LTP identify both the value of the Grow Well Whaiora Partnership, as well as its role as a key means by which to deliver outcomes for the district and wider region.

3. QLDC supports a \$2 million (or more) environmental fund from mixed sources to enhance the values offered by Otago's environments.

- 3.1. Environmental investment is of critical importance. Aotearoa New Zealand relies heavily on its global reputation as a strong environmental steward. QLDs landscapes and wilderness qualities support considerable economic activity through tourism⁸, and resultant GDP growth that, on average, out performs the rest of Aotearoa New Zealand⁹. This presents a strong value proposition for meaningful environmental investment.
- 3.2. QLDC strongly supports ORC's intention to create a new environmental fund to address the investment gap left by central government. A holistic landscape-scale approach that takes into account the interconnected nature of ecosystems is key to tackle the region's environmental challenges alongside strategic collaboration to support effective and efficient action.
- 3.3. QLDC highlights the outstanding work of the district's community groups who bring significant value, time and effort to achieve inter-generational biodiversity gains. QLDC acknowledges the funding difficulties these groups face. Their important work, track record of success, and vital strategic thinking is well-deserving of a right sized, high-trust funding model.
- 3.4. Large-scale biodiversity investment is crucial for addressing biodiversity challenges. QLDC would prefer Option 3 (\$2 million), but would advocate for as much additional funding as possible. It is noted that Option 3 has differential rating impacts, with ratepayers in Clutha and Waitaki paying a higher targeted rate than those in QLD and Dunedin. It's unclear whether equal environmental funding for each district is necessary from an ecological perspective, given that scale and urgency of biodiversity risks and restoration projects vary significantly. Biodiversity restoration is not a service level that needs to be equally balanced across all districts, it is a common good that benefits everyone. As such, an Otago wide general rate may be more appropriate. QLDC would strongly support an approach that minimises rates increases as much as possible by implementing the consultation document's reference to '*seek further investment from third parties over and above rates funding*'. This approach would assist in filling the central/regional government funding gap and reduce the rates burden. A strong strategy should be developed to support this funding approach.
- 3.5. The scale and urgency of biodiversity risks and restoration projects will vary significantly across the region. For example, QLD has declared an ecological emergency due to the number of threatened species and vulnerable biomes, and therefore warrants a higher level of investment for projects within its territorial boundaries.
- 3.6. The tables on page 7 of the LTP consultation document are ambiguous where they reference 'Queenstown'. QLDC considers that Queenstown be defined as 'Queenstown Lakes District' as there is confusion between 'Clutha' in the table which some may interpret as 'Upper Clutha'.
- 3.7. It is difficult to understand if targeted rates will mean different districts have access to different amounts of the funding collected. QLDC supports the application of a biodiversity rate, but requests further clarity on

⁸ For the year ending June 2023, there were 3.3 million unique visitor arrivals to the district, which equates to 63 visitors per QLD resident

⁹ Infometrics, Regional Economic Profile, GDP growth 2001 - 2023

how this will be distributed across districts. QLDC considers it is important to manage this funding in a way that ensures equitable distribution based on need.

3.8. Recommendations:

- 3.8.1. QLDC supports the proposition that a new environmental fund should replace (as much as possible) the funding being withdrawn from central government.
- 3.8.2. That Option 3 be implemented '*\$2 million dedicated funding a year for large-scale environmental projects*', but that additional funding also be identified for environmental investment above and beyond this amount.
- 3.8.3. That a robust strategy be developed which actively seeks further environmental investment from third parties to reduce the impact on rates.
- 3.8.4. That QLDs community groups be provided with a funding model to allow them to undertake biodiversity work. Where appropriate, this funding should be on a high-trust, long-term basis for efficiency and security.
- 3.8.5. The QLD warrants a higher level of investment for projects where an ecological emergency has been declared, and on account of the number of threatened species and vulnerable biomes.
- 3.8.6. It is recommended that ORC considers an Otago wide general rate for biodiversity restoration due to the common good benefits.
- 3.8.7. It is requested that the QLD be defined as the 'Queenstown Lakes District' rather than Queenstown through the LTP to avoid confusion on the document's application to different geographical areas.
- 3.8.8. In the case of targeted rates, it is requested that further clarity be provided on how funding will be distributed across districts to ensure equitable distribution.

4. The increase in investment in transport for Queenstown and addition of extra services is supported, but further action is needed to achieve the mode shift that is required.

- 4.1. In principle, QLDC supports the increase in transport investment. However, QLDC views that it is integral that the region moves from demand-led planning to an approach that drives behaviour change through the provision of effective, customer-centric public transport solutions that aligns with community and visitor needs.
- 4.2. The Regenerative Tourism Plan is an output of the Spatial Plan, to which ORC is a partner through the Grow Well Whairoa partnership. The Regenerative Tourism Plan commitment to achieving rapid decarbonisation by 2030 necessitates a material uplift in public transport.
- 4.3. There is a strong community demand for public and active transport services. The QLDC LTP, Spatial Plan, Climate and Biodiversity Plan, Regenerative Tourism Plan and QLDCs Annual Plan processes reflect community sentiment for enhanced public and active transport across the Whakatipu basin and Upper Clutha (see section 5.0). This was evidenced by the strong uptake in public transport experienced during the implementation of the \$2 fare structure across the Whakatipu Basin.
- 4.4. The following initiatives are identified in the consultation document that QLDC looks forward to partnering with ORC to progress on the detail and timings:

- upgrade bus fleet to electric and high-capacity buses with a target of all buses being zero emission by 2035
 - bus services start earlier and finish later
 - improve bus timetables within the next ten years so they arrive every 15 minutes
 - start an on demand service for hard to reach places, over the long term, like Queenstown Hill and Quail Rise.
- 4.5. QLDC emphasises the significant urban growth pressures that the district is accommodating by way of its Spatial Plan and ongoing Proposed District Plan development. Priority development future urban areas along Ladies Mile and the Southern Corridor in the Whakatipu Ward, as well as southern Wānaka, provide a strong basis for tailoring investment in public transport to meet the rapidly changing nature of transport needs in the QLD. In the absence of such proactive investment, recent positive gains may be lost and very difficult to regain.
- 4.6. Retention of existing ferry services is proposed in the draft LTP. QLDC considers this a missed opportunity to extend ferry services to address Queenstown’s congestion challenges in growth locations, such as to and from Jacks Point/Hanley’s Farm (southern corridor) to the Queenstown CBD. Given the four year span of work to improve the efficient and effective movement of traffic around the BP roundabout at Frankton (and to provide improved public transport interchange facilities), an increase in ferry services is an opportunity to ameliorate traffic delays due to this work programme. QLDC consider that the LTP should address how public transport reliability through this area will be maintained throughout the extended period of work at the BP roundabout. It is critical that people and goods can continue to move through this area without significant additional congestion.
- 4.7. The provision of effective public transport continues to be a vital issue for the QLD. Whilst QLDC supports the proposed adjustments by ORC, QLDC recommends a significant overhaul over and above these actions to achieve the necessary mode shift in the district. QLDC is concerned that recent gains in PT patronage in the district is losing ground and the service is losing credibility. Levels of service need to be retained and enhanced to make meaningful steps towards the provision of a high-quality public transport experience. This involves moving beyond the paradigm of a demand-led public transport provision, to an approach that drives behaviour change through the provision of effective, customer-centric public transport solutions that align with the needs of QLD communities.
- 4.8. QLDC supports the need to reduce traffic for environmental and social wellbeing reasons. However, neither the consultation document nor the draft LTP provides any detail on the important role that active travel plays and how this will be addressed.

4.9. Recommendations:

- 4.9.1. Levels of services for public transport in the QLD need to be retained and enhanced to provide a high-quality public transport experience.
- 4.9.2. An increase in ferry services is recommended, rather than the proposed status quo.
- 4.9.3. Demand led public transport provision should be replaced with a customer-centric approach that drives behaviour change.
- 4.9.4. More detail is required as to the important role of active travel and a commensurate level of investment.

5. QLDC and the Wānaka Upper Clutha Community Board strongly urge ORC to reconsider public transport for Upper Clutha communities.

- 5.1. The proposed investment in public transport is not supported by Council nor the Wānaka Upper Clutha Community Board (**WUCCB**) as it does not include provision for Upper Clutha public transport. There is a strong case for the provision of public transport in the Upper Clutha. Over the past ten years the Upper Clutha has grown at a faster rate than Whakatipu, at 6.2% per annum compared to 5.8%. This theme is projected to continue, with the Upper Clutha predicted to grow at a rate of 3.7% per annum and Whakatipu at 2.2%.
- 5.2. QLDCs Spatial Plan enables growth in Upper Clutha to occur in a way that supports a public transport network, and recognises the need for sub-regional public transport or on demand services. When designing these services, QLDC reiterates an approach that drives behaviour change rather than being demand led.
- 5.3. QLDC has contributed to the funding of two community shuttle trials¹⁰ in the Upper Clutha, providing ample baseline data showing the need for this service. It is QLDC and the WUCCB's position that no additional trials are needed for the Upper Clutha. Any further work undertaken by ORC should build on the information and data collected in these trials and focus on putting services in place.
- 5.4. It is recommended that ORC work with QLDC towards the commencement of Upper Clutha public transport services in year four of the LTP, and that the service initially focus on transport between Hāwea, Wānaka and Luggate. On demand service in the Wānaka urban area should be considered and is consistent with the findings of trials.

5.5. Recommendations:

- 5.5.1. The provision of public transport in the Upper Clutha by year four of the LTP is strongly supported, and additional trials are opposed.

6. The proposed rates impact for transport funding is inequitable and strongly opposed.

- 6.1. QLDC and the WUCCB do not support the targeted rate portion of transport rates being on a district-wide basis. Applying a targeted rate for public transport to areas that do not benefit from having a public transport service is contrary to ORC's approach for targeted rates to be applied in the area of benefit. For example, the rates impact for Upper Clutha residents would equate to approximately \$124 and \$247 per household. Rates increases would also apply to residents in Kingston and Glenorchy. The small benefit that residents outside Queenstown derive from existing public transport services are covered in the general Otago-wide portion of transport rates funding.
- 6.2. It is appropriate for a targeted rate to be applied to Wānaka, Glenorchy, Kingston, Albert Town, Hāwea and Luggate when a public transport service becomes available in these areas (as has been recommended above). It is therefore recommended that the targeted rate be deferred for these communities and be consulted on as part of the next LTP cycle in three years, when the community has information about the cost and nature of the services proposed.
- 6.3. QLDC considers the Otago-wide rate should be increased above the 20% rate proposed to 30%. This would serve to address the need for ratepayers outside areas serviced by public transport to fund the benefit derived from this service, rather than a targeted rate. QLDC considers that the efficient and effective operation of the transport network within each of Otago's key urban areas should be a priority for all of Otago. Significant benefits for the entire region will be realised if residents, visitors and goods can move freely and without delay. This is particularly relevant to the QLD context and would reflect the contribution of the

¹⁰ <https://www.communitynetworks.co.nz/shuttle-trial>

QLD economy to the wider region. This can be achieved by all of Otago supporting public and active transport across all of the regions key urban centres. Taking a region-wide perspective on such matters is critical.

- 6.4. QLDC does not support targeted transport rates being charged on a fixed rate in given areas. The preferred option is for no change to public transport rates being determined on a capital value basis, as this is a more equitable reflection of the benefit received. A well-functioning public transport system in Queenstown benefits households, businesses and tourists. The preferred funding approach is one that shares the cost amongst these parties in an equitable way. QLDC considers it important that a property's contribution is commensurate to the demand it generates and associated benefit it receives from a transport service. Applying public transport contributions on a capital value basis means large businesses will make contributions more in line with the benefits received. For example, a capital value rate will mean a large hotel is paying more than a single dwelling, but such a hotel also has a much greater number of people that benefit.
- 6.5. More generally however, QLDC is concerned that the use of capital values to determine rates means that QLD property owners contribute a greater share of ORCs rating revenue which is not necessarily reflected in the services provided within the district. A more equitable method for determining rates for the QLD should be considered that is not based solely on capital values.
- 6.6. In addition, as referred to above, other funding options should be considered that enable the visitor economy to contribute to the provision of public transport in the district. This aligns with actions in the district's Regenerative Tourism Plan to encourage visitors to use alternative transport options like public transport. The QLD has an unparalleled ratio of visitors to residents. For the year ending in February 2024 there were 1.7 million guest arrivals in commercial accommodation, which equates to 32 arrivals for every resident. This means that a very small cohort of QLD residents and businesses are funding the vast majority of service and infrastructure needs of visitors.

6.7. Recommendations:

- 6.7.1. QLDC does not support the targeted rate portion of transport rates being on a district-wide basis, and recommends that such a rate be deferred for the Upper Clutha, Kingston and Glenorchy until such time as it is associated with the provision of a public transport service.
- 6.7.2. It is recommended that the targeted rate for the Upper Clutha be deferred, and consulted on as part of the next LTP cycle in three years when the community has information around the cost and nature of service proposed.
- 6.7.3. QLDC does not support the 20% Otago wide general rate for public transport, and proposes that this be increased to 30%.
- 6.7.4. The proposal to charge targeted transport rates on a fixed rate in given areas is not supported. QLDC supports this being determined on a capital value basis, and recommends that other funding options be considered to ensure that visitors to the district are contributing to public transport.
- 6.7.5. The proposed timing of repayment of existing transport deficits over five years is not supported by QLDC. It is recommended that this be done over ten years, in order to smooth the impact on rates.
- 6.7.6. The capital value method for determining rates contribution from the QLD should be reconsidered to achieve a more equitable distribution of revenue gathered and service allocation across the region.

7. Discontinuing the wilding tree rate and using the biosecurity rate to fund support for wilding conifer control groups is opposed as it will compromise gains made and future progress.

- 7.1. The QLD values and relies on its distinctive landscapes, open spaces and rural productive land for its environmental, social, economic and cultural wellbeing. Wilding trees are spreading across parts of the district and have visually degraded parts of the landscape, biodiversity values and can threaten the productive values of the soil resource, and reduce water yield. The spread of wilding trees has left other areas vulnerable to landscape and biodiversity degradation¹¹, and may impact the value proposition of the district as a high quality visitor destination.
- 7.2. Due to the significance and importance of wilding control in the QLD, there is value in ring-fencing and clearly identifying specific funding for this purpose. There is a high level of community involvement in wilding control, and there is value in ratepayers being able to clearly identify ORC's contribution on their rates bill. The Whakatipu Wilding Control Group (**WCG**) and the Upper Clutha Wilding Tree Group are charitable community trusts established for the purpose of controlling wildings in the district. The WCG Strategic Plan 2023-2033 identifies funding as the single biggest factor that can impede progress of its important work¹².
- 7.3. Including wilding control activities in the biosecurity rate severely limits the ability for the same level of control to be continued if this fund is contestable. It is important that ORC acknowledge the contribution it can be making to support this important work.

7.4. Recommendations:

- 7.4.1. QLDC does not support discontinuing the wilding tree rate and using the biosecurity rate to fund support for wilding conifer control activities.

8. The critical work of flood protection, drainage, river management and other hazard management activities must continue in a collaborative manner.

- 8.1. QLDC acknowledges the critical role of flood protection, drainage, river management and other hazard management activities across Otago. With an increasing frequency and intensity of storm events, Otago's people, property and communities will experience additional effects from natural hazards.
- 8.2. QLDC is concerned that the proposed 20% general rate/80% targeted rate for flood protection and river management across the region does not provide a sufficiently tailored response that serves the needs of the QLD. QLDC acknowledges the need to balance the general benefits all communities receive from river management and the location specific benefits of protection schemes, however, QLDC would prefer that the LTP better acknowledge the unique needs of the QLD and the dynamic nature of its alpine landscape and river catchments.
- 8.3. QLDC is working with ORC in their assessment of natural hazards (including flooding) in and around Glenorchy (in the area known as the 'head of the lake'), and ORC has been working with QLDC on other natural hazard projects in the district (i.e. Brewery Creek and Reavers Lane natural hazard management). QLDC appreciates this working relationship and emphasises the need to continue and grow a strong and collaborative approach to the management of the natural hazard challenges that the district will face in the coming years.
- 8.4. QLDC considers that natural hazard risk management will be a key feature of all future land use decision making, and local government will be at the forefront of addressing these challenging decisions. LTPs will need to carefully consider how to meet the financial questions in regard to this matter. QLDC strongly

¹¹ Queenstown Lakes Proposed District Plan, Chapter 34 (Wilding Exotic Trees)

¹² Whakatipu Wilding Conifer Control Group Strategic Plan 2023-2033

advocates for a strategic and coordinated approach within and between ORC and Otago's territorial authorities to address natural hazard risk. Local government is far more effective and efficient when we work together to share expertise, experiences and resources.

- 8.5. QLDC strongly supports proactive efforts by ORC¹³ to undertake a region-wide risk assessment (as directed by the decisions version of the Otago Regional Policy Statement). QLDC advocates that this activity happen alongside early engagement from territorial authorities.
- 8.6. QLDC strongly supports ORC's Integrated Catchment Management (**ICM**) programme and welcomes the efforts to launch ICM initiatives within the district. However, QLDC would like to ensure there is sufficient funding for the implementation of the Catchment Action Plan in the QLD following the development phase.
- 8.7. ORC's strong commitment to the Lake Hayes/Waiwhakaata remediation project is recognised as a leading example of collaborative partnership with mana whenua and community stakeholders. The potential of this project to deliver transformational remediation of an iconic and culturally significant water body is an exciting prospect that could pave the way for broader catchment level improvements within the Whakatipu basin. QLDC strongly encourages a commitment to allocate a multi-year specific budget line of funding and resource allocation specifically to this ambitious project to ensure that the potential intergenerational outcomes can be effectively delivered.

8.8. Recommendations:

- 8.8.1. That explicit support for a strategic, coordinated and long term approach between ORC and Otago's territorial authorities be provided in the LTP to ensure efficient and effective natural hazard risk decision-making tailored to the needs of each district.
- 8.8.2. The provision of sufficient funding for the implementation of the Catchment Action Plan in the QLD is recommended.
- 8.8.3. That a multi-year specific funding allocation be identified for the Lake Hayes/Waiwhakaata remediation project.

¹³ ORCs planned work for natural hazard activities over years 1 – 3 is set out on page 51 of the Draft LTP