

D-G

Submissions to the draft 2021-2031 Ten Year Plan



DAN Wells

RCL Henley Downs Ltd

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:

Note that some comments below under the DC policy section (such as the cost of the southern corridor wastewater pipeline) may also be relevant to the LTP. Also some comments overlap with the consultation on the Parks and Open Spaces Strategy

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

Wastewater

There is a significant increase in development contributions for wastewater. A significant contributor seems to be the wastewater project for the southern corridor. At over \$40 million this seems to be extremely high – several times more expensive than the project that RCL led to connect Hanley's Farm and the Jacks Point Village into the network. It is requested that a thorough independent review of the cost estimate and its underlying assumptions be undertaken before the LTP is adopted. Reducing estimated costs of the project would present opportunities both to reduce the development contributions levied on developers and free up Council budget for other projects.

The draft LTP proposes spreading the cost of the southern corridor wastewater

pipeline across the Queenstown development contribution area. RCL is concerned that burdening Hanley's Farm with the cost of this pipeline is unreasonable. RCL had to spend several million dollars in to extend a wastewater pipeline to meet the Council network. It would appear that Council proposes to build the pipe all the way to new developments in the southern corridor while subsidising the cost on developments such as Hanley's Farm which will not benefit from the works. RCL considers this to be inequitable, and not in the spirit of the agreement it entered into with Council over building this infrastructure.

Community facilities

A very large 175% increase is proposed over the current development contributions for this category. This raises questions as to whether the budget is falling disproportionately on new development – via development contributions (DCs) - rather than the existing rating base. An explanation of the split of proposed costs between new development (development contributions) and on existing residents (rates) is sought as we have not found it easy to ascertain this information from the consultation material. Depending on what that analysis shows, RCL considers that development contributions may need to be reduced to ensure a fair split.

Reserves

The increase in the reserve improvement development contributions is supported provided the intention to reduce the land area development contribution is confirmed. It is RCL's experience that the importance of the size of reserves can be overstated and that investment in improvements is often more important in achieving valued community spaces.

RCL questions how the premier sportsground referred to be funded (e.g. contribution of rates on existing properties vs DCs). If DCs for this purpose are needed the cost burden should not fall disproportionately on new development. An explanation of the split of proposed costs between new development (development contributions) and on existing residents (rates) is sought as we have not found it easy to ascertain this information from the consultation material. Depending on what that analysis shows, RCL considers that development contributions may need to be reduced to ensure a fair split.

It is helpful to have more guidance on reserves incorporated into the DC policy as the status of the reserve strategy when undertaking subdivisions that propose reserve land has been questionable. RCL considers that there is too much emphasis on predominantly flat spaces in the proposed document. Parks that use slope can, if well planned, be more interesting than flat spaces and provide views etc for public enjoyment. This should be considered on a case-by-case basis accounting for improvements proposed. It is recommended that the wording be softened on this matter.

The policies relating to development contributions and the Parks and Reserves Strategy indicate that DC credits for premier sports grounds are unlikely to be provided in instances where developers have undertaken works or provided land toward that purpose. It would be useful if the policy were amended to envisage situations where credits may be granted, as there may be opportunities where companies like RCL can work with Council to help provide such facilities.

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

DAVID Tim

Bike 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:

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:

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

QLDC 2021 Ten Year Plan Submission - Bike Wanaka.docx

Bike Wānaka's Ten Year Plan Submission to Queenstown Lakes District Council

19 April 2021

Bike Wānaka is submitting a request to Council for an annual grant of \$20,000 to help maintain the area's bike tracks and to promote biking for transport, health and wellbeing.

Background of Bike Wānaka

Bike Wānaka is a charitable organisation that promotes cycling in the Wanaka, Albert Town and Lake Hawea communities. We build and maintain mountain bike tracks, run events that attract enthusiasts from all over the country and passionately advocate for cycling as a transport option for our community. We have 1000+ members, who are typically local, active and enthusiastic riders of all ages, male and female. Bike Wānaka has an experienced committee with a proven record of delivering successful bike related projects to the community.

Our vision is to...

Create and maintain a network of high quality, free to use, accessible and enjoyable bike trails. In doing so, we will provide the local cycling community and visitors, with some of the best transport, leisure and sporting options in New Zealand.

What we require funding for

Bike Wānaka is asking for an annual grant of \$20,000 to enable the following to be delivered to the community:

- The maintenance of a number of community biking assets including:
 - Hawea Bike Park, Lake Hawea (on QLDC land)
 - Deans Bank Bike Track, Albert Town
 - Hikuwai Bike Track, Wanaka
 - Sticky Forest Bike Tracks, Wanaka
 - Lismore Bike Park, Wanaka (on QLDC land)
- The continued advocacy for an urban cycling network including working with QLDC to peer review designs
- The continued advocacy to fight for the retention of Sticky Forest as a community asset
- The running of the annual Deans Bank 10 Hour race, held every labor weekend and providing substantial economic benefit to the community

How this funding relates to Vision Beyond 2050

We see this funding relating to Vision Beyond 2050 as a contributor to "Thriving People - Our environments and services promote and support health, activity and wellbeing for all". Biking's environmental, health and activity benefits are obvious, but we also feel that Bike Wānaka has a unique position in the local community to engage and encourage groups of people who love to bike. We feel that we're building a supportive, enthusiastic and social biking

community through events, volunteering and sharing news. Local people love to ride and we think we're helping fuel that love. This vision goes beyond just biking into more people commuting to work on bikes, free family fun activities, native planting working bees, youth volunteering, and much more.

Funding Bike Wānaka receives from other sources

Bike Wānaka has received funding in the past year from QLDC (grant to build Hawea Bike Park), Otago Community Trust (grant to build Kirimoko bike trails) and generous donations from our membership, local companies and event attendees. This funding is typically allocated to capital projects - such as bike trail builds.

Summary / Conclusion

In summary, Bike Wānaka believes that we can be trusted to deliver, to a large number of local people, huge health and wellbeing benefits at comparatively little cost to council.

Tim David
President
Bike Wānaka



DAVIES Fran

Heritage New Zealand Pouhere Taonga

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:



HERITAGE NEW ZEALAND
POUHERE TAONGA

19 April 2021

Queenstown Lakes District Council
Freepost 191078
Private Bag 50072
Queenstown 9348

Via email: letstalk@qldc.govt.nz

To whom it may concern,

SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA ON THE QUEENSTOWN LAKES DISTRICT COUNCIL DRAFT TEN YEAR PLAN 2021-2031

To: Queenstown Lakes District Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Thank you for the opportunity to lodge a submission on the Queenstown Lakes District Council draft Ten Year Plan 2021-2031.

Roles and Responsibilities of Heritage New Zealand Pouhere Taonga

2. Heritage New Zealand Pouhere Taonga is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation and conservation of New Zealand's historic heritage and cultural values. This includes cultural heritage, sites of significance to Maori and archaeological sites.

The specific parts of the application that this Heritage New Zealand submission relates to are:

3. Providing for the identification, protection, preservation and conservation of historic heritage within Queenstown Lakes District which allows for the continued use and appreciation of that heritage.
4. Priority projects that may affect places or areas entered on the New Zealand Heritage List and ongoing consultation with Heritage New Zealand regarding these projects.
5. Queenstown Lakes District Council's obligations under the HNZPTA regarding archaeological authorities.
6. Recognition of the adverse effects of climate change on historic heritage.

7. Provision of additional Council incentives to facilitate the retention and seismic strengthening of heritage buildings in Queenstown Lakes District.

Supported Provisions

8. Heritage New Zealand supports the provisions of the draft Ten Year Plan that relate to the identification, protection, preservation and conservation of historic heritage within Queenstown Lakes District. The community outcomes listed for “Embracing the Maori world”, particularly “We celebrate the unique history of our rohe and Aotearoa New Zealand” and “Our Maori ancestry and European heritage are both reflected and enrich our lives” (page 43, Volume 1) is supported.
9. The community outcome “Our economy supports arts, culture and heritage industries” (page 45, Volume 1) is supported.

Proposed Initiatives

10. Heritage New Zealand recognises that the draft Ten Year Plan is a high-level document to provide direction for development initiatives and funding within Queenstown Lakes District. A number of projects have been proposed and further consultation on each of these initiatives as details develop is welcomed. Heritage New Zealand supports the development and implementation of the following initiatives:

- The Ready-to-go initiative of establishing a “unified digital heritage repository to collect and make accessible the stories and images of the whole district, in partnership with Tangata Whenua, heritage and museum groups” (page 60, Volume 1).
- The public realm improvement of “enhancing streets and lanes, improving connections between attractions and celebrating Queenstown’s unique heritage and culture” (page 115, Volume 1).
- The review of the Heritage Strategy and investigation of the development of a more comprehensive Heritage, Arts and Culture Strategy and a range of complementary policies (page 134, Volume 1).

11. Within Queenstown Lakes District there are numerous heritage places and areas entered on the New Zealand Heritage List, some of these entries are affected or potentially affected by the projects proposed in the Ten Year Plan. The retention and appropriate maintenance of listed heritage places and areas is vital and consultation with Heritage New Zealand on further development affecting these places should be undertaken as they progress. Works which relate to historic places, structures or areas should also be assessed for potential impact on archaeology to ensure an archaeological authority is obtained if necessary.

Archaeological Authorities

12. Heritage New Zealand notes that there are projects proposed in the Ten Year Plan which may require archaeological authorities pursuant to the HNZPTA. Under the HNZPTA an archaeological site is defined as any place in New Zealand that was associated with human activity that occurred before 1900 and provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand.
13. Archaeological sites are legally protected under sections 42(1) and 42(2) of the HNZPTA. An archaeological authority is required for any works that may modify or destroy an archaeological site, including demolition of a building constructed prior to 1900. It is an offence to undertake activities that may modify or destroy an archaeological site unless authorised by an archaeological authority issued under the HNZPTA.
14. The capital works outlined in the Ten Year Plan include works involving ground disturbance that could affect archaeological sites, such as roading, bridge and three waters infrastructure maintenance, repairs and replacement. These projects may therefore require archaeological authorities to be obtained from Heritage New Zealand prior to works being undertaken. Legislative obligations regarding archaeology should be taken into consideration for all the priority projects proposed as they may involve earthworks or are in close proximity to identified archaeological sites.
15. Heritage New Zealand recommends that Council undertake best efforts to avoid identified archaeological sites in close proximity to the priority projects in the first instance. This would minimise costs and delays. If avoidance is not possible, the associated costs and timeframes need to be factored into project budgeting and planning.
16. Heritage New Zealand would welcome the opportunity for early consultation on these projects to enable efficient and positive outcomes.

Climate Change

17. Heritage New Zealand supports the recognition of the effects of climate change in Council's long term planning and factoring the effects into infrastructure decision making. In addition to the effects already outlined in the Ten Year Plan, climate change is an increasing threat to historic heritage. The priority programme to be developed for Queenstown Lakes District's infrastructure should include initiatives to prevent further loss of heritage wherever possible.
18. The consultation document provides the opportunity to comment on, not only the contents of the draft Ten Year Plan, but also the review of the Climate Change Action Plan. Under the current Climate Change Action Plan, the impacts of climate change on the District's historic heritage has not been recognised. The keystone actions for Outcome 3, 4 and 5 should include measures to avoid or reduce climate change impacts on historic heritage.

Heritage Incentives

19. Queenstown Lakes District has a diverse range of heritage buildings, from churches to historic gold mining villages and rural homesteads. Some heritage buildings are of unreinforced masonry construction and will be subject to legislative requirements for earthquake strengthening. As the Council is aware, financing the seismic strengthening of these buildings, particularly in smaller centres, can be challenging for owners.
20. Heritage New Zealand supports the establishment of heritage incentives aimed at assisting private owners of heritage buildings. There are a range of incentives Council could utilise to promote the protection and conservation of historic heritage. Possible incentives include a district-wide contestable fund or targeted area fund, or the provision of specialist advice to heritage building owners.
21. Remission Policy B “Land Protected for Natural, Historic or Cultural conservation purposes” has been proposed on page 194, Volume 2 of the draft Plan. While Heritage New Zealand is supportive of a remission of rates for land owners of historic heritage, we encourage this policy to extend beyond heritage buildings classified as Category I under the Queenstown Lakes District Plan (the District Plan). This classification does not capture all entries on the New Zealand Heritage List and, therefore, does not assist owners of all places of national historic or cultural significance within the District.

Heritage New Zealand recommends:

22. Further to the proposed objectives and projects as outlined in the Queenstown Lakes District Council Ten Year Plan 2021-2031 consultation document, Heritage New Zealand recommends the following to protect and enhance the historic heritage of Queenstown Lakes District:
 - Council retains the community outcomes and heritage initiatives supported by Heritage New Zealand, as outlined in this submission.
 - Consultation is undertaken between Queenstown Lakes District Council and Heritage New Zealand for projects that may affect places or areas entered on the New Zealand Heritage List.
 - Council is aware that archaeological authorities may be required for certain projects outlined in the Ten Year Plan so that any costs and time associated with this are anticipated and included in project budgets. Archaeological Authorities are sought from Heritage New Zealand for any works that may modify or destroy an archaeological site as is required under the Heritage New Zealand Pouhere Taonga Act 2014.
 - Council recognises the adverse effects of climate change on historic heritage and implements measures to prevent further degradation wherever possible in both the Ten Year Plan and the review of the Climate Change Action Plan.

DAVIES Megan

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:

I see very little commitment to the council's declaration of a climate emergency in June 2019. Too much of the TYP is focussed on greenhouse gas emitting vehicles and not enough on public and active transport. Wanaka has been promised an improved cycle network for years and still it is slow to come, not even promised in the next three years. My children and I use bikes to commute to and from school and town. It is unacceptable that this is such a risky business when it is so important in reducing emissions. If cycling was made easier and safer with improved, or in the case of Anderson Road in Wanaka, an actual cycle way available, it would make it more attractive and popular for more people. The amount of traffic on Aubrey Road on any given school morning or afternoon is ludicrous given the short distance parents are driving their children to school. The consultation document acknowledges "that adapting to the effects of climate change has become increasingly urgent" and yet I see no such urgency in the plan.

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:

This is a no brainer, we need safe water to drink and we need to keep our lakes and rivers clean.

I would also like to see it become mandatory for all households to have their own rainwater tank.

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:

It is Wanaka's turn. We need safer cycle ways for our children and our people. This needs to happen now, not in 2026-2027. We have three primary schools in Wanaka and our children want to bike, but they need this to be enabled through safe cycleways not only to school but to after school activities including to the Recreation Centre/Swimming Pool.

And going forward Wanaka should have a comprehensive cycle plan built in to the TYP.

Less money spent on roads, more on cycleways.

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

Neither / Neutral

Please tell us more about your response:

Money should be spent on mitigating climate change, not on beautifying "old" areas to try and draw back more tourists which only sets us back to where we were pre-covid. This is a time for a re-set! We want/need quality tourism not quantity. Don't fix whats not broken, spend the money where it is needed.

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 TYP plan is significantly lacking in any plan to cut climate emissions or address in anyway the Climate Emergency that has been declared - this must be rectified! There should be no further plan for a jet capable airport in Wanaka, this also goes against the declared Climate Emergency as well as recommendations from the Minister of Tourism and Parliamentary Commissioner for the Environment. Too much money has been allocated for the Queenstown arterial project and streetscaping and Wakatipu in general, more should be allocated to active transport in Wanaka.

A re-set should be happening when plans are made around tourism - we should not be looking to go back to where we were pre-Covid, or forecasting any sort of growth that was occurring then and expecting / relying on it happening again in order to fill the coffers. Diversification must happen if we are to preserve this wonderful place we live in.

We should be planning on zero-carbon communities and enabling this.

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:

DAVIES Megan

Hidden Hills Residents Association Inc

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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Please tell us more about your response:

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SUBMISSION

2021-2031 TEN YEAR PLAN | HE MAHERE KAHURUTAKA COMMUNITY GRANT APPLICATION

Hidden Hills Residents Association Inc Beautification Project for Mount Iron Track entranceway

The Hidden Hills Residents Association would like to apply for a Community Grant from the QLDC as part of the 2021-2031 Ten Year Plan submission process. The Grant, if approved, would be used to cover the cost of an upcoming "Beautification of Mount Iron Track entranceway, Hidden Hills" project.

The objective of this project is to enhance the entrance to the popular Mount Iron Track, a nationally iconic walk located in Wanaka, where it is accessed off Hidden Hills Drive.

An investment in this project will be of benefit to the increasingly wider community of users to this access point. With the growth of the nearby Northlake and Hikuwai subdivisions numbers of walkers using this northern entrance to Mount Iron is substantially increasing. Although the Department of Conservation does not have a track counter on this access point to the main Mount Iron Track, numbers for the whole track in general are approximately 100,000 walkers per year (extrapolated from DOC track counter raw data 2018-2019).

Currently the area we are wishing to beautify is unkempt and unmaintained, with long grass and weeds. A high rabbit population consumes any native plants that are currently attempting to grow in the area.

Our vision is to plant the roadside berms from the corner of Weatherall Close to the style that provides access to the Mount Iron track. It is envisaged that the area will be planted in native vegetation, and in keeping with similar plantings that occur in the wider Wanaka area by the likes of the Te Kakano Aotearoa Trust. This grant application also includes the cost of a registered landscape architect to provide a landscape plan for the area.

We anticipate that the plantings and upkeep of the area will be undertaken by the passionate Hidden Hills residents who take pride in this beautiful landscape they reside in.

Plant species selected will focus on native species that would have been traditionally found on this Outstanding Natural Feature (as deemed in 2019), that is Mount Iron. The incorporation of traditional Maori medicinal plants and interpretive signs are also hoped for.

Being an ONF, this area is of national importance and will continue to be enjoyed by not only locals but also visitors to this area. It will be a place of enjoyment and education, enhancing the experience of all visitors including local pre-schoolers and other school children who

often visit on Education Outside the Classroom excursions, as well as others. It will provide an opportunity for learning and education.

It is hoped to be a re-creation of what once was, and an invitation for the native Tui, Korimako, Piwawaka, and others to return to. Mount Iron is also home to Karearea and the re-introduction of native plantings in this area will be of benefit to this increasingly rare species.

As outlined above, investment in this project supports the outcomes of both the Ten Year Plan and Vision 2050. It encourages Waraki, enhances Parakore Hapori, increases Whakapuawai Hapori and allows interpretation of Whakatinana Te Ao Maori, it nurtures Whakaohoho Auahataka, enables He Ohaka Taurikura, educates about He Hapori Aumangea, and encapsulates Kia Noho Tahī Tatou Katoa.

In support of this submission we are attaching :

- a budget for the project which has an estimated cost of \$4,250
- an aerial map for the area in which the beautification project is proposed
- photographs showing the current unkempt appearance of the area in question

PROJECTED COST BREAKDOWN:

Hidden Hills Residents Assn Inc

Beautification Project: Mount Iron track entranceway, Hidden Hills Drive, Wanaka.

Project Budget

Landscape plan	\$500
Irrigation infrastructure	\$750
Native plants – 50@\$20pp	\$1,000
Stakes – 100@\$9	\$900
Rabbit protection	\$500
Hire of posthole digger	\$200
Compost	\$100
Fertilizer	\$100
Mulch	\$200

TOTAL COST OF PROJECT \$4,250

Note:

1/ The Hidden Residents Assn will provide all labour associated with land preparation, planting, rabbit protection, and irrigation.

2/ The Hidden Hills Residents Assn will accept full responsibility for the ongoing maintenance of the planted area.





DAVIES Simon

Otago Province, Federated Farmers of New Zealand
Queenstown/Wakatipu

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Federated Farmers of New Zealand

Submission to Queenstown Lakes District Council on the 2021-2031 Ten year Plan – He Mahere Kahurutaka

29 March 2021



SUBMISSION TO QUEENSTOWN LAKES DISTRICT COUNCIL ON THE 2021-2031 TEN YEAR PLAN – HE MAHERE KAHURUTAKA

To: Queenstown Lakes District Council
letstalk@qldc.govt.nz
Subject: Ten Year Plan submission

Name of submitter: Otago Province, Federated Farmers of New Zealand

Simon Davies
President
Otago Province
Federated Farmers of New Zealand
[REDACTED]

Contact person: Kim Reilly
South Island Regional Policy Manager

Address for service: Federated Farmers of New Zealand
[REDACTED]
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

ABOUT FEDERATED FARMERS

Federated Farmers of New Zealand is a membership organisation, which is mandated by its members to advocate on their behalf and ensure representation of their views. Federated Farmers does not collect a compulsory levy under the commodities levy act and is funded from voluntary membership.

Federated Farmers represents rural and farming businesses throughout New Zealand. We have a long and proud history of representing the needs and interests of New Zealand's farmers

Federated Farmers aims to empower farmers to excel in farming. Our key strategic outcomes include provision for an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of a vibrant rural community; and
- Our members adopt responsible management and sustainable food production practices.

Summary of Submissions

1. We encourage the Council to ensure options for agility remain open, such that future resilience and wellbeing is addressed, while not over-committing the district to proposals that ultimately may become unaffordable or unachievable if predicted growth is unable to be realised.
2. We consider average annual rates increases over the ten years should be referenced as two options - both rates increase forecast on current ratepayer numbers, and also it would look like if projected growth did still occur.
3. We support Council's considered approach to allocating costs through targeted rates and urge Council to continue to maintain its intelligent system of targeted rates, and to retain its Revenue & Financing policy.
4. We support Council utilising development contributions wherever reasonable to do so.
5. We support Council looking to accelerate any necessary delivery via the use of third-party financing, as provided for under the Infrastructure Funding and Financing Act.
6. That Council not only ensures the level of borrowing remains within the Council's debt parameters, but works to ensure debt is carefully managed.
7. That capital works programmes to cover 'expected growth' are carefully reviewed in light of current circumstances, and that these not proceed unless essential post-Covid19.
8. Community services and facilities: that only the first three years of proposals within the plan are adopted, with serious questioning of proposals for remaining years, given significant increases proposed.
9. That while environmental management needs to be appropriately resourced, some public-good matters may be appropriately funded via the UAGC.
10. That Council adopts its targeted approach to infrastructure funding.
11. That Council adopts Option 1 for Transport programmes (p23 Consultation Document.)
12. That Council adopt the new Targeted Rate on Queenstown Town Centre properties to fund the Queenstown Masterplan (Option 1 – p27 Consultation document.)
13. That Transport projects include maintenance and resurfacing of rural and local roads where needed; the focus should not just be on visitor-heavy roading.
14. That public transport is provided for in the Upper Clutha to service Luggate and Hawea, and that a targeted rate provide for public transport in the Upper Clutha area. This would reduce congestion, parking requirements and the district's GHG emissions.
15. That Council review the current roading differential as it is heavily skewed towards rural property however proposed roading spend is not proportionately focused on upkeep and maintenance of rural roads.
16. That higher contributions are sought from Waka Kotahi NZTA for road funding.

17. We support the use of targeted rates, fees and charges, fines and infringements to resource regulatory functions and services.
18. We question Council's significant investment in Economic projects and consider these need to be reviewed. These are 'nice to have' and discretionary matters and not a priority within this LTP.
19. Similarly, we question the increased expenditure on Local Democracy and seek this be reviewed prior to the adoption of the plan.
20. Federated Farmers seeks that 100% targeted rates are used to fund the Three Waters for any council, so connected and serviceable properties are the ones paying for the service received.
21. We support the Council's preferred option to complete the Water Treatment Programme by 2024 as proposed.
22. The working dog fee is lowered to the national average of \$52.
23. That a discount for subsequent working dogs is introduced.
24. That the "effective fencing" fee reduction is replaced by a lower working dog fee, given that working dogs are not confined to the backyard or garden.
25. We oppose property value rates being used to fund pounds, because there is no link between the value of a property and the level of service received.

1. INTRODUCTION

- 1.1 Federated Farmers welcomes the opportunity to submit the Queenstown Lakes District Council on the 2021-2031 Ten year Plan – He Mahere Kahurutaka ('the LTP').
- 1.2 We congratulate Council on its informative consultation document and supporting background information, along with the range of options provided for community feedback and consultation. We consider Council's approach provided ratepayers and stakeholders with a good basis for engaging with, and providing feedback on, Council's proposals.
- 1.3 Federated Farmers fully submitted on Council's 2018-2028 LTP proposals, and we cautiously supported Council's proposed shift to a more forward thinking approach to infrastructure planning and investment. Ultimately, the final 2018-2028 LTP signalled an ambitious capital investment programme, reflecting the growing needs of unprecedented and sustained growth in both resident and visitor numbers. At that time, nobody could have anticipated what was to come with the implications of the global Covid-19 pandemic.
- 1.4 We appreciate Council has now carefully reviewed the assumptions that led to the ambitious capital investment programme it committed to within the 2018-2028 Long-Term plan. We appreciate Council wants to remain optimistic for the future and that it still wants to get the levels of re-investment right to re-ignite the district's economy. However, we urge Council to remain cognisant that the proposed investments over the ten-year period remain large and will require considerable capacity and capability within the district. The pandemic has shown New Zealanders that many matters lie outside our control, and we encourage Council to ensure options for agility remain open, such that future resilience and wellbeing is addressed, while not over-committing the district to proposals that ultimately may become unaffordable or unachievable if predicted growth is unable to be realised.
- 1.5 We note that Council has committed to achieve its vision while maintaining average annual rates increases to 4.3% over the next ten years, after allowing for 2.5% growth in rateable properties. We appreciate that the district is traditionally a high growth district, and that providing a growth-adjusted figure is useful for ratepayers to better understand what proposals mean for their individual rates bills. However, we caution that we may not yet be fully through the implications of the pandemic on growth, and in our view, a cautious balance of optimism and realism is needed, with a comparison provided wherever possible of the two rating scenarios.
- 1.6 We appreciate that to ensure acceptable average rates increases while remaining within Council's 280% ratio of debt to revenue, Council has needed to reprogramme a number of projects, till either later in the ten-year period or beyond, and we support this approach.
- 1.7 We support Council continuing to lobby central government for a visitor levy to fund tourism-related infrastructure investment, for the district, which we understand would kick in from 2024-2025. If this levy is not realised, there will be significant impacts on both the Council's proposed capital works programme, and resulting rates increases. Federated Farmers does not support local ratepayers needing to fund tourism-related infrastructure where the main beneficiaries are visitors to the district (and wider New Zealand).

Summary:

- 1. Federated Farmers appreciates the opportunity to submit on Council's 2021-2031 Ten year Plan – He Mahere Kahurutaka.**
- 2. We consider the consultation document and engagement provide a good basis for engaging on options.**
- 3. We acknowledge Council is facing significant challenges over the operative life of the plan, particularly in light of the global pandemic and its implications.**
- 4. We appreciate Council has needed to reprogramme a number of projects, till either later in the ten-year period or beyond, and we support this approach.**
- 5. We encourage the Council to ensure options for agility remain open, such that future resilience and wellbeing is addressed, while not over-committing the district to proposals that ultimately may become unaffordable or unachievable if predicted growth is unable to be realised.**
- 6. We consider average annual rates increases over the ten years should be referenced as two options - both rates increases forecast on current ratepayer numbers, and also it would look like if projected growth did still occur.**

2. COUNCIL'S APPROACH TO RATING AND CONTRIBUTIONS

- 2.1 Federated Farmers strongly supports Council's considered and intelligent approach to meeting costs through targeted rates. Council's approach of land-use based differentials, mapped areas and targeted rates is among the best designed funding systems in the country. We consider the basic principles behind Council's targeted approach reflect exactly what is being asked of the local government sector by the Local Government Act, specifically s101 of that Act.
- 2.2 Typically, Federated Farmers opposes or expresses concern with activities that we feel go beyond a council's core-services. However, a targeted approach ensures greater alignment with the community's willingness to pay for activities, particularly when it comes to tourism demand, infrastructure, and planning. The risk for the Council in this LTP, is that by optimistically planning for the future, if growth does not or cannot meet projected demands, Council investment and spending will ultimately exceed the community's ability or willingness to pay.
- 2.3 Queenstown Lakes District farmers' rates bills are often substantial, yet they are generally willing to pay their 'fair share' for community infrastructure and public goods. At the same time, however, small changes in council expenditure can have significant impacts on farmers' rates, simply because farms are reliant on land, and the capital value of that land is Council's primary mechanism for funding activities. If growth predictions are not realised, we do not want to see the costs of largely urban-focussed visitor driven expenditure unreasonably pushed onto farmers, simply because of a lack of options or an unwillingness from other sectors to meet those costs.

- 2.4 On that basis, we support the Revenue & Financing policy continuing to ensure that where a private benefit exists, that the cost of that should be recovered via either targeted rates or user fees. We support Council ensuring that the cost of public benefits are usually general rate funded, with capital value used to define 'property' related activities, and the UAGC used to fund 'people' related activities. We consider this to be a sensible and logical approach.
- 2.5 Federated Farmers strongly supports Council's overall efforts to ensure additional expenditure is not simply picked up through increased rates. We support greater cost recovery through fees and user charges, the increased returns from investments, development contributions, and proposals to seek additional subsidies, grants, and external funding for operating funding.
- 2.6 Federated Farmers also continues to support Council's use of rating differentials, and we fully agree with Council's position that higher property valuation does not mean higher demand for services. In short, we agree that Council's funding and rating policies should be driven by a firm assessment of the relative demand for Council services, as directed under s101(3) of the Local Government Act 2002. We maintain however, as per our 2018 Long Term Plan submission, that the general rate differential allocation to the Primary Industry rating base should be reduced to 3.6%, given the cost drivers for the additional or marginal expenditure are largely urban-focussed.
- 2.7 Other than that, we urge Council to continue to maintain its intelligent system of targeted rates, and to retain its Revenue & Financing policy.
- 2.8 We support Council utilising development contributions wherever it is reasonable to do so to cover required investment in additional assets and services to meet demands for growth. This ensures the cost of growth is largely funded by those who have created the need for that cost. We support Council looking to accelerate any necessary delivery via the use of third party financing, as provided for under the Infrastructure Funding and Financing Act.

Submissions:

- 7. We support Council's considered approach to allocating costs through targeted rates and urge Council to continue to maintain its intelligent system of targeted rates, and to retain its Revenue & Financing policy.**
- 8. We support Council utilising development contributions wherever it is reasonable to do so.**
- 9. We support Council looking to accelerate any necessary delivery via the use of third party financing, as provided for under the Infrastructure Funding and Financing Act.**

3 DEBT

- 3.1 It is noted in the Consultation Document that the Council has had to rely heavily on borrowing in order to deliver the substantial capital programme included in the LTP. We note that over the 10 years of the plan, the Council is planning \$1.68 billion of works, of which 36% (\$609 million) is required to address 'expected growth'.

- 3.2 While we note that Council will ensure the proposed level of borrowing is within the debt parameters in the Council's Liability Management Policy, proposed debt levels over the term of the LTP are eye watering.
- 3.3 We are very concerned to note that by the year 2030/31, total debt/net revenue will be at 223.5%, with debt proposed to increase from \$33.8 million in 2022, to \$731.7 million in 2031. That is a massive 119% increase in debt over the ten year period.
- 3.4 Federated Farmers is very concerned that these significant debt levels are not fully considering what would happen if the expected growth to the district is not as forecast (pre Covid-19), or what the scenario would be if the visitor levy is not realised. A similar concern is if borrowing interest rates increase. Each of these outcomes will place significant pressure on Council's ability to repay debt and have massive impacts on future ratepayers.

Submissions:

10. That Council not only ensures the level of borrowing remains within the Council's debt parameters, but works to ensure debt is carefully managed.

11. That capital works programmes to cover 'expected growth' are carefully reviewed in light of current circumstances, and that these do not proceed unless essential post-Covid19.

4 PROPOSED SPENDING

- 4.1 Council has a relatively unique problem, with significant visitor numbers to the District for every resident. This underlines the difficulty Council faces in having to utilise rating tools that are ultimately heavily reliant on the resident base. This underlines the crucial nature of the visitor levy being adopted to cover many of the visitor-based spending needs.
- 4.2 Prior to the adoption of any visitor levy, the onus is on Council to prioritise spending to ensure it can efficiently and effectively delivery on its priorities, using the funding mechanisms it has available, and without overlying relying upon increased debt.

Community Services and Facilities

- 4.3 We note Council's commitment to a number of work programmes increasing services and facilities for activities like library services, parks and open spaces, sports and recreational facilities, community facilities and venues, and community development initiatives. Expenditure in the first three years of the LTP are comprised of 'ready to go' initiatives, renewals, and preparatory work for later in the LTP work programmes. However, costs pick up significantly from years 4 of the LTP and Federated Farmers is extremely concerned with the rates implications of these proposals.
- 4.4 In our view, work in the first three years of the LTP should be committed to, but any work programmes signalled beyond year 4 should be carefully appraised on the next LTP (2024-2034). By that point in time, Council will know the impacts of the COVID-19 pandemic on the district, and whether the visitor levy will be in place.

Environmental Management

- 4.5 Federated Farmers has submitted to all three stages of the District Plan review. We recognise the significant challenges Council is attempting to manage through the proposed plan, and we consider it important that Council get the balance between differing objectives right. Given the importance of the District Plan and give the pressures central government is placing on Council, including appropriately planning for urban development, we support Council's intent to appropriately resource the planning process. The risks are that if insufficient resourcing is provided, there will be unnecessary delays and perverse outcomes.
- 4.6 In our view, many of these matters will be of direct public good, and we consider more of these costs should be resourced via a UAGC.

Infrastructure

- 4.7 Federated Farmers strongly supports the use of targeted rates in this area, such that those who benefit from a service, pay for that service. The targeted approach is based on a very considered assessment of the relative benefit derived from, or demand for, the service that Council is funding through the targeted rate. The result is that each activity is funded based on an assessment of the relative benefit each ratepayer receives. This basic principle underpins the current funding approach for water and wastewater schemes, including those in small communities.

Transport

- 4.8 We agree that Council needs to provide appropriate parking, roading and active transport networks to meet the current and future needs of the community. There are also key rural roading networks within the District and it is important that these are appropriately maintained and resurfaced, in addition to an overly heavily focus on visitor-heavy roads and town centres. The current roading differential should be reviewed as it is heavily skewed towards rural property however proposed roading spend is not proportionately focused on upkeep and maintenance of rural roads.
- 4.9 Federated Farmers fully recognises the need to invest in the Queenstown Masterplan, to both increase the level of service and meet future demand, and to meet Council's overall objective of capturing 'high value' tourism. We recognise that failure to provide greater efficiencies in the central hub of Queenstown will not only potentially deter 'high value' visitors, but also significantly reduce the efficiency and effectiveness of transport for locals. We consider it is appropriate that those who benefit from the service provide the greatest funding to this activity. On that basis we support the new Targeted Rate on Queenstown Centre properties (option 1 of proposals at p27 of the Consultation Document).
- 4.10 We have had member feedback and support the position that public transport is provided for in the Upper Clutha to service Luggate and Hawea. We consider this could be funded via a targeted rate provide for public transport in the Upper Clutha area. This would reduce congestion, parking requirements and the district's GHG emissions.
- 4.11 We support the specific targeted rates alongside the contribution from Waka Kotahi NZTA that will be utilised for Wakatipu Transport Capital Programme. On that basis, we support Option 1 from proposals.

- 4.12 It remains imperative that Council seeks a higher level of contribution (80 percent) for roading associated costs from the NZTA, and to seek funding and Central Government's Regional Development Fund for other costs. We think it is entirely appropriate that additional funding is provided to QLDC for these projects given the national benefit derived by the New Zealand economy as a result of the District's role as a premier tourist attraction.

Regulatory Functions and Services

- 4.13 As with Environmental Management, Federated Farmers recognises Council faces challenges in its core resource management functions, which need to be appropriately funded. Matters such as efficient and cost-effective processing of building consent applications will be particularly critical into the future. We also support the appropriate resourcing of monitoring and enforcement around matters such as freedom camping. We support the use of targeted rates, fees and charges, fines, and infringements to resource this area.

Waste Management

- 4.14 We support targeted rates and fees and charges being the source of operating funding in this regard, rather than via the general rate.

Economy

- 4.15 We note Council's aim is to support a thriving and diverse economy within the district. However, we caution that matters such as economic development, film, events, tourism promotion and commercial property should be sourced from targeted rates, fees and charges and subsidies and grants etc. We note that as of 2026, general rates are to be used as a source of funding and we query this proposal. We were unable to identify which proposals related to the general rate, but on principle, we oppose the use of general rates in this regard.
- 4.16 We query Council's decision to express concern at the high level of demand for Council services and infrastructure placed by visitors to the District, while simultaneously looking at ways to further promoted increased tourism.
- 4.17 We consider expenditure in these areas to be 'discretionary' and given pressures on Council seek that these be reviewed, and a cautious and conservative approach be taken to any expenditure in this area.

Local Democracy

- 4.18 Operating expenditure on 'Local Democracy' is increasing significantly over the first two years of the proposed plan. Notably, 'Governance' is increasing by 24 percent in year 1 of the plan. Over the term of the plan a 54% increase in funding from general rates is proposed, and 52% from targeted rates.
- 4.19 While Federated Farmers recognises there will be an increased role for Governance in a more forward thinking, proactive Council, there is limited discussion on the specific drivers for significant increases in expenditure on Governance, and little basis to inform input on the worth of the additional spending. We consider this an area Council should review closely prior to adopting the plan.

Submissions:

12. **Community services and facilities: that only the first three years of proposals within the plan are adopted, with serious questioning of proposals for remaining years, given significant increases proposed.**
13. **That while environmental management needs to be appropriately resourced, some public-good matters may be appropriately funded via the UAGC.**
14. **That Council adopts its targeted approach to infrastructure funding.**
15. **That Council adopts Option 1 for Transport programmes (p23 Consultation Document.)**
16. **That Council adopt the new Targeted Rate on Queenstown Town Centre properties to fund the Queenstown Masterplan (Option 1 – p27 Consultation document.)**
17. **That public transport is provided for in the Upper Clutha to service Luggate and Hawea, and that a targeted rate provide for public transport in the Upper Clutha area.**
18. **That Transport projects include maintenance and resurfacing of rural and local roads where needed; the focus should not just be on visitor-heavy roading.**
19. **That Council review the current roading differential as it is heavily skewed towards rural property however proposed roading spend is not proportionately focused on upkeep and maintenance of rural roads.**
20. **That higher contributions are sought from Waka Kotahi NZTA for road funding.**
21. **We support the use of targeted rates, fees and charges, fines and infringements to resource regulatory functions and services.**
22. **We question Council's significant investment in Economic projects and consider these need to be reviewed. These are 'nice to have' and discretionary matters and not a priority within this LTP**
23. **Similarly, we question the increased expenditure on Local Democracy and seek this be reviewed prior to the adoption of the plan.**

5 THREE WATERS REFORM

- 5.1 We note Council has referenced the establishment of Taumata Arowai as the new Water Services Regulatory, to oversee and enforce a new drinking water regulatory framework, with an additional oversight role for wastewater and stormwater networks.
- 5.2 Federated Farmers is representing rural concerns on the three water reforms. We have submitted on Taumata Arowai – the Water Services Regulatory Bill arguing for central government support for smaller councils with limited capacity to meet aspirational national water quality objectives. We have made a strong case for the development of a logical protocol for small community water schemes, that applies drinking water standards to the point of supply to a dwelling rather than at source. We would appreciate what support Council can provide throughout the process of establishment of the new water regulator that protects the affordability and availability of water to farms and small rural communities.

- 5.3 We note that of the Council's proposals, over the period 2021 to 2025, all serviced urban areas are likely to face rates increases in this area. We support the Council's preferred option in this regard, which is completing the Water Treatment Programme as outlined in the Plan by 2024.

Submissions

24. Federated Farmers seeks that 100% targeted rates are used to fund the Three Waters for any council, so connected and serviceable properties are the ones paying for the service received.

25. We support the Council's preferred option to complete the Water Treatment Programme by 2024 as proposed.

6 DOG REGISTRATION

- 6.1 Federated Farmers considers that the proposed dog fees need to be included in the consultation document, so ratepayers know what it will cost to register their dogs. We see that that page 29 of the consultation document reveals the 15% increased revenue that the new dog fees will net the Council, but we cannot see what the proposed dog fees will be.

Activity	2021-2022 Revenue with existing fee (\$)	2021-2022 Revenue with proposed fee (\$)	\$ increase	% increase
Dog Registration	306,864	354,186	47,322	15%

- 6.2 The Council [website](#) shows us that it currently costs \$70 to register a single working dog, which is well above the national average of \$52. This is also much more expensive than the sounding districts.

2020 Dog Fees			
Territorial Authority	First working dog	Subsequent working dog	Urban dog
Queenstown-Lakes DC	\$70.00	\$70.00	\$155.00
Dunedin CC	\$52.00	\$27.00	\$106.00
Clutha DC	\$40.00	\$40.00	\$70.00
Southland DC	\$36.00	\$36.00	\$100.00
Gore DC	\$25.00	\$25.00	\$120.00
Invercargill	\$35.00	\$35.00	\$100.00

- 6.3 Although we are pleased that the working dog fee is a bit less than half the urban dog fee of \$155, the \$70 working dog fee is still a significant burden on farmers, especially when there is no discount for subsequent dogs. As soon as a farmer has more than one dog, the cost advantage of the lower working dog fee compared to the town fee is wiped out. A farmer with three dogs is unlikely to receive \$210 benefit compared to an urban dog owner with one dog

who will pay \$155. A team of ten dogs will cost the Queenstown Lakes farmer a whopping \$700. Federated Farmers asks the Council to consider carefully whether farmers with ten dogs deserve to pay this much.

- 6.4 It is hard to see how the “effective fencing” fee reduction will apply to working dogs. This sounds like a fully fenced garden or back yard that would be suitable for an urban property, to confine the dog on the property and not stray onto public areas or neighbouring properties. Working dogs are not confined within the farmhouse garden. They are either out working on the farm, with their owner, or in their kennels. Either way, they are well within the property and not straying onto the neighbours. This effective fencing reduction is bogus for working dogs.
- 6.5 The expensive working dog fee is not justified compared to the national average, given that working dogs have a low need for the dog control services. Overall, farmers value and manage their dogs well, and dog management is a self-regulating aspect of farming. Dogs are part of the family, and an asset to the farm business. It is in a farmers’ best interest to manage their dogs. Farmers spend many hours training their dogs, and bad behaviour like being aggressive to animals or people is dealt with quickly. Farm dogs are contained in their kennels or chained up at night, and because of the large size of farms, dogs are contained on the property, they do not roam the streets, and barking rarely annoys the neighbours. If a dog does stray, neighbours are quick to recognise the dog and call the owner.
- 6.5 Federated Farmers asks the Council what percentage of animal control costs originate from rural dogs, compared to urban dogs.
- 6.6 Federated Farmers suggests that a lower fee for subsequent rural dogs is introduced. There are 19 other Councils have this reduced fee structure. With large sheep and beef farms characterising the district, dog teams are common, and the cost of registration is an unjustified burden, and acts as a disincentive to register.
- 6.7 We see that page 146 of Volume 1 shows some planned capital works for the Queenstown Dog Pound.

SUM OF CAPITAL WORKS	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	GRAND TOTAL
District Wide											
Car Pounds and Dog Pounds	4,000										4,000
CCTV Analytics - Waterways		30,756									30,756
Drone Monitoring and Enforcement	5,000			5,359			5,727			6,119	22,204
Enforcement Noise Meter	20,000										20,000
Handheld Devices - Parking, Freedom Camping	29,178	26,866		31,270	28,720		33,419	30,675		35,709	215,838
Health and Safety Body Cameras	20,000		20,969		21,919		22,907		23,934		109,729
Queenstown											
New Queenstown Dog Pound			52,621	539,320							591,942
Queenstown Dog Pound - Renewals				6,266		12,926	1,110	1,060	634		21,997

- 6.8 We expect that dog registration and impounding fees will be the major funding source for this pound, because dog owners will be the ones using the service. We oppose any use of property value rates to fund pounds, because farmers would pay considerably more towards a property value rate than urban properties. The inequity of property value rates would be impounded if the farm didn’t even own a dog yet would pay more towards the pound than an urban dog owner. A few dollars on the UAGC or a small flat fee would recognise the general public benefit of dangerous dogs being impounded and removed from the streets.

Submissions

26. The working dog fee is lowered to the national average of \$52.

27. A discount for subsequent working dogs is introduced.

- 28. The “effective fencing” fee reduction is replaced by a lower working dog fee, given that working dogs are not confined to the backyard or garden.**
- 29. We oppose property value rates being used to fund pounds, because there is no link between the value of a property and the level of service received.**

DAY Olivia

Jack's Point Well-Being Sub-Committee

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 the council needs to do more within local communities such as workshops on local food resilience, how climate change may actually affect our region and how we can adapt to that, growing local place based economies where people live and work in one area to reduce carbon emissions from transport (like a Fibreshed model), as well as more carbon sequestering through tree planting. Yes transport is important and major contributor to carbon emissions but so is agriculture, waste and fast fashion. The council could also work more with schools to ensure that the next generation is educated on how to live differently.

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

Neither / Neutral

Please tell us more about your response:

I live in Jack's Point so at the moment this does not affect me.

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:

different active transport modes available to people e.g a link from Jack's Point to Frankton will be more important in the coming years.

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

Neither / Neutral

Please tell us more about your response:

I live in Jack's Point so this does not affect me.

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:

Please see emailed PDF Submission - Community Connection, Urban Greening, Community Infrastructure at Jack's Point and Waste Minimisation Projects at Jack's Point.

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

Please see emailed PDF Submission - Community Connection, Urban Greening, Community Infrastructure at Jack's Point and Waste Minimisation Projects at Jack's Point.

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

Please see emailed PDF Submission - includes a forward on recognising the Jack's Point residential association as a bonafide Community Association by the Council which will be important for future engagement from the Council with residents.

SUBMISSION

JACKS POINT QLDC 10 YEAR FUNDING PLAN SUBMISSION

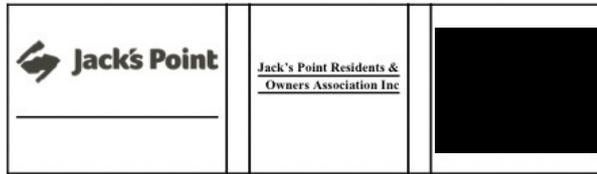


Jack's Point

Set in a panoramic landscape on the edge of Lake Wakatipu, Queenstown, forever protected

APRIL 2021

COMPILED BY: C GEDDES, I ERASMUS O DAY
EMAIL: [REDACTED]



Jacks Point Residents and Owners Association Inc.

The above association has been advised by council officers to seek recognition as a legitimate community association by submitting to the Ten Year Plan 2021 – 2031.

We provide the following information for your consideration.

1. The Jacks Point Owners and Residents Association (JPROA) is an incorporated society which was formed in 2006 to own and operate the infrastructure of the Jacks Point development and to represent the interests of the owners and residents in community affairs. JPROA is the only community association in the district that represents all residents within its area because all property owners in the development are required to become members.
2. There are 514 houses in the residential precinct which has capacity for 804. The village precinct has planned capacity for a further 1400 dwelling and accommodation units plus a retail and commercial sector. All of the new property owners in the village will become members of the JPROA.
3. JPROA members pay annual property levies to fund the maintenance and operation of the water supply, wastewater, storm water and open space infrastructure within the resort zone. Management of the infrastructure, administration of the association and accounting services are all undertaken by contract with local suppliers.
4. JPROA members pay rates to the Otago Regional Council and the QLDC.
5. The society is governed by three Precinct Committees. Each of these committees elects two persons to an Area Committee. These committees make all of the governance and management decisions that control the operation of the infrastructure which includes significant areas of open space and landscape planting.
6. The JPROA constitution does contain, for three of the four committees, provisions for a controlling member casting vote which has to date been used to effect constitutional changes and structural changes but has not been consistently used on day-to-day management and operational matters.

7. The Residential Precinct Committee, which represents the residential property owners, is not subject to the controlling member provision. It is this committee that will make the majority of decisions in regards to the projects for which QLDC support is being sought.

8. Within Jacks Point there is an extensive network of walking and cycling trails and open space which is maintained through the levy system by the members of the JPROA. All of these facilities and amenities are open to and are extensively used by the general public.

9. The JPROA seeks council's recognition as a community organisation in order to progress the development of facilities within the suburb which will enhance the quality of life for residents and the community of the Wakatipu basin.

11. Volume 2 of the Ten Year Plan, 30 Year Infrastructure Strategy, identifies on Page 42 4.3 Enabling Growth, the Southern Corridor as a priority development area within the draft Queenstown Lakes District Spatial Plan. The corridor is identified as requiring a "wide range of community infrastructure (eg 3Water, transport, waste management and minimization, community facilities, open spaces)"

12. The land holdings within the corridor, being the Special Housing Area, Henley Farm, Jacks Point, and Lakeside Estate, are all zoned for and are being actively developed as residential housing and currently contain in excess of 1200 residences. Adjoining land, Homestead Bay and the Jacks Point village are seeking consents for more intensive development as part of the District Plan Review process.

13. We note that in the Ten Year Plan there is significant expenditure for Community Facilities allocated to the Ladies Mile area even though the consents for residential development have yet to be applied for. The Plan contains no such allocation for the Southern Corridor where there is rapid growth in the consented development areas.

14. JPROA have identified a number of projects for which it seeks council support and these are detailed in the associations Ten Year Plan submission which follows.

PROPOSED JACKS POINT COMMUNITY PROJECTS

We have identified 4 over-arching projects that we would like to progress here at Jacks Point. We need to be able to assign resources to deliver these projects and as ratepayers seek a funding contribution to help progress these projects.

1. Community Connection
2. Community Facility
3. Urban Greening Programme
4. Waste Minimisation



PROJECT 1 - COMMUNITY CONNECTION

We would like to receive funding to support our initiatives supporting community connection.

QLDC 2050 VISION supporting this initiative (includes the community wellbeing):

Breathtaking Creativity

Pride in Sharing our Places

Thriving People

VALUE TO THE WIDER COMMUNITY

Frankton to Kingston Corridor is one of the fastest growing communities in the Wakatipu Basin. To create cohesive communities with a strong identity and connection we believe in supporting investment that promotes community connection. A well connected community fosters breath-taking creativity among all of our whanau, where we can celebrate both our heritage and our diversity.

Communities with a strong community connection also take pride in sharing our Places – which at the base of the Remarkables is a truly unique landscape.

Our Goal aligns with the 2050 Vision to see this community thriving.

COMMUNITY CONNECTION PROJECTS:

1. **JP Residents Website**, social media communications platform to allow for timely, open dialogue among our residents, neighbours and other stakeholders. This will include facilitating disaster recovery comms. (Estimate \$5,000)
2. **BBQ Area at the Jack Tewa Playground** as per JPROA Design to encourage community to come together. (Estimate \$10,000)
3. **Bike Skills Track** allow our young and old to play together, exercise is a crucial tenet to community wellbeing (Estimate \$10,000)
4. **Upgrading Jack Tewa park** to include safety gate and sun sail shade cover (Estimate \$10,000)
5. **Upgrade the ablution block at the sports fields** - this has been a temporary facility for the past 10 years and wholly neglected by council. (Estimate \$50,000)
6. **Tennis Courts resurfacing.** Resurfacing of the tennis courts is required as they have incurred gradual deterioration over the past few years.
7. *Upgrades currently provided for the Jack's point playground on the QLD asset schedule are \$140,000. Jacks Point sports field provides for \$780,547. These funds could be utilised for the improvements suggested above (refer of 182018/19 QLD Development Contributions policy schedule of Assets)*
8. **Trail Connections across our community** : Frankton cycleway, Hanley Farm Connections, Kea Crossing – create physical connections between our growing developments that allow safe movement between neighbourhoods. (\$10,000)
9. **CDEM Generator** - Our community association requires an additional generator to support our community in the event of a civil defence emergency. (\$3,000)

COMMUNITY CONNECTION PROJECTS CONTD:

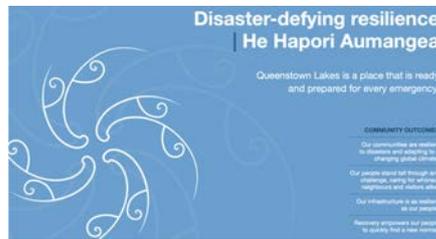
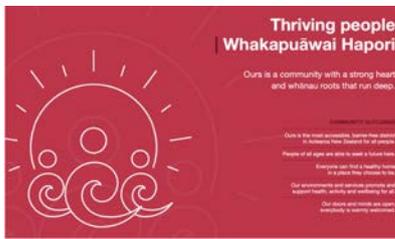
Proposed Concept Drawings

Illustration 1: BBQ Facilities at Jack Tewa Reserve



3 JP Reserve Barbeque
Sketch View 1

SITE Landscape Architects



PROJECT 2 COMMUNITY FACILITY/INFRASTRUCTURE

We would like to receive funding to support the development of a community facility at Jacks Point. This funding would allow us to progress a feasibility study to develop a comprehensive project plan for a community facility at Jacks Point.

QLDC 2050 VISION supporting this initiative (includes the community wellbeings):

- Thriving People
- Pride in Sharing our places
- Disaster Defying Resilience

VALUE TO THE WIDER COMMUNITY

Many of the more established communities across the Wakatipu Basin have an array of community facilities available for community use. These include schools, sports clubs, churches, organisations and halls.

The new & growing community at Jacks Point, Hanley Farm, Homestead Bay, Coneburn have none of these facilities to use to allow their communities to come together. Furthermore in the event of a disaster we have no community facility that may function as a refuge for displaced members of our community.

We see it as a high priority that our new and growing community has a community facility.

Our Goal aligns with the 2050 Vision to see this community thriving.

COMMUNITY FACILITY PROJECT:

Planned Projects in Support of this goal include the following:

1 Plan a more coordinated Approach to community facility development. Work with the developer during CDP consultation to identify siting of a JP community Facility within the village and ensuring the developer/ community facility interface works optimally. *(CDP provides for the provision of land to be vested in council for some form of community infrastructure as a key benefit)*

This may include:

a. **Securing Funding from council as part of their developer contributions** in the village for the land cost and working with the developer to put the facility on site
We have done a theoretical calculation of Developer Contributions based on the updated Developer Contribution Policy

b. **Look at provision of a community facility in lieu of paying development contributions or other forms of dispensation such as car parking**

c. **Hosting an event to discuss facility needs** and identify possible other stakeholders, businesses and developers

d. **Shifting the emphasis of buildings as places where people come to work to being community facilities** that host a range of activities (vertical facility development eg shared workspace and space for community activity)

e. **Co-locate other clubs such as those identified in the QLDC 2018 community facilities document** as requiring space to create collaboration opportunities for community groups and services (including but not limited to Southern Lakes NZDA, Jigsaw Central Lakes, ICAN, QT Mountain Bike Club, Wakatipu Lakes Women in Business, QT Bridge Club, Alzheimers Society Otago, Gay QT, Wakatipu Anglers Club)

2 Community Consultation on facility scoping size, utilization and possible funding

3 Complete a full feasibility Plan, including sustainable and flexible innovation and adopting good design principles.

4 We envisage that our community facility will be used by the entire community for disaster recovery.

5 We envisage the facility will be utilised for community meetings, workshops and events, and become a hub for the community.

6 We will require support from QLDC as it refines its community facilities plan over the coming months and evidence what can be learned from the Ladies Mile pilot for any new community facility QLDC will be working with both the Three Lakes Cultural Trust and the Wakatipu Community Hub Trust to develop either new or combined facilities in Frankton.

Planning work and consultation will be undertaken to determine what facilities might be required in Central Queenstown in advance of any changes needed as part of the later stages of the arterial road project e.g. de-commissioning of Memorial Hall.

Additional Funding Sources

<https://www.communitymatters.govt.nz/lottery-community-facilities/>

**References: Our Community Spaces, Dec 2018
QLDC Ten Year Plan Vol 1**

Proposed Comprehensive Development Plan for the Jack's Point Village as at September 2020 Land identified for Community Activity

2.4 / Land Use Precinct – Masterplan



Proposed Comprehensive Development Plan for the Jack's Point Village as at September 2020

2.5 / Proposed Comprehensive Development Plan Area Summary



The proposed Village Comprehensive Development Plan area is a total of 49.00ha, and can be further described as:

PROPOSED CDP	AREA
CDP – LANDUSE PRECINCTS	19.00 HA
CDP – OPEN SPACE (INCLUDING STREETSCAPES ETC)	30.00 HA
TOTAL	49.00 HA

Land uses within the CDP Area are designated by precincts ensuring that uses are in locations that are complimentary to one another, providing for:

CDP PRECINCTS	AREA
MIXED USE	6.40 HA
RESIDENTIAL	5.00 HA
VISITOR ACCOMMODATION	6.60 HA
COMMUNITY ACTIVITIES	1.00 HA
VILLAGE OPEN SPACE	30.00 HA
TOTAL	49.00 HA

The CDP allows for a total site coverage of 12.00ha.

2.6 / Summary of Activities allowed in the Village

Activities that are anticipated to be allowed for within each landuse precinct are listed below:

Mixed Use Precinct

The Mixed-use Precinct provides for the following activities:

- Visitor Accommodation
- Residential Visitor Accommodation
- Homestays
- Retirement Villages
- Retail Activities located at ground floor level within the areas illustrated as Ground Floor Retail Frontage on the Ground Floor Retail Frontage Plan.
- Within Mixed Use Area M-9 Commercial activity is restricted to retailing with no limitation on the maximum net floor area to allow for a supermarket.
- Community Activities
- Commercial Activities
- Technology and Innovation based businesses.

Visitor Accommodation Precinct

The Visitor Accommodation precinct provides for the following activities:

- Visitor Accommodation
- Residential Visitor Accommodation
- Homestays
- Retirement Villages
- Premises for the sale and consumption of food and beverages provided they do not exceed 400m² of Public Area

Residential Precinct

The Residential precinct provides for the following activities:

- Residential Activity

Community Facilities Precinct

The Community precinct provides for the following activities:

- Health
- Welfare
- Safety
- Education
- Cultural and Spiritual Wellbeing
- Day Care Facilities
- Hospitals
- Doctors Surgeries and other Health Professionals
- Halls
- Libraries
- Community Centres
- Police Purposes
- Fire Stations

Open Space Precinct

The Open Space precinct provides for the following activities:

- Recreation Amenities
- Playgrounds
- Landscaping
- Roads, Vehicle Access, and Parking
- Street Furniture
- EV Charging Stations
- Facilities in support of Pedestrian, Cycle Trails, and Laneways
- Lighting
- Stormwater Retention
- Underground Services

TYPES OF CONTRIBUTIONS REQUIRED BY GEOGRAPHIC AREA - WITHIN RURAL AREAS

	WATER SUPPLY	WASTEWATER	STORMWATER	TRANSPORTATION	RESERVE LAND	RESERVE IMPROVEMENTS	COMMUNITY FACILITIES	OTHER/ MISCELLANEOUS
GEOGRAPHICAL AREA	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.			
CONTRIBUTION TYPE	Nil, unless supplied by a scheme.	Nil, unless supplied by a scheme.	Nil, unless supplied by a scheme.	Development Contributions	Development Contributions Land, Money or Combination of Both	Development Contributions	Development Contributions	Financial Contributions
LEGISLATION	Scheme charge to apply and any network extension costs.	Scheme charge to apply and any network extension costs.	Scheme charge to apply and any network extension costs.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2006.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Environmental effects - chapter 15 District Plan and variations i.e. environmental considerations.
GEOGRAPHICAL AREA	Hawea Rural Residential	Hawea Rural Residential	Hawea Rural Residential					
CONTRIBUTION TYPE	Development Contributions	Development Contributions	Development Contributions					
LEGISLATION	Hawea development contributions payable	Hawea development contributions payable	Hawea development contributions payable					
GEOGRAPHICAL AREA	Aubrey Road Rural residential	Aubrey Road Rural residential	Aubrey Road Rural residential					
CONTRIBUTION TYPE	Development Contributions	Development Contributions	Development Contributions					
LEGISLATION	Wanaka development contributions payable	Wanaka development contributions payable	Wanaka development contributions payable					

Amendment 10 – Updated capital costs in the 2021 Long Term Plan

The capital costs for both recent actual capital expenditure and the forecast capital expenditure in 2021 Long Term Plan have been updated leading to update the dollar value of Community Facilities per dwelling equivalent (DE) in contributing areas. The schedule of development contributions per DE required by contributing areas is found below:

SCHEDULE OF DEVELOPMENT CONTRIBUTIONS PER DWELLING EQUIVALENT REQUIRED BY CONTRIBUTING AREA (EXCLUDING GST)										
Contributing area*	Water Supply	Wastewater	Stormwater	Reserve Improvements	Premier Sportsground - Reserve land contribution	Community Infrastructure	Transportation	Transportation - EAR ²	Total Cash Contribution	Local/ Community Reserve Land
Queenstown	\$4,464	\$6,267	\$3,670	\$1,233	\$500	\$3,648	\$3,437	\$763	\$23,982	17.5m ² / DE in applicable areas ⁶
Frankton Flats	\$4,464	\$6,267	\$4,883	\$1,233	\$500	\$3,648	\$3,437	\$763	\$25,195	
Arrowtown	\$3,908	\$3,345	\$446	\$1,233	\$500	\$3,648	\$3,437		\$16,517	
Glenorchy	\$10,688	^	\$434	\$1,233	\$500	\$3,648	\$3,437		\$19,940	
Lake Hayes	\$4,464	\$4,013		\$1,233	\$500	\$3,648	\$3,437		\$17,295	
Shotover Country	\$4,464	\$1,966		\$1,233	\$500	\$3,648	\$3,437		\$15,248	
Arthurs Point	\$1,867	\$6,267		\$1,233	\$500	\$3,648	\$3,437		\$16,952	
Kingston Township # %	\$9,516 #	^	^	\$1,233	\$500	\$3,648	\$3,437		\$18,334	
Kingston - KVL zone %	\$1,977	\$2,719	\$1,388	\$1,233	\$500	\$3,648	\$3,437		\$14,902	
Ladies Mile	\$4,464	\$2,781	^	\$1,233	\$500	\$3,648	\$3,437		\$16,063	
Southern Corridor	\$4,464	\$6,267		\$1,233	\$500	\$3,648	\$3,437		\$19,549	
Wānaka	\$6,854	\$5,795	\$2,119	\$2,383		\$3,744	\$1,873		\$22,768	
Hāwea	\$5,542	\$16,942	\$403	\$2,383		\$3,744	\$1,873		\$30,887	
Albert Town	\$6,854	\$5,795	\$350	\$2,383		\$3,744	\$1,873		\$20,999	
Luggate	\$6,490	\$5,795	\$295	\$2,383		\$3,744	\$1,873		\$20,580	
Cardrona	\$8,490 #	\$15,850 #		\$2,383		\$3,744	\$1,873		\$32,340	
Cardrona – MCS zone *	\$7,920	\$12,420		\$2,383		\$3,744	\$1,873		\$28,340	
Other Wakatipu				\$1,233	\$500	\$3,648	\$3,437		\$8,818	
Other Wānaka				\$2,383		\$3,744	\$1,873		\$8,000	

* Different contributions payable in Mount Cardona Station zone and Kingston Village Limited (KVL) Zone as per PDA
 % In Kingston a Targeted Rate of \$1,025 will also be charged for all 3-waters. This will be indexed each year at 2.5%p.a.
 # Includes 20% funding from small townships scheme
 ^ Development contribution to be confirmed when final planning, design and costing has been completed



PROJECT 3 - URBAN GREENING PROGRAMME

We would like to receive funding to support the adoption of an urban greening programme across Jacks Point.

QLDC 2050 VISION supporting this initiative (includes the community wellbeings):

- Thrivng People
- Pride in Sharing our places
- Deafening Dawn Chorus
- Supports Zero Carbon Communities

VALUE TO THE WIDER COMMUNITY

Jacks Point has uniquely been built and designed on a premise of a built environment of 5% and maintaining the natural environment at 95% of the development space.

Amid the Village CDP a re-introduction of native beech forest has been provided for a strong natural framework for the integration of buildings into the natural landscape setting of the Village.

In addition to the existing landscaping we would like to see slopes and gullies returned to their natural state, providing permanent green cover, soil cover and planting reminiscent of what was seen around the shores of lake Wakatipu in days gone by.

Not only will permanent planting of these areas create corridors and habitats for native birdlife to encourage once again a deafening dawn chorus...but as Kaitiaka of this special place it is our duty and privilege to restore the incredible environment of flora and fauna.

URBAN GREENING PROGRAMME CONTD

Under a permanent green-cover this urban greening programme will set the standard for combating biodiversity loss, preventing topsoil erosion, building soil biology and carbon to offset built forms. We can aspire to achieve a carbon zero development.

What is good for soil biology is ultimately good for us and by reducing our reliance on sprays and avoiding ongoing high maintenance costs we can herald the development of new regenerative landscapes within an urban context – setting the example for future neighbourhoods and responsible, sustainable development.

An urban greening programme also provides another opportunity for our community to come together, as volunteers and taking pride in sharing our unique place.

Planned Projects in Support of this goal include the following:

- 1) Work with the developer during CDP consultation to identify siting of **regenerative planting works programme** and extend this out from CDP land to include gullies and sloped across Jacks Point
- 2) **Consultation** on regenerative planting plan
- 3) Identify alternative **funding** sources
- 4) Community Volunteer **planting days**
- 5) Ongoing bird spotting, native flora and fauna **monitoring**

Additional Funding Sources:

Community Trust of Southland

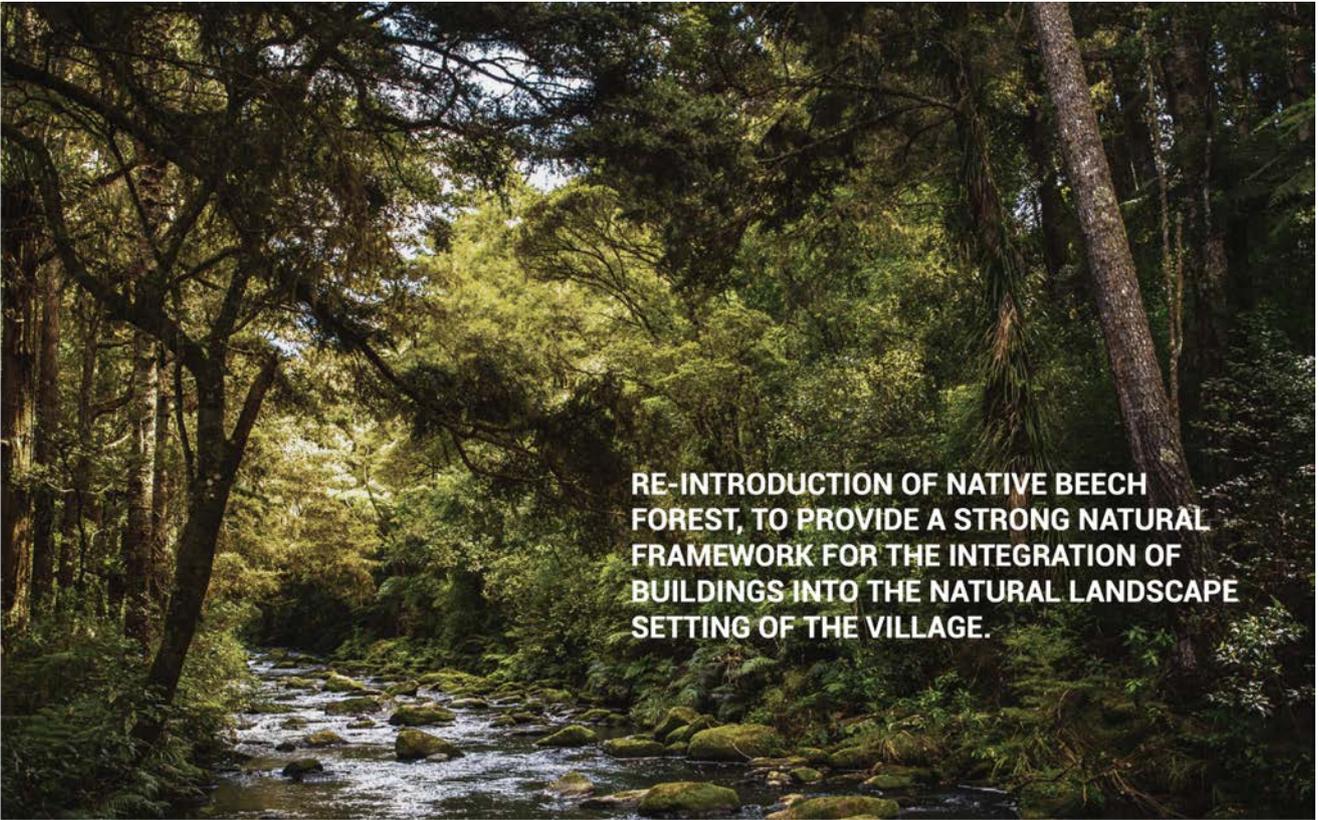
Central Lakes Trust

- 1 Billion Trees – MPI <https://www.mpi.govt.nz/funding-and-programmes/forestry/planting-one-billiontrees/>
<https://www.mpi.govt.nz/forestry/funding-tree-planting-research/one-billion-trees-programme/direct-landowner-grants-from-the-one-billion-trees-fund/>
<https://www.mpi.govt.nz/forestry/funding-tree-planting-research/one-billion-trees-programme/partnership-grants-from-the-one-billion-trees-fund/>

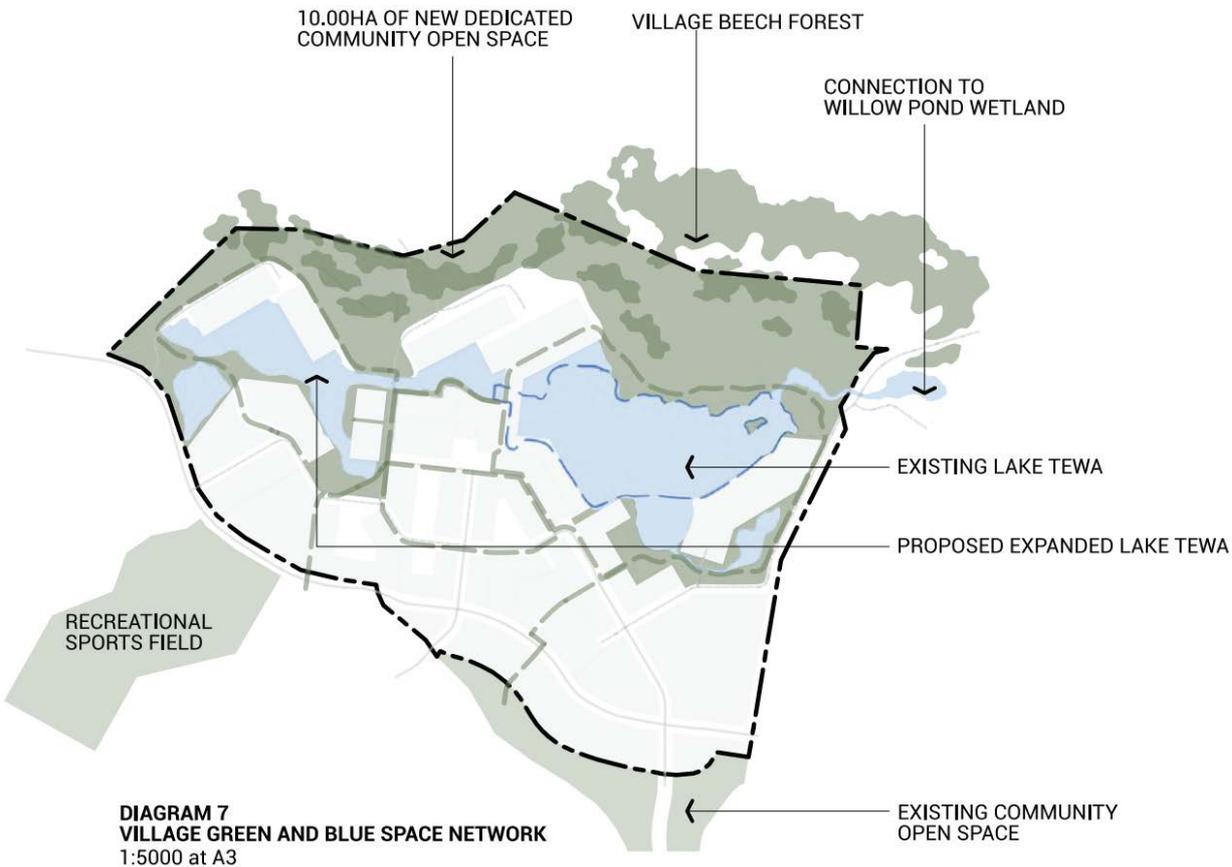
<https://www.treesthatcount.co.nz/>

Perpetual Guardian Trust

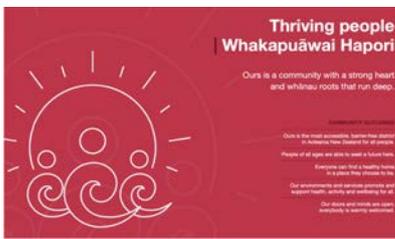
https://www.perpetualguardian.co.nz/philanthropy/grant-seekers/?gclid=EAlaIQobChMIlu3cvuno7wIVjB0rCh2LWABAEAAAYASAAEgLVd_D_BwE



RE-INTRODUCTION OF NATIVE BEECH FOREST, TO PROVIDE A STRONG NATURAL FRAMEWORK FOR THE INTEGRATION OF BUILDINGS INTO THE NATURAL LANDSCAPE SETTING OF THE VILLAGE.



Connected Green and Blue Spaces providing for a range of different experiences and activities throughout the Village.



PROJECT 4 - WASTE MINIMISATION

We would like to receive funding to support the implementation of a Waste Minimisation programme at Jacks Point

This supports:

- QLDC 2050 VISION - Community Wellbeing/Zero Carbon Communities
- Waste Minimisation Management Plan 2018
"Towards zero waste and a sustainable district"

 1. Improve the Efficiency of resource use
 2. Reduce the harmful effects of waste

From the draft 10 year plan goals:

1. Work with community groups, event organisers, residents and business on initiatives that drive waste minimisation.
2. Provide organic waste drop off facilities and mulching of material for beneficial use on local parks and reserves
3. Total waste diverted Year 1 >7800t to Year 4 >23,000t
4. Total waste sent to landfill Year 1 <42,000t to Year 4 <59,000t

VALUE TO THE WIDER COMMUNITY

At Jacks Point we would like to introduce a community composting system across the development that would reduce green waste at source and create a closed system whereby the inputs collected are composted and then returned for residents to use to compost their gardens and shared community open spaces. We would align our activities with the QLDC Waste Minimisation Management Plan 2018. In turn this would reduce the overall amount of waste being collected from Jack's Point and taken to landfill helping the council to achieve its Waste Minimisation goals as above and lower CO2 emissions from waste to landfill in the district as well providing a much healthier environment for us to live in.

Waste Minimisation Goals:

- o Divert 52% of all kitchen and green waste from going to landfill [96t]*
- o Align with the WasteNot target of diverting 62% of total waste going to landfill (7.08kg of the average wheelie bin of 11.38kg (600 houses in Jack's Point = 355t of waste to landfill per year).
- o Continue to educate residents on reducing contamination in their recycling bins.

WASTE MINIMISATION PROJECTS:

Planned Projects in Support of this goal include the following:

1. **Education/Behaviour Change** - Work with Council and residents to educate them on waste reduction strategies that will drive waste minimisation and reduce MRF recyclable contamination. This will include composting workshops, guidelines, education on new recycling rules. We would look to utilise services already available in the first instance and then develop key communications for residents. - Funding required \$2,000
2. **Install Green Waste Compost collection Bins across the development** - Funding \$5000. This would focus mainly on green waste from residential gardens, the Golf course and surrounding green spaces.
3. **Create a food waste focussed composting facility on-site** that allows us to return nutrients back into the soil - Fund a pilot/trial \$5,000 These would be in the form of Hot composting boxes (see below).
4. Work With the developer on the Village construction to identify how we can minimize **C&D waste** during the village development phase esp for those without space on site and how composting/ green waste can be recycled in the village (residents and commercial)

Hot Composting Boxes:

The recent QLDC Kerbside Waste SWAP Analysis found that the average wheelie bin contains 6.18kg of organic waste (kitchen waste comprised 62% (3.85kg) and 2.07kg of green waste (34%). With Jack's Point having 600 residential units (not including the new village) each with a landfill wheelie bin that's approx 3708kg total of organic waste per week [2310kg (2.3t) of kitchen waste and 1242kg (1.2t) of green waste each weekly]- making the yearly total 192816kg or *192 tonnes in just kitchen and green waste just from Jack's Point* going to landfill. This is a huge amount that could be diverted from landfill and utilised to build our soil and environment. *The analysis by WasteNot for QLDC stated that 52% of all organic material going to landfill could be diverted. So we would start with this figure for our goal of reducing organic waste going to landfill from Jack's Point.

In 2020 two students from Wakatipu High School presented a community compost system for Jack's Point. Their idea is hot composting boxes that are 1.5m x 1.5m in size and designed and managed for peak use. Charge a monthly cost per household, food waste dropped off and hot composted, then have an output so organic materials go back to the soil, locally based closed loop system, room for it to grow, community engagement, empowerment and education - a model similar to Kai Cycle in Wellington (<https://kaicycle.org.nz>).

This project could also look for funding for a **chipper for a carbon source** for the compost. First step though would be to **analyse volumes and profile waste streams** in Jack's Point as well as take into account residential precinct and Village growth predictions - although volumes and categories are likely to be similar to the recent QLDC Kerbside Waste SWAP Analysis. This project could also take into account any hospitality and commercial green/organic waste such as the restaurant.

WASTE MINIMISATION PROJECTS:

Additional Funding Sources:

QLDC Waste Fund – Funding Application 21 April

<https://www.qldc.govt.nz/services/rubbish-recycling/waste-minimisation-community-fund>

MFE Waste Fund 30 April- 21 May

<https://www.mfe.govt.nz/more/funding/waste-minimisation-fund>

Kai Cycle Wellington:

Kaicycle Composting

We compost food waste in Wellington, to grow food—not landfills.

Kaicycle has been collecting, sorting and composting food scraps for 5 years in Wellington. Since 2015, we have collected and composted over 200,000 litres of food waste, using only bicycles and muscle.



Kaicycle composting takes compostable scraps from homes, offices and small businesses and recycles them into living compost.

We offer a **bicycle-powered** compost collection service that operates in Wellington City and the surrounding suburbs.

We are beginning to offer a compost drop-off service for homes. Learn more below.

[Learn more about Kaicycle Composting & Sign Up](#)→

How it works

We offer two methods to have your food scraps composted:

- Weekly Collections
- Weekly Drop offs

How to Sign Up

We invite you to use the [Living Compost Hubs](#) app to sign up to our composting service.

We have developed this platform to make it easier to accept subscriptions close to hubs, and to allow others to build compost hubs quickly and easily.

[SIGN UP NOW](#)

Cost

Household Drop-offs: \$15+GST/month

Household Collections: \$30+GST/month, for up to 20 litres collected weekly. Additional 20-litre buckets cost \$20+GST/month each.

Business Collections: \$60+GST/month, for up to 20 litres collected weekly. Additional 20-litre buckets cost \$40+GST/month each.

Not-for-profits: We offer our household rates for fellow not-for-profit organisations.

What we accept

[Here's our guide to what can and can't go in your Kaicycle bucket.](#) We recommend you print it out to put in your kitchen close to your Kaicycle bucket. You can find a printable version [here](#).

What about compostable packaging? Please see [here](#) for info about the packaging we do and don't accept. [Send us an email](#) if you have any other questions.

DE BUYZER Michael

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 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 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:

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

Alpine Community Development Trust

operating as



QLDC Ten Year Plan 2021-2031

SUBMISSION FROM THE ALPINE COMMUNITY DEVELOPMENT TRUST (ACDT)

April 19, 2021

SUMMARY

Reporting on activities and outcomes from 2020-21 Annual Plan funding.

Requesting:

A continuation of funding for ACDT's rent in the Wānaka Community Hub **up to \$63,500 per annum for three years** (2021-22, 2022-23, 2023-24). The current rent is \$33,500 per annum; we are hoping to increase our office space which would cost up to an additional \$30,000 per annum, which will be confirmed before the TYP hearing.

A continuation of funding for community development services at **\$60,000 per annum for two years** – Years 2 and 3 of this Ten Year Plan (2022-23, 2023-34).

Following instructions from the community grants team, this request is focused on the first three years of the 2021-31 Ten Year Plan. We would anticipate requesting similar levels of funding for the duration of the Plan.

REPORTING ON 2020-21

Background (skip if you know us well!)

The Alpine Community Development Trust (ACDT) was established in 2003 as a grassroots charitable trust, set up to operate Community Networks Wānaka, our region's only social wellbeing resource hub. In 2016 the ACDT added community development services to the mix through a three-year grant from the DIA's Community Development Scheme which birthed LINK Upper Clutha, operating alongside but separately from Community Networks during that time. Our updated strategic plan now fully includes LINK's community development objectives as part of its operation. While we maintain the two brands and areas of expertise, the same governance body guides the work and we have achieved operational efficiencies. This has enabled ACDT to seamlessly serve community members across the full community wellbeing spectrum.

ACDT's vision is simple: **Upper Clutha people are able to thrive, not just survive.** We work toward this vision through our mission: **Provide a one-stop community support and connection centre.** This coordinating role has become even more visible and valuable during the Covid-19 crisis.

Covid impact

2020, indelibly marked by the Covid 19 pandemic, brought challenge and opportunity for the Alpine Community Development Trust. We moved from a welfare response phase – focused on supporting the survival, social, and mental wellbeing of Upper Clutha residents – to a recovery phase. This has seen us continually modifying and evolving the community support we provide, while flexing our community-building muscle through our community development services.

After Community Networks/LINK took a lead role in the Upper Clutha welfare response as part of the district-wide team, in July the DIA and Red Cross took over welfare support for migrant visa holders, and MSD/WINZ continued their support of New Zealand citizens and permanent residents. ACDT operations slowly returned to a “normal” focus, but in a Covid-affected world this looked different. There was a steady increase in social support requests at the Community Networks front desk, and LINK was asked to get involved with recovery-focused work. For example:

- LINK partnered with Council to conduct a major research project on social sector capacity in July/August 2020.
- With an increased focus on mental health provision and an increasing number of providers emerging, CN and LINK have facilitated key hui to encourage collaboration and clarity of pathways.
- LINK Manager Kathy Dedo has been a member of the Mayoral Short-term Tourism and Economic Recovery Task Force and the longer-term Regenerative Recovery Advisory Group, charged with re-imagining the district’s economic diversification and wellbeing.

Service offerings

In order to achieve ACDT’s vision that “Upper Clutha people thrive not just survive,” we focus on these key service areas:

- 1. Provide information and support**
- 2. Connect and collaborate**
- 3. Build resilient community**

Please see our strategic plan on page 6 of this document, which provides activity detail in each of these areas.

Outcomes

Here’s a summary of the 2020 year in numbers:

- 5566 people received a service from Community Networks in 2020 (of these 3271 were face to face)
- 431 food parcels and 80 Christmas Hampers were given to local families struggling to make ends meet. Post-lockdown an average of 57 food parcels were given out each per month compared to 23 per month pre-lockdown. In March 2021, 69 parcels were distributed.
- The Wheels to Dunstan shuttle service, coordinated by Community Networks and operated by volunteer drivers, has completed 215 trips and transported 280 clients to and from hospital appointments.
- Community Networks has assisted 101 families with subsidised counselling services and supported another 40 with general costs of living such as fuel and firewood.

- Meals on Wheels drivers have delivered approximately 5,000 meals throughout the community. The drivers are volunteers and Community Networks coordinates the service.
- The Justices of the Peace have stamped, signed and witnessed in response to 1012 enquiries and appointments. JPs volunteer their time and Community Networks coordinates the appointments.
- LINK hosted two Connection Cafes, on the topics of neighbourhood resilience and youth services – both well attended and with community-led action resulting from connections made.
- LINK completed a fourth year of engaging with high school students through its Life Skills course on community and citizenship, which also opens doors to other young engagement opportunities.
- A team of approximately 30 novice gardeners, mentor gardeners, and other volunteers has built, planted, and nurtured a magnificent community garden providing vegetables for three community groups, three families, and the Foodbank. A new initiative, LINK Community Gardens at the Hub is grassroots community building and food security all in one!
- CN/LINK-hosted Interagency meetings increased in frequency during Covid and continued to attract increased numbers of attendees throughout the year.
- LINK supported QLDC with the Kia Kaha workshops offered in Wānaka.
- LINK maintains a collaborative relationship with senior Council staff and provides connection and support on various projects – eg the social sector capacity survey; review of Community Wellbeing strategy; other projects as they emerge
- LINK Manager Kathy Dedo is serving on the Wānaka Lakefront Development Plan’s Millennium Path workgroup
- LINK maintains a collaborative relationship with the Wānaka Community Board and Upper Clutha Liaison Manager, for example, supporting effective engagement with the many key stakeholders.
- ACDT conducted an organisational review in late 2020, increasing its capacity and capability of delivering in response to increased needs and opportunities. This has resulted in re-aligning existing positions and hiring new staff to expand the breadth and depth of our community connection and support centre.

REQUESTING FOR 2021-24

The funding picture

The demands of Covid stretched our resources to the maximum, but it soon became clear that regional and central government funders were going to support community organisations in new and different ways. A variety of new grants became available, many with a Covid response or recovery focus. Food security was a big focus, as was support for centralised social service coordination and delivery. ACDT, with its strong history of work in this area, was well positioned to use these new opportunities to grow our community support capacity.

We received an expansion of the Ministry of Social Development Heartlands contract, a new MSD Food Security contract, and a contract to deliver the MSD Community Connection Service. The MSD also supported the organisation with funds to increase our infrastructure and capability.

These grants in particular have covered enough operational expenses that we do not need to request TYP funding for community development for the next financial year. HOWEVER, these Covid-inspired MSD contracts are time limited and there is no guarantee they will be repeated in future. June 2022 is the end of the most pertinent contract, the MSD Community Connection Service funding – which will enable our community development operations to continue during the 2021-22 year.

Funding from QLDC and other national and regional funders has enabled us to broaden and deepen our service offerings, and we are grateful for QLDC's ongoing partnership.

QLDC funding request

RENT

As mentioned in our opening summary, we are requesting continuation of funding for **ACDT's rent in the Wānaka Community Hub, currently set at \$33,500 per annum**. As our organisation has grown, so has our need for office space, and we are currently negotiating additional space with our landlord, the Wānaka Community House Charitable Trust. We don't yet have an answer on how much this will cost – early indications have been **up to an additional \$30,000 per annum**. We expect to finalise this shortly and will update this submission.

OPERATIONAL/PROJECT FUNDING

We are requesting no operational funding for 2021-22, and **\$60,000 per annum for 2022-23 and 2023-24**. This is to support community development operations, activity, and engagement as detailed in our strategic plan on page 6.

Alignment with Ten Year Plan objectives

ACDT's work is directly aligned with the two core frameworks underpinning the Ten Year Plan. **Vision Beyond 2050:** as an overarching strategic vision for our lifetimes and beyond, all these guiding statements rely on enhancing community wellbeing and resilience. Achieving that resilience is part of our vision that "Upper Clutha people are able to thrive not just survive." **Community Wellbeings:** ACDT highlighted our support of the LGA's reinstatement of the four pillars of community wellbeing in last year's Annual Plan submission. Our activities span the breadth of the pillars; and our role as a collaborative facilitator often acts as the glue that holds the pillars together. With the welcome development of the QLDC Community Wellbeing strategy, there will be a reliance on community partners like ACDT to follow through in a number of action areas.

We are constantly reviewing our activities and outcomes to ensure **the wider community benefits from funding investment**. Our unique role as a coordinating, collaborative centre has a track record of success. Community Networks and LINK collaborate with many other community groups in the delivery of services, and many residents of our region benefit from our collective action.

For example:

- ACDT continues to build relationships with other tenants and the landlord of the Wānaka Community Hub, leading the effort to maximise collaboration and the potential of this building to become a welcoming and effective community centre. Community Networks hosts the bimonthly Wānaka Interagency which consistently attracts between 40-60 attendees.
- Our role as a Heartlands service centre includes collaboration with JPs, Community Law, health professionals, counsellors, education sector, business sector, government and non-government organisations to provide information and benefits for those in need
- Social wellbeing services – regular collaboration with a wide range of social service providers such as Family Works, Central Lakes Family Services, Strengthening Families, Police, counsellors

- Community action - collaboration with a wide variety of groups and organisations such as Age Concern, disability sector, education sector, Kahu Youth, church groups, Wānaka Alcohol Group, business community, media, Wānaka Community Board and the QLDC
- Community groups benefit by becoming more effective and successful with advice from us on strategic planning, marketing, and funding
- Students at Mt. Aspiring College benefit from LINK's teaching of a Life Skills course on civics and citizenship, which enables youth engagement in the community around them
- Local government benefits from its partnership with LINK as a community development agency focused on building connection and engaging residents in future planning processes like the Spatial Plan or data collection like the Quality of Life survey
- Ongoing relationship building with other key entities like the Chamber of Commerce, Lake Wānaka Tourism, Kahu Youth, Wai Wānaka, WAO, Volunteering Central, etc is mutually beneficial for our work – they all benefit from being better connected through us, and informed on community issues
- Our LINK Connection Cafes provide a unique forum for community leaders and members of the public to engage and act on specific community-led topics

Social wellbeing trends

- The Community Networks *Social Services Snapshot*, a research project identifying key trends and needs, is conducted every six months. The most recent edition (October 2020) identified some shifts in the most common issues among social service clients have occurred. Although poor mental health remains the most common issue among clients, social isolation has been replaced by parenting issues as being one of the most common problems among clients. Alongside this, school issues are being increasingly reported, and a lack of mental health services for youth highlighted. There is a clear need for more hands-on, youth- and family-friendly mental health services in the Upper Clutha. Modest improvements in the prevalence of financial hardship, housing and cost of living difficulties, and substance abuse and addiction are suggested by the Oct 2020 Snapshot.
- Anecdotally we are aware of an increase in people needing to access support services that pre Covid did not require this support. We are well aware that this need is likely to increase throughout 2021.

Thank you

Community Networks, as the original anchor operation of the ACDT, has received Council funding to cover its rent for many years. The Trust is grateful for this ongoing support, which has enabled the physical presence of our community support and connection centre.

With establishment funding from central government, LINK Upper Clutha worked outside but alongside local government as we built and operated a successful community development function during our first three years. In acknowledgement of our strongly aligned objectives and ability to support Council's emerging community wellbeing strategy, we were delighted to receive Annual Plan funding in 2019-20 and 2020-21.

Going forward, we hope to continue this partnership.

For more information please visit our websites: www.link.org.nz and www.communitynetworks.co.nz

Strategic Plan 2021

VISION: Upper Clutha people are able to thrive not just survive		
MISSION: Provide a one-stop community support and connection centre		
VALUES: Bold and creative in our approach, innovative in our thinking, inclusive in our relationships, open minded and appreciative of diversity, honouring community voice		
WHAT WE DO – OUTCOMES		
Provide information and support	Connect and collaborate	Build resilient community
SERVICE OFFERINGS		
<ul style="list-style-type: none"> Connect people to social support information and services e.g., referrals to local and government agencies Coordinate local community support services e.g., Community Foodbank, Wheels to Dunstan, JPs, etc Access point for information on community groups, community opinion, and needs Participate in key community networks Provide effective communication channels to inform and support 	<ul style="list-style-type: none"> Facilitate collaboration among social sector groups Facilitate collaboration within and across community segments Host regular Connection Cafes Support effective engagement to ensure community voice is heard 	<ul style="list-style-type: none"> Facilitate group and individual capability development Raise awareness of community wellbeing and solidify ACDT's leadership role in this space Strengthen neighbourhood connection Enable youth engagement and citizenship Continually review needs and opportunities to strengthen resilience Advise community groups in their development and evolution e.g., structure, direction, marketing, collaboration Provide Community Support Fund (subsidised counselling for individuals/families) and Community Group Support Fund (grants for community groups/initiatives)
MAINTAIN AND COMMUNICATE COMMUNITY INFORMATION		

February 2021

ORGANISATIONAL STRATEGIC ACTIONS (TO SUPPORT SERVICE DELIVERY)	
Marketing and awareness	<ul style="list-style-type: none"> Increase awareness of our organisation as community support and connection centre – develop marketing/communication plan early 2021 Consider rebranding of ACDT to align with new organisational structure and delivery
Sustainable funding	<ul style="list-style-type: none"> Explore the opportunity to develop a social enterprise Strengthen diversity in funding streams Continue partnership with QLDC
Strengthen organisation	<ul style="list-style-type: none"> Define and embed organisational structure (staffing, governance and structures) that supports the combined entity
Embrace sector leadership	<ul style="list-style-type: none"> Become recognised as the thought leader in community wellbeing across the district Maximise potential of Community Hub as a centre for community wellbeing
Review service offerings to stay current	<ul style="list-style-type: none"> Continually review community needs and opportunities Increase focus on mental health and child/family support initiatives (identified in 2019) Explore alternative management arrangements for the services that have been identified as sitting more appropriately with other organisations

February 2021

Q. Responding to Climate Change

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

It leaves out Wanaka and Upper Clutha with major favour to Queenstown, this is wrong and the district needs to grow as one, NOT one town being QT, this is so obviously one sided and favoured toward Queenstown, "sustainable" and "jet" DO NOT fit in the same sentence.

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:

Where does Wanaka and upper Clutha feature in here, this is not a lets ALL pay for Queenstown, that is very badly biased and in no way helps Upper Clutha, I vote Wanaka goes back to Central Otago District.

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:

Again this is 100 % Queenstown based, nothing in here for Wanaka or Upper Clutha and I not like to see fees place on Wanaka side for this.

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:

Yes the user should pay and that means the major commercial developments need to chip in a lot more, we as local people are paying for things we should not have to.

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

No airport upgrade at Wanaka's expense in favour of Queenstown, Upper Clutha is growing as well but the whole thing needs to slow down, use this breather time as a proper reset, we do not have to develop the hell out of the place, we want quality of life, not terrorism but tourism, they is was is unsustainable and we do NOT want to go back to those level again as it is destroying our country at the profit of a few and we are sick of it.

Also, get rid of 99% of super high paid consultants doing bullshit reports, we would save millions of dollars that could be spent on projects not "consultation"

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

First thing to do is to keep it as simple as possible, there is so much lost if administration and fees before real money hits the ground, again it is heavily weighted for Queenstown improves at the expense of Upper Clutha. Again people and tourists come to Wanaka for peace and quiet and enjoy our lake front, why doe it need to be developed fro mother natures finest already?...waste of money.

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

FOS...Full of shit, council seem to have their own agenda and pay consultants ridiculous amounts of money to come up with reports well in favour of Queenstown and very little if any consultation with public, QLDC have been busted so many time feeding their own it is absurd.

I cant believe there is so little taken from the public other than our money to pay for bullshit reports, and as a good reminder the council work for US...we pay them, they are our employees so thing need to change.

DENSTON Eleanor

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.

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 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:

DEVLIN Alison

Willowridge Developments 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:

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



19th April 2021

Queenstown Lakes District Council
Private Bag 50072
Queenstown

Dear Sir

Submission on QLDC Ten Year Plan 2021 - 31

Willowridge Developments Limited (Willowridge) is an established development company with a proven track record of delivering high quality residential, industrial and commercial development land in the Wanaka, Hawea and Luggate areas. Willowridge has a considerable land holding in the District and will continue to work with Council and the community to deliver the best outcomes for the land.

As well as continuing to deliver residential land, Willowridge has made substantial progress and investment in rolling out the Three Parks development over the last few years. Sir Tim Wallis Drive is now complete, linking Ballantyne Road with State Highway 84; the Wanaka Recreation Centre is well established; the new primary school is up and running; the business area around Umbers and Deering streets is almost fully developed and is home to many businesses that are new to town, and; the commercial core area is taking shape with the New World, Mitre 10, BP and other new builds about to commence.

Given Willowridge's commitment to on-going development and investment in the District, the issues addressed in the Council's Ten Year Plan (the Long Term Plan) are of significant importance and will factor in determining the rate and shape of development roll-out over the coming years.

Development Contributions

Development contributions are an important way for Council's to generate revenue to fund upgrades and new infrastructure projects required as a direct result of development and Willowridge acknowledges and supports this. Development contributions are also a significant cost to development which in turn factors on the sale price of land or the ability to undertake development. Willowridge has the following concerns with the proposed changes to the Development Contributions Policy:

Reserve Land Calculation

The reserve land contribution policy has been amended with the aim of ensuring high quality reserves are provided as part of residential developments. Willowridge submits that the amended policy will have the opposite effect and will make the provision of reserve land difficult and lead to undesirable outcomes.

The new policy has a blanket requirement to provide 17.5m² of open space for community and local parks throughout the District (unless it is in an existing developed urban area identified as Area A in the reserve land maps). The accompanying parks provision guidelines set out the type of parks to be provided and

whether the provision of such parks can be off-set against development contributions (reserve land or reserve improvements).

The guidelines set out that pocket parks, which are less than 0.2ha are not able to be vested. It is the experience of Willowridge that pocket parks have a useful role to play in subdivision design and residential amenity. They provide green pockets to break up residential areas, a green area to walk dogs or for children to play, and often provide a pedestrian/cycle connection function between streets in a subdivision. By not allowing these parks to vest or to be offset against development contributions, developers are likely to no longer design these areas into subdivisions or, if they are included in subdivisions, they may become problematic in terms of on-going management and maintenance.

The well-established Meadowstone subdivision is a great example of where 'pocket parks' have provided a green corridor through the subdivision and have created a residential area of high amenity. Developments like Meadowstone will not occur under the proposed policy.

Local parks, which are between 0.3ha – 0.5ha can be vested (as long as they are solely recreation reserve and serve no other function such as stormwater management) and can be off-set against development contributions. Based on a land contribution of 17.5m², it would take a subdivision of over 170 lots to create a local park. A subdivision of 170 lots is a subdivision of a significant scale. To give some context, the Willowridge/Orchard Road Holdings Alpha Ridge subdivision is currently onto stage 3. On completion of Stage 3 the total number of lots will be 98. On full completion of the subdivision the total lots will be in the order of 110. The reserve land development contributions for this size of subdivision would not generate sufficient land for a local park. In fact, there are few subdivisions in the District that would. Any subdivisions that would generate this level of reserve land would be developed over a period of time. Furthermore, any large, green, central area within a subdivision of over 170 lots is likely to form part of a secondary stormwater management design. This is because council is requiring a range of stormwater disposal measures to ground and its vitally important and indeed practical that reserve areas form part of this function. It is an impractical and inefficient use of land if a reserve can only be used for a single purpose.

Willowridge is concerned that the amended reserves policy is too prescriptive and will result in very little land being vested as reserve and therefore achieve the complete opposite outcome from what the policy aims to do. It is therefore important that the Development Contributions Policy provides for Developers Agreements to enable local parks to be provided as part of a staged subdivision, acknowledging that the park may not be formed until later in the subdivision. The useability of each recreation reserve should also be considered on an individual basis where the reserve has a shared purpose i.e. stormwater and the dual use should not preclude it from being vested as a reserve. There should also be more flexibility in the size and shape of reserve that can be vested to encourage the provision of more 'greenways' within developments for pedestrian and cycle routes through the expanding urban areas of the District. There is no one reserve fits all developments solution and flexibility needs to be retained to allow for the best community outcomes. Not enabling off-sets to encourage the provision of important green travel corridors is a missed opportunity for the District.

Willowridge objects to the land value attributed to the cash contribution in lieu of reserve land. In Wanaka a cash contribution of \$11,042.50 is required. The new reserve land guidelines are likely to result in more developers paying a cash contribution because subdivisions are simply not large enough to trigger the size of park that is able to be vested. The cost of such a cash contribution will ultimately result in an increase in the cost of sections or, worryingly, mean development doesn't occur at all. Willowridge is interested in how Council intends to convert the cash contributions into reserve areas that would be of more value to residential communities than pocket parks, walk and cycle ways and lower cost sections. There are

substantial upgrades for existing parks plan in the 10 year plan but these are existing parks and improvements should be covered by rates (from existing and future residents).

Willowridge requests that the reserve land policy is amended as follows:

- To provide for developers agreements to defer the provision of land for staged subdivisions;
- To allow for the vesting of 'pocket parks'
- To reduce the amount of cash contribution in lieu of land.

Reserve Improvements

In terms of reserve improvements, there is little justification for the 200% increase in the reserve improvements contribution. This is particularly true if less reserves end up being vested as a result of the prescriptive reserve land vesting guidelines.

Reserve improvement off-sets are available for the provision of assets such as play equipment but not for assets such as footpaths and pathways. Willowridge is disappointed that the policy is not encouraging more off-street walkways and cycleways by allowing them to be off-set against development contribution. Encouraging the use of alternative modes of transport is a key objective for the Council that is not backed-up by the proposed development contribution policy. Again, this is a missed opportunity to improve the network of green travel corridors and recreational pathways through the town.

Willowridge requests that the reserve improvements policy is amended as follows:

- Allow for off-sets for the provision of footpaths and cycle paths;
- Reduce the cash contribution for reserve improvements.

Community Infrastructure

The Community Infrastructure Contributions for Wanaka and Hawea are more than tripled in the proposed new contributions policy. While Willowridge supports the proposed community infrastructure projects such as new sports fields and community centres the proportion of these to be recovered from development contributions is inequitable. For example, 75% of the cost of the Wanaka Arts and Community Centre is to be recovered through development contributions but the facility will be used by all Wanaka residents.

The proportion of funding of capital works for community infrastructure needs to be reviewed and the community infrastructure contribution reduced.

Reserves

Reserve land contribution, reserve improvements and community infrastructure contributions together generate a cash contribution for Wanaka of \$14,786.5 per lot. This means almost half of the \$33,810.5 per lot development contributions is directed towards parks and reserves. This therefore highlights how the reserves contribution is clearly incorrectly calculated.

Transport Development Contributions

Transport development contributions have always been problematic and result in prohibitive costs, particularly for non-residential development. Willowridge is pleased to see a change to the calculation methodology to categorise commercial and industrial land uses to better reflect traffic generation. However, the dwelling equivalent factor is still too high and results in unjustifiably large contributions calculations,

particularly for larger buildings. For example, a large format retail store selling furniture would require more floorspace than say a supermarket but would likely generate less traffic.

Willowridge submits that the dwelling equivalent factors for non-residential development contributions should be reduced and a maximum cap be introduced for transport development contributions within each non-residential classification.

Hawea

Development contributions for Hawea are rising from \$17,057 to \$30,887 (cash contribution). This will increase by another \$11,042.5 if a cash contribution is paid in lieu of 17.5m² reserve land contributions, making a total contribution of \$41,929.50 per lot. This is one of the highest development contributions in the District.

Hawea has typically been a location where Willowridge has created lower priced sections through the Timsfield subdivision. The lower priced sections (compared to Wanaka) have provided the opportunity for many of the District's residents to enter the housing market. The increase in development contributions for Hawea will lead to an increase in section prices but more worryingly has the potential to deter new development from happening altogether.

The steep increase in development contributions for Hawea is largely due to an increase in wastewater contributions from \$7,474 to \$16,942. The current wastewater treatment scheme for Hawea is deficient and a new treatment system for the town is required. We understand that a final determination on whether a new treatment plan will be built or whether Hawea will connect to Project Pure has not been made. However, a capital cost of \$26,648,009 has been included in the Long Term Plan for 'Hawea Waste Water Management'. The proportion of the capital costs that QLDC seeks to recover through development contributions is 56%.

Willowridge is concerned at the inclusion of \$26 million capital expenditure when there has been no decision made on how the wastewater will be disposed of. Given the huge effect this figure has on development contributions there needs to be some explanation as to how this figure was arrived at in the absence of a wastewater disposal solution.

A new wastewater treatment system is required for existing Hawea residents regardless of whether any new development occurs in the town. Willowridge therefore submits that to the proportion of capital costs from development contributions should be in the order of 20% rather than 56%.

Willowridge also seeks clarification on whether the lots created by the Special Housing Area in Hawea are subject to development contributions or subject to a separate developers agreement. The 400 units created in the Special Housing Area would have a significant bearing on the capital cost calculations.

Ultimately, the proposed \$41,929.50 per lot contribution is completely unfeasible and needs to be reviewed.

Capital Works

Willowridge is concerned that the capital works expenditure for Wanaka includes on-going maintenance works, such as resurfacing but fails to include important major improvement projects such as upgrading the Golf Course Road intersections. Golf Course Road is an important east/west link road for Wanaka and the intersections at both ends are currently deficient. Upgrades are required to improve the safety and traffic flow at these intersections.

There is very little provision in the capital works for investment into pedestrian or cycleways in Wanaka (tracks and trails). Council should be investing in these facilities to encourage sustainable transport. This is particularly important given the proposed reserves policy which will result in very little provision of cycle or walkways through development.

Willowridge is supportive of the proposed spending on a Wanaka arts and community centre. There is a need for this type of facility in Wanaka.

Willowridge is also supportive of the investment into creating sports fields on the former Ponds site on Ballantyne Road. However, the timeline for establishing this facility should be brought forward, in particular the car park, changing and toilet facilities. The capital works programme currently has the changing and toilet facilities in the 2028/29 year whereas the sportsfields are 2024-2027. The changing facilities should run concurrently so the facility is fully serviced on completion of the sportsfields.

We trust that serious consideration will be given to the above feedback will be taken and amendments made to the Long Term Plan accordingly. We would like the opportunity to speak to our submissions.

Yours faithfully



Allan Dippie
Director



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:

See attached submission

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:

See attached submission

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:

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

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Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

2104 ten year plan.docx

2021-2031 Ten Year Plan - Submission

The following is my submission on the Consultation Document.

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

The current water supply for Wanaka is good for quantity and pressure. However it has for many years been plagued with contamination with the algal lake snow which clogs filters and appliances and causes high cost and inconvenience to all users. This cannot be considered an adequate supply for a modern tourist town. As well, the supply fails meet standards as it is susceptible to contamination by organisms such as giardia and **cryptosporidium** .

In view of the above I support priority option 1 and consider that bringing the Wanaka water supply up to standard is urgent.

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

I support the objective of meeting the transport needs and ensuring capacity and choice though I think safety should also be included.

However the only transport proposals in the 10 year plan for Wanaka are \$15.9M for a cycle network and \$8.4M for the Mt Aspiring cycleway, There is nothing for improving capacity of the roading network to ensure it has the capacity to meet growing demand or for road safety and nothing for public transport to provide an alternative to car use.

Traffic in Wanaka is growing at probably at least 5% per year. Over the life of the 10 year plan, demand on the road system could increase by over 50%, yet no major expenditure is planned to meet this" transport need". Similarly there are a number of intersections with bad safety records which should be addressed but safety is not mentioned.

The latest census showed that in Wanaka, for people who travelled to work as opposed to working at home, about 75% used a car or van, 6% cycled, and 19% walked. While some change of mode to active transport is achievable, walking is unlikely to increase much as it is governed by distance, and even if cycling doubled or trebled it would have little effect on the on the increase demand for travel that is likely. Without increased roading capacity, congestion will increase to the point where the functioning of the town will be affected. While encouragement of active transport is desirable, it will not replace many car trips in the foreseeable future due to the length of many trips, the weather, the need for shopping trips and the physical ability of many people. Car travel will continue to be the main means of transport in Wanaka, all be it perhaps in a different form such as electric cars.

The main area where congestion and safety will need to be addressed is probably Ballantynes Rd. The council's improvement of the connection out to the State Highway and the rapid commercial development on Three Parks and adjacent areas will see large increases in travel demand and increasing safety issues in this corridor.

Currently Ballantynes Rd. is a mess and is unfit for purpose as a main thoroughfare serving the adjacent growing business area. There is a lack of footpaths and kerb and channel, inconsistent treatment of minor intersections, safety issues at Riverbank Rd, and severe queuing at Golfcourse Rd. There needs to be an integrated design of the full length from the Cardrona to Anderson Rd. Appropriate treatment would probably be a flush median to cater for access to property and minor roads and to aid pedestrian movements, two through traffic lanes and indented parking bays. McDougall St is an example of such a layout and it works well. Footpaths would be needed which could be jointly used by cyclists. The major intersections at Riverbank Rd. and Golfcourse Rd could be roundabouts which would safely handle traffic and provide well for pedestrians. In my opinion this work would be of greater benefit to the town than spending \$25M on cycling improvements only.

The transport proposals for Wanaka fail to meet the transport needs of the community and ensure capacity and choice.

Such expenditure as that suggested for Ballantynes Rd. as well as provision for other traffic improvements need to be included in the Plan if the town is to “meet the transport needs of our community and ensure capacity and choice.”

DONNELLY Sharon

Aspiring Gymsports

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 support the Aspiring GymSports submission:

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:

DOOLAN James

Hotel Council Aotearoa

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 10-year Budget 2021-2031

16 April 2021

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Introduction

1. Hotel Council Aotearoa (**HCA**) is New Zealand’s dedicated industry body for hotels and hoteliers. We represent over 140 hotels (15,600 guest rooms), including hotels located in the District.
2. We refer to the QLDC Ten Year Plan 2021-31 (the **Draft Plan**) and the accompanying consultation document (the **Consultation Document**). The Consultation Document calls for submissions on the Draft Plan to be received before 5:00 pm on Monday 19 April 2021 (the **Deadline**).

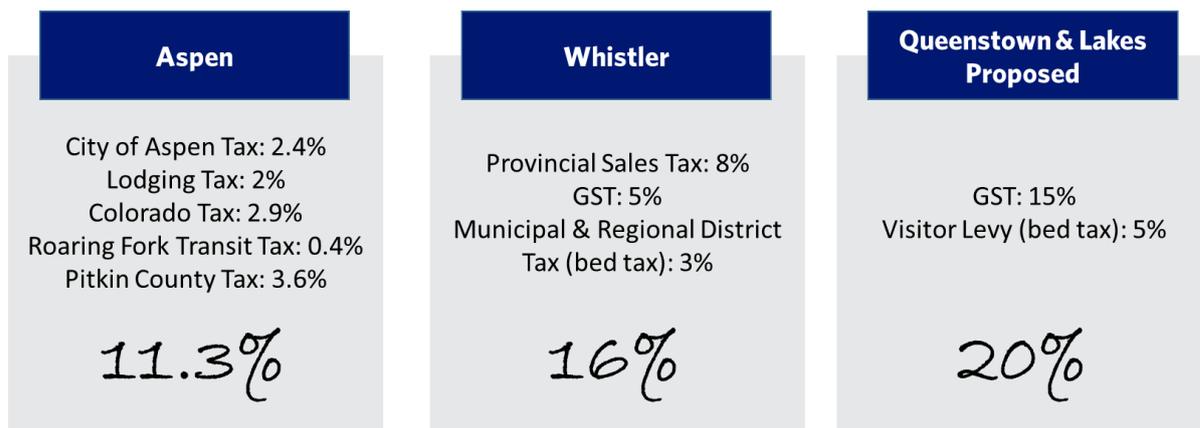
Summary

3. QLDC should accept that its visitor levy proposal is the wrong solution for the wrong problem at the wrong time. Now is not the time for bed taxes – and despite the “visitor levy” terminology chosen by QLDC, a bed tax is what this is.
4. QLDC’s Mayor and Councillors are urged to show visionary leadership and abandon the visitor levy/bed tax experiment completely so that the District’s tourism businesses can concentrate on rebuilding after COVID.
5. HCA has sympathy for QLDC’s core problem – systemic underfunding by central government of tourism-related infrastructure. QLDC and HCA should work collaboratively and with other key stakeholders on agreeing principles for a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Solving this long-standing problem through genuine consultation and collaboration on reasonable timeframes would be the most important and enduring application of “reimagining tourism” after COVID.
6. The Consultation Document and Draft Plan contain no detail whatsoever about the visitor levy. This is hard to reconcile with it being an entirely new revenue source for QLDC and forecast to generate an amount equal to almost 10% of current annual QLDC revenues.
7. The lack of basic information about the proposed new visitor levy – such as: how it works, risks to implementation, market risks and alternative funding mechanisms – suggests these omissions may have been intentional.
8. It is surprising to us that QLDC looks to rely on a non-binding referendum completed during June 2019 (**June 2019 referendum**) as the basis for pushing through the Draft Plan now, some 22 months later and after the District’s tourist economy has been devastated by COVID, border closures and the resulting collapse in international travel. It is hard to imagine how tourism could look more different today than it was in June 2019.
9. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region’s price-competitiveness at the very time we need to rebuild demand after a global pandemic. Almost no other comparable destination globally imposes taxes of 20% on the cost of overnight accommodation. A regional bed tax is not the right response to the funding problem in the District and is not the right approach for New Zealand as a whole.
10. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact on infrastructure from day-trippers, campervans and visitors who stay with friends and relatives, rather than in paid accommodation. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours.

11. QLDC's plans for use of monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making, which is accepted best-practice for taxes of this type. QLDC has not addressed the market risk to future revenues that rely on the commercial performance of accommodation providers.
12. The consultation process should be halted and the Deadline extended so that deficiencies in the Consultation Document and Draft Plan can be remedied. Otherwise, ratepayers can have no confidence that QLDC has adequately discharged its legal responsibilities under the Local Government Act 2002. Ratepayers making submissions on the Consultation Document and Draft Plan are doing so on the basis on incomplete information.

What, exactly, is the "visitor levy"?

13. The Draft Plan and Consultation Document together contain 36 separate references to a "visitor levy". Anyone reading the Draft Plan and Consultation Document is simply assumed to know and understand what the visitor levy is. There is no explanation of how the visitor levy works and there is no reference in either the Consultation Document or Draft Plan to where further information about the visitor levy can be found.
14. The visitor levy is nevertheless forecast to raise a fairly precise \$162,857,000 in total over the final seven years of the period covered by the Draft Plan.
15. On average, the visitor levy is forecast to generate \$23,265,290 in each year of operation, which is the equivalent of 9.8% of all revenue forecast to be collected by QLDC for 2021/22. The visitor levy is obviously a critical component of QDLC's future revenue and fundraising strategy.
16. Of the 36 references to "visitor levy", five of them are statements to the effect that if the visitor levy is not introduced, general rates would need to increase by an additional 2.3% for the last seven years of the plan. The politicised messaging is overt – *accept this levy on "outsiders" or else prepare for your own rates to rise.*
17. Remaining references to the visitor levy include confirmation it requires central government "support" and legislation to be passed. However, there is also a statement that "Council has temporarily halted the process for drafting the necessary legislation".
18. We are left to assume the visitor levy referred to in the Draft Plan is the same visitor levy described on QLDC's website at: <https://www.qldc.govt.nz/your-council/major-projects/proposed-visitor-levy>.
19. What little information there is about the visitor levy on the QLDC website is also unsatisfactory. By way of example, the complicated issue of whether increasing the cost of overnight accommodation might decrease demand is dismissed in fewer than fifty words: *"We don't anticipate a levy of 5% on top of the accommodation cost would have a significant effect on the majority of people choosing to visit and stay in the district – it's not an unusual model and doesn't deter people from visiting international destinations such as Whistler or Aspen."* For completeness, set out below is the proposed Queenstown Lakes District tax on accommodation alongside current levels of tax that apply to overnight accommodation in each of Whistler and Aspen:



20. QLDC should be properly analysing (and sharing with ratepayers) levels of tax on accommodation in a number of competitor markets, including alternative holiday destinations in the Asia Pacific region and summertime destinations. QLDC should investigate whether bed taxes are going up, or down, in the aftermath of COVID. Basing fundamental policy change on what you “anticipate” rather than comprehensive research and analysis of international best-practice is certainly an unusual way of doing things. Do we aspire to be an internationally renowned destination, or will we shortcut our way to prosperity?
21. It is impossible for us to give a complete and reasoned response to the visitor levy proposal, and therefore to the Plan as a whole, because of the plain and obvious deficiencies of the Consultation Document. We reserve the right to make further comment after the Deadline.
22. We respectfully request that QLDC suspends the consultation process immediately, re-issues a new consultation document containing more comprehensive information about the visitor levy, and extends the Deadline so that all interested parties can give proper consideration to the nationally-important issues at stake.
23. Better yet, drop the visitor levy completely and work with industry and central government on something that’s fair and reasonable, instead.

June 2019 referendum

24. On page 9 of the Consultation Document, reference is made to a non-binding referendum in June 2019 about the visitor levy (**June 2019 referendum**). Surely QDLC is not contending that the June 2019 referendum and supporting materials are somehow incorporated as part of its legally-mandated consultation on the Draft Plan?
25. In any event, the June 2019 referendum and supporting materials are a wholly inadequate foundation upon which to build the case for a new bed tax on accommodation. It is highly doubtful that the June 2019 referendum would comply with QLDC’s own significance and engagement policy as at 2021: https://www.qldc.govt.nz/media/vjce04tv/d-qldc_significance-and-engagement-policy.pdf.
26. The June 2019 referendum is simply out-of-date and of questionable relevance post-COVID. It was carried out in “boom times” nine months *before* New Zealand’s borders were closed in response to COVID, which had a devastating effect on numerous Queenstown Lakes District businesses and ratepayers. Comparison of Queenstown’s hotel performance at, and 12 months after, the June 2019 referendum is startling:



27. Introducing a new bed tax at the bottom of the cycle following a global pandemic is a totally different proposition to introducing a bed tax during boom times. Funding models under consideration before the pandemic should be re-assessed by QLDC in light of new conditions.
28. It would be an extraordinary coincidence if the perfect funding solution during boom times also happened to be the perfect funding solution at the absolute bottom of the cycle, too.

COVID and other events subsequent to the June 2019 referendum

29. As part of central government's health response to the COVID pandemic, New Zealand's borders were effectively closed to international tourists on 19 March 2020.
30. On 14 April 2020, Mayor Boulton was quoted in the *Otago Daily Times* as saying:

"The last thing in the world the accommodation sector needs is another cost".

"The reality is now we're in a different world than we were three, six, 12 months ago, when it made perfect sense."
31. Since Mayor Bolt made these astute and correct observations in April 2020, the situation *deteriorated even further* and borders have remained closed much longer than anyone originally anticipated. Businesses have experienced another 12 months of catastrophic trading conditions. Many tourism sector workers have sadly lost their jobs as a result.
32. On 17 October 2020, a new Labour government was elected. Labour's election manifesto included an explicit promise that there would be "no new taxes" in the next term (the **No New Taxes Promise**). This promise was made repeatedly throughout the election campaign, including in writing by Minister of Finance, Hon Grant Robertson: <https://www.labour.org.nz/release-revenue-policy>
33. Subsequent to the October 2020 election, Hon Stuart Nash was appointed as new Minister of Tourism. On 24 December 2020, the *Otago Daily Times* reported Mayor Boulton as having met with the Minister of Tourism in November 2020, and with regards to the visitor levy:

The pair agreed to "keep talking about it", but both understood there would be "no intention of introducing it until normal trading conditions returned", Mr Boulton said.

"By 'normal' I mean we're back where everybody is making good money and we're seeing good flows of tourists through and accommodation providers are getting good occupancy rates."

34. The COVID pandemic is by no means over. New Zealand’s bubble with Australia is set to open on 19 April 2021, but there is no clear timeline for when borders will open to other countries. Our domestic vaccination programme has only just started. A lot of uncertainty remains.
35. If QLDC considers the recovery will be complete by 2024/25, then it should share its reasoning, assumptions and models with ratepayers as part of this consultation process. Presumably models exist in *some* form, since the Draft Plan anticipates the visitor levy generating \$14,500,000 in 2024/25 and \$22,935,000 in 2025/26.
36. Hotels and other accommodation providers have been *accumulating losses* since New Zealand’s borders closed. Some have spent their accumulated renovation reserves staying open and servicing fixed costs and debt. Surely QLDC accepts that a return to “normal” includes allowing accommodation providers sufficient time to recover fully from COVID-related accumulated losses? “Good flows of tourists” is not the point at which the sector has recovered, it’s simply the *start* of the recovery for commercial accommodation providers.
37. What grounds does QLDC have for being confident that central government will continue to support the visitor levy, notwithstanding it directly contradicts the No New Taxes Promise? On what grounds does QLDC consider the visitor levy would survive any change of government that may occur during the 10-year period covered by the Draft Plan? These are sensible and fair questions for QLDC to answer properly if it proposes to base a 10-year budget around this brand new source of revenue.

Bed taxes and Queenstown Lakes District

38. Bed taxes are not a new funding mechanism, internationally. However, there are multiple issues that should be carefully considered before a bed tax is introduced. Historically, bed taxes came about in the United States because neighbouring districts sought out novel ways to raise revenue from travelling salespeople conducting business in their region.
39. Many of the practical and theoretical issues around implementing successful “tourism taxes” (note: not necessarily bed taxes) have been highlighted by research published well after the June 2019 referendum, including the research recently cited by the United Nations World Trade Organisation (<https://www.unwto.org/covid-19-oneplanet-responsible-recovery-initiatives/funding-for-a-regenerative-future-could-tourism-taxes-be-part-of-the-answer>) and by Tourism Industry Aotearoa (<https://www.tia.org.nz/news-and-updates/industry-news/tourism-taxes-the-global-context-for-a-nz-discussion/>).
40. Nothing in the Consultation Document, Draft Plan or June 2019 referendum gives ratepayers any confidence that the complicated issues surrounding tourism taxes generally, or bed taxes in particular, have been fully considered by QLDC in the wake of COVID.
41. Ratepayers have only ever been provided with one solution – the solution now presented as a *fait accompli* by QLDC in the Draft Plan.
42. Given the paucity of consultation material provided about the proposed visitor levy, at this stage we will limit our comments on the visitor levy itself to the following key observations:
 - 42.1. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region’s price-competitiveness at the very time we need to rebuild demand after a global pandemic. Very few comparable destinations globally

impose taxes of 20% or more on the cost of overnight accommodation. When we already have 15% GST, a regional bed tax of 5% is not the right response to the QLDC funding problem and is not the right approach for New Zealand as a whole.

- 42.2. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact of day-trippers, campervans and visitors who stay with friends and relatives. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours. A tourism funding solution imposed on all businesses and consumers in the tourism economy – rather than just commercial accommodation – would share the burden more evenly amongst all end-users of QLDC infrastructure.
- 42.3. A bed tax calculated as a percentage of rooms revenue is not fair for end-users and distorts future development. If a bed tax is the only solution, a set dollar amount per room-night (rather than a percentage of the room rate charged) is a more transparent and fair way to collect it. All overnight tourists use infrastructure in the same way, irrespective of whether they stay in high-end or budget accommodation. QLDC should not be imposing policies that effectively tilt the playing field in favour of low-cost accommodation types. The unintended consequence of percentage-based bed taxes is to incentivise more low-cost accommodation and dis-incentivise high-end accommodation development, which is a perverse outcome and bad for Queenstown and Lakes.
- 42.4. QLDC's plans for using monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making. Industry participation in spending decisions is accepted best-practice for modern tourism taxes. It is unclear exactly what the terms "tourism-related infrastructure", "visitor related operational expenditure" and "visitor relation portion" mean. QLDC has designed the visitor levy so that it has wide discretion on how the moneys raised are spent – this is not how bed taxes work elsewhere and ratepayers should be concerned.
- 42.5. Revenue generated from the visitor levy is likely to vary dramatically from forecasts depending on the actual achieved performance of commercial accommodation businesses. Even assuming the visitor levy passes into legislation, there is no discussion anywhere in the Consultation Document or Draft Plan about this *market risk* to QLDC's future financial position. Surely taxes on variable, sector-specific, third-party revenue streams require more comprehensive analysis (and risk disclosure) than traditional local body rates imposed on comparatively static property valuations? What happens to visitor levy income and QLDC revenues *next* time we have an international pandemic, major terrorist incident, natural disaster affecting Queenstown Lakes District or global financial crisis? Will we simply stop servicing debt? The Consultation Document appears to assume the return of boom times from 2024/25 and an uninterrupted period of prosperity for the following seven years.

The funding problem we must all solve together

43. HCA has sympathy for QLDC's core problem – the ongoing failure by central government to adequately "share" the massive contributions already made directly and indirectly by tourism to central government coffers. Tourists already contribute through GST receipts on tourist expenditure, and through profits tax and PAYE generated by tourism-focused businesses. Successive central governments have systemically underinvested in tourism infrastructure – they have been happy to *receive* the financial benefits of tourism throughout New Zealand, but they have all failed to

adequately reinvest in under-strain infrastructure, leaving local authorities and ratepayers to fund the shortfall.

44. The problem is particularly severe in Queenstown Lakes District given the relatively low ratepayer population in comparison with the number of transient visitors. But the problem is in no way unique to the District.
45. It is misleading and wrong to suggest that tourists have been underpaying or under-contributing to the costs they impose on the District or New Zealand as a whole. The problem is not tourists and how much they pay. The problem is the flow of funds between central government and local authorities such as QLDC.
46. New Zealand either already has, or is considering proposals for, the following taxes and levies imposed on tourists or tourism: (a) border levies for costs of border processing on arrival and departure; (b) international visitor levy for tourism-related and conservation projects; (c) 15% GST on all purchases (without any tourist rebates) for general government purposes; (d) for self-drivers, national and regional fuels excise taxes; (e) accommodation provider targeted rate in Auckland for marketing and promotion of tourism and events by local authority; (f) visitor levy in Queenstown Lakes District for tourism-related infrastructure and operating expenses by local authority; and (g) proposed departure tax for aviation fuels research. New access charges for our conservation estate are understood to be under active consideration. Without a national solution to the tourism funding problem, it seems inevitable that different central government departments, local authorities and private sector interest groups will continue to insist that taxing non-voting tourists is the best solution to their particular problem.
47. In the context of all tourist destinations around the world planning to soon re-open borders and welcome back international travellers, it would be hugely unfortunate if New Zealand's central and local authority politicians continued to repeat the fiction that tourists in Aotearoa "do not pay their way". It is also the wrong time to raise prices without improving the overall experience. Tourists already pay more in tax to stay in Queenstown Lakes District than in many comparable destinations worldwide – it is not the tourists' fault that most of their tax is paid through a 15% GST, which is not partially remitted to QLDC. It is not the tourists' fault that successive QLDC administrations have chosen not to raise general rates and/or underinvested in infrastructure.
48. Let's stop bashing foreign tourists for domestic political gain.

HCA's call to action – true collaboration and reasonable timeframes

49. HCA considers solving the long-standing funding problem for all of New Zealand – not just the Queenstown Lakes District – would be the most important and enduring application of "reimaging tourism" after COVID. However, the solution must be properly researched, fairly applied and introduced *at the right time*, not in a manner that could slow the recovery after COVID. Local and central government should take up Hotel Council Aotearoa's call for all stakeholders to work collaboratively on an enduring solution to the funding problem.
50. HCA supports a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Our members have made substantial long-term investments in New Zealand's visitor economy and we have deep expertise in the matters under consideration. We want what's best for Aotearoa New Zealand. QLDC should join HCA in genuine collaboration to achieve the best possible response to the infrastructure funding shortfall, rather than forcing through its wrong solution to the wrong problem at the wrong time.

About Hotel Council Aotearoa

Hotel Council Aotearoa (**HCA**) is an advocacy-focused organisation with a mission to educate and influence key decision-makers on matters of importance to the New Zealand hotel industry. HCA's target membership encompasses hotel owners, general managers, operators/brand companies, consultants, academics, advisors and other organisations and individuals having a close professional connection with the hotel industry. HCA currently represents over 140 New Zealand hotels, comprising over 15,600 guest rooms or 5.6 million available room-nights per annum.

To learn more about HCA or to become a member, please visit www.hotelcouncilaotearoa.com or email

[REDACTED]

[REDACTED]

DORSEY Anna

Southern Wellbeing Trust

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 10-year plan, prepared by Southern Wellbeing Trust

The QLDC 10-year plan and spacial plan have highlighted that since COVID there has been a rise in mental health issues in our community, and that we must seek to be resilient and think differently so that our communities can thrive in the future (one of the vision 2050 community principles).

The Southern Wellbeing Trust is a new local charitable trust, established post-COVID to protect and enhance the wellbeing of southern communities, whānau, families and individuals. We seek to build resilience, improve connection and promote self-agency amongst our community members, so that our communities can thrive. Our approach is to co-design strategies with community partners that are based on best evidence, are community-led and can support our people to be better equipped to navigate the challenges of the post-COVID landscape in terms of their mental health and wellbeing. Our work is informed by the findings of the recent Mental Health Wakatipu Forum report ([here](#)) and engagement with community partners including QLDC.

The Trust's first priority is to raise mental health literacy, particularly among the communities who have been hardest hit in the last 12 months. A pilot project is already underway to bring an evidence-based, established mental health education programme into our community. From April, the pilot will upskill local, non-clinical facilitators recruited from priority communities so that they can deliver mental health education workshops to their peers in the language and setting that will most engage and reach them. The 12-month pilot will target migrant communities, new parents and small businesses in Queenstown and Wanaka. The workshops will seek to enable local community members to increase their understanding of mental health, learn how to protect it, understand the signs and symptoms of mental illness and learn what to do when they're worried about someone.

By targeting those priority groups, we are seeking to support those with the highest needs in our communities first. Also, as the programme helps people to help others, we are helping our communities to be more resilience through building their connection and relationships and sense of participation. Our organization has secured funding from Lottery Community and Lottery Covid-19 Community Wellbeing Fund, the Wakatipu Community Foundation's Greatest Needs Fund, the Central Lakes Trust, Community Trust South and the Ministry of Social Development. We would welcome assistance from the QLDC for our work in the Queenstown Lakes community. This could be through financial support for our work and through provision of access to council meeting rooms and spaces.

From Anna Dorsey

General Manager

Southern Wellbeing Trust

www.southernwellbeingtrust.org

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 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:

Those who benefit the most should carry the costs.

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:

DOWNING Zella

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:

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

Zella Downing.docx

QLDC Ten Year Plan 2021-2031 Submission

Zella Downing



April 16, 2021

I wish to be heard.

Key Point Summary:

1. **Community Wellbeing**

If community wellbeing is to be a core consideration in any decision making, the Council must start listening to the people of the Upper Clutha and Queenstown Lakes. QLDC has earned a reputation for not listening to the communities whom they represent. It should be a goal of the council to reverse the negative view held by many of the local residents.

2. **"Economic" Growth**

The Council's desire for growth is easy to identify, but the financial projections of the 10-year plan show that the council is underfunded in its ability to deliver projects. QLDC is predicting a peak visitors-to-locals ratio of 2:1 by 2031. Ratepayers are absorbing the infrastructural costs of ever-increasing numbers of visitors.

3. **"Population" Growth**

Under-estimation and under-provisioning for growth can lead to a wide range of problems such as crumbling infrastructure, insufficient housing and debt, all of which are well documented problems in the Queenstown Lakes District. Council must be proactive in managing population growth so that community needs don't outpace ratepayers' ability to fund the infrastructure required to address those needs.

4. **Airport Extension**

Numerous studies and surveys have clearly demonstrated community desire to control or limit ongoing expansion of airports and visitor numbers into the district. These studies include both QLDC's own Quality of Life Surveys and the Impact Assessment report conducted by Martin Jenkins. The findings have been echoed by the Wanaka Stakeholders Group and clearly communicated by the residents associations of Hawea, Luggate, Albert Town, Mt Barker and Cardrona. All of this - data commissioned by Council as well as data delivered to Council by community organisations - has been ignored.

5. **Climate Emergency Declaration.**

A Climate Emergency has been declared. The legitimate and informed concerns of the community around climate change should be a **core underlying principal** and key consideration of all planning and budgeting, and yet you are proposing to enlarge the airport, expecting a return to the pre-Covid number of international tourists and planning to build a car-parking building in downtown Queenstown.

Community Wellbeing

The Local Government Act 2002 and the Vision Beyond 2050 place healthy people and vibrant communities at the heart of democratic governance. But these well-intentioned frameworks are simply window dressing if the concerns of all the citizens are not taken into account and legitimately addressed.

"Tourist towns", like Queenstown and Wānaka, host a slew of minimum wage jobs in the service industry, but housing costs in these resort towns prevent ordinary workers from ever owning their own home. The inflated housing prices induce inflated rent prices. People do not thrive in a feudal system, they simply exist as utility value for the affluent.

The over reliance on tourism to create the economy is perpetuating a society of *the haves* and *the have nots*. These might be different paths, but one path clearly offers more opportunity than the other. An economic model that requires millions of people to flock to one small geographic area via air travel and then hire individual cars/vans to congest narrow, winding roads does not reflect a thriving environment and ecosystem. It is, in fact, destroying the ecosystem because the emphasis is on consumption and spending. Those individuals who travelled here simply to walk on the mountains or in the beech forest are being discouraged to come because they don't add enough value--so much for embracing Aotearoa as Maori might have done a long time ago. Clearly an economy heavily reliant on tourism and overseas travel will carry a heavy carbon footprint as well as lack resilience as all of the accompanying issues surrounding climate collapse affect international long haul tourism come to bare. We should aim for zero carbon.

Tomorrow's tourism cannot be business as usual. This is not what our communities want. While Council remains entrenched in that mindset, there can be no breathtaking creativity in our whaiora, or pursuit of wellness. Those with creative (alternative) points of view are rarely allowed into the decision making circle. We all are proud and happy to share our beautiful place, but we all are not willing to do so at the cost of the earth herself.

If Vision Beyond 2050 is indeed a "guiding document", Council should openly be guided by it. If the voice of the people were at the heart of this 10-Year Plan, it would look very different. This is not a document about building community and encouraging initiative, but according to your literature, it should be.

The charm of places like Wanaka, Glenorchy, Hawea, Makarora, and Kingston is the diversity they offer. Those communities should not be treated as suburbs of Queenstown. Those residents should be given a voice during Council planning.

Recommendations:

- 1. Council should review its consultation methods and assess how it treats community input and input from community organisations. Community input should be given weighted consideration when planning - plans should be made around what the community wants NOT what developers envision. If council wishes to reach its target of 80% of survey respondents being "satisfied with the opportunities to have their say", you will have to give those residents a voice. The 2020 results showed less than half of respondents felt heard.
- 2. The Local Democracy section of the 10-Year Plan should reflect the representation review process currently underway. Given population growth in the Upper Clutha, a fourth Wanaka Ward councillor seat should be confirmed prior to the next election.

Economic Growth

The heart of a once picturesque, alpine resort town has been carved out and transported to Frankton Flats where the buildings remarkably name the area "Queenstown Central". What's left in the downtown area is a smorgasbord of restaurants, bars, tourist shops and expensive boutiques. Gone are the small, independently owned businesses. It would appear that only chain stores can survive. All day long a traffic snake, the length of the Frankton Road, wiggles out to the big chain stores in search of a bargain.

Wanaka is remains intact with an array of small businesses still operational in the downtown area, but it too is being assailed by the advance of a shopping centre just outside of town. "Town Planners" continue to conjure ways to modernise the downtown area and fully exploit the beautiful lakeside appeal.

Cancer is uncontrollable cell growth that causes an organism to turn against itself. It demonstrates that unrelenting growth is not good for any living thing; it is completely unnatural. It is definitely not 'growing well' or successfully pursuing wellness.

It is within council's power to address many of the drivers for unsustainable growth but the draft 10-Year Plan and Spatial Plan do not do so. The QAC/Council strategy to expand Queenstown Airport and develop a jet capable Wānaka Airport is a clear accelerator of growth for the district. Such a development would exacerbate our current infrastructure deficit and seriously undermine any attempt to reach our carbon neutral targets as outlined in the Carbon Emissions Roadmap.

The 10-Year Plan financial projections show that in spite of planned rates rises, bed tax levies and a higher debt ceiling, the **council is underfunded to deliver projects** in transport, community facilities, waste management, sewage, etc. that are needed to move the region forward to a well-planned, carbon neutral future by 2050. Planning appears to be more about attracting visitors than providing necessary services and improving the quality of life to local residents.

Recommendations:

- Actual investments must align with growth strategies. The priorities and budgets in the 10-Year Plan should be seriously and significantly reworked to ensure that Council's stated aspirations are reflective of the communities represented.
- The proposed funding of Upper Clutha projects should be revisited to ensure that long overdue infrastructure needs are met, expenditure is appropriate to the real growth of the area and climate mitigation investment is fairly allocated.
- The QAC/Council strategy to expand Queenstown Airport and develop a jet capable airport at Wānaka Airport should be replaced by a new strategy which reflects the significant pressures our district faces and also reflects the very clearly documented concerns of the community.
- Council should confirm that it is following the clear advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment and then reflect that advice in its policies, plans, budgets and decision making.

Population Growth

Any caterer or event planner knows that success is reliant on knowing how many people will be in attendance. Population projections underscore all Council planning. It is essential that the numbers are accurate, consistent, and transparently sourced.

Figures used in the 10-Year Plan and the Draft Spatial Plan are contradictory and confusing. The 10-Year Plan offers 5.4% per annum as the combined growth in both visitor and resident numbers for the district, predicting an average day population of 85,372 by 2031. By 2031 the 10-Year Plan predicts a peak day population of 144,782 visitors and residents, representing a combined growth rate of 3.5% per annum.

Page 13 of the 10-Year Plan Consultation Document states: "Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 residents to its current population of approximately 42,000". In fact, it is not quite 30 years that StatsNZ present these figures: 14,800 residents in 1996 to 47,400 in 2020, which represents an average growth rate of 5% per annum. QLDC choose to use DataVentures 43,377 figure instead, which makes historical bench-marking difficult.

The community needs clearly defined figures and sources, produced separately for resident and visitor populations, as well as separate and clearly defined population data for the Upper Clutha.

Comparing StatsNZ published growth rates since 1996 and the future population and tourism numbers assumed in the both the draft plans suggests that the figures used for both the Draft 10-Year Plan and the Draft Spatial Plan are unrealistically low - unless there is a fundamental shift by council in how it facilitates growth.

Recommendations:

- Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.
- Council should publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wānaka Ward. These should include sources.
- Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district, and should also be broken out to show Wānaka Ward numbers in all cases.

Airport Extension

None of the 8 Key Themes of Vision beyond 2050 are honoured by planning to expand the airport.

whakapuāwai hapori - People do not thrive in congested, crowded places while being bombarded by noise pollution.

whakatinana te ao māori - Balance is lost when too many people pass through an area consuming but not staying to re-sow. They are blind to the needs of the earth. They are simply accepting what is being given to them when they buy what is for sale.

he ōhaka taurikura - Opportunities are lost when resources are made scarce through having too many people taking and not giving anything in return. Opportunities are lost when lifestyles are destroyed through the thinking, planning and actions of others who do not live with the consequences.

whakaohoho auahataka - There is nothing creative in Business-As-Usual.

waraki - Airport expansion and the onslaught of visitors that it encourages is unhealthy for the environment and promotes the destruction of ecosystems.

parakore hapori - Expanding air travel and promoting tourism growth after declaring a climate emergency is the height of cynicism.

he hapori aumangea - If we, as a community, truly were resilient, we would be thinking about ways to thrive **without** bringing tourist numbers back to pre-Covid levels.

kia noho tahi tātou kātoa - There is a difference between sharing and hustling for a buck. If we were truly all about sharing, would we be turning our attention toward "value-added visitors" (meaning those who spend a lot of money while they are here) as opposed to those who come to Aotearoa simply experience the glorious landscape we take pride in?

I was listening to Blind Boy Paxton perform at Sherwood, and an airplane took off. He stopped playing in the middle of his song and asked the audience, "What the hell is that?" This surprise from a musician who lives in Los Angeles!

It is uncommon for an international airport to be situated so near residential areas and downtown businesses. It's easy to see why developers would prefer the airport outside of Wānaka or in Tarras. Having seen the result of having an international airport in the neighbourhood, it is also easy to see why residents are so strongly opposed.

Queenstown Airport expanded to its current size through promises about restricted flight scheduling. Of course those promises have been broken, and negotiations are afoot to break them again.

There is certainly no international airport at sister-city Aspen, Colorado. The nearest airports to that alpine resort is Grand Junction - 2 hours away by car, or Denver - 3 1/2 hours by car. We have existing airports within those proximities to Queenstown. It is sheer madness to force more airport growth onto the people of the Queenstown Lakes and Upper Clutha.

Recommendations:

- Council must abandon its current dual airport strategy to substantially accelerate growth, especially tourism growth, in the Upper Clutha.
- All decisions relating to both Queenstown and Wānaka Airports should represent the results of real and genuine consultation with the community. They should also take into account our local and national climate obligations and acknowledge the very real possibility that international aviation emissions be managed by each central and local government in the near future.
- All decisions relating to both Queenstown and Wānaka Airports should be part of a national aviation plan which encourages cooperation and cohesion rather than competition.
- Council and QAC should develop a Plan B to achieve sustainable returns within the current constraints of Queenstown and Wānaka airports. For the Upper Clutha, this would be a strategy which makes the most of existing resources at Wānaka Airport, focusses on air transport links which do not involve building jet capability or jet infrastructure at Wānaka Airport, less than 60 kilometers from existing Queenstown Airport, and factors in the impact of carbon emissions.

Climate Emergency

Despite broad, aspirational statements, the actual policies and funding strategies present in both draft plans represent a failure to live up to Council's declaration of a climate emergency or its commitment to a carbon neutral economy.

Specifically, there is inadequate investment to reduce carbon emissions in the Upper Clutha and no commitment or planned mechanism to measure carbon emissions properly across projects and activities in the district. The work of the Climate Reference Group, which has been in place since August 2020, should be feeding into the 10-Year Plan and Spatial Plan process.

Transport accounts for our district's greatest source of carbon emissions, yet there is no holistic plan to develop active transport in the Upper Clutha; a network operating plan is clearly needed. Transport is funded to \$367,119,894 in the Wakatipu Ward versus \$98,828,523 in the Wānaka Ward.

I support OPTION 2 on Big Issue 2: Re-direct the funding from Queenstown Public Transport interventions as proposed to Active Travel projects not currently included in the draft 10-Year Plan.

Clearly the 10-Year Plan is not informed by any substantive carbon policy work. There is no consideration of food waste collection, no measures envisioned for building waste and landfill reduction, no recommendations for developments to include climate mitigation measures or targets.

Given the resolution passed in June 2019 Declaring a Climate Emergency this is disappointing and irresponsible, and it will cost the community in terms of carbon emissions in the future (in fact Council has budgeted for future landfill emission costs).

I fully support the submission made by Bike Wanaka on the draft Ten Year Plan.

Recommendations:

- Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the 10-Year Plan as a **core underlying principal** and key consideration in all planning and budgeting.
- Fund a Climate Change and Sustainability Officer at the executive management level so all high level meetings have a voice for climate change.
- Employ individuals with carbon accounting expertise to upskill the entire QLDC organisation.
- There should be far greater investment (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
- There should be clear and objective evaluation and reporting on the carbon emissions profile of all planned infrastructure projects and activities flowing from those projects.
- Abandon plans to build a \$31M parking building on Boundary Street and redistribute the funds.
- Develop Wānaka Active Transport.
- Build cycle parking infrastructure.
- Further develop initiatives to get tourists out of rental cars until they are actually leaving Queenstown Lakes area to tour the rest of the country.
- Assuming it has been finalised, as suggested, the emissions road map should be published and should be fully referenced in both the 10-Year Plan and Draft Spatial Plan.
- The Climate Action Plan needs to be brought forward and given priority.
- Biodiversity must be protected and expanded. Public spaces should reflect the abundance of the earth herself and be utilised to promote all forms of life.

Recommendations: pages 161-171 Draft Ten Year Plan

Page	Ten Year Plan	Recommended Changes
167-172	<p>QAC Council Controlled Trading Organisation</p>	
168-169	<p>Purpose and Objectives</p> <p>QAC’s purpose is to create long- term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four ‘wellbeing’ measures under the Local Government Act: social, environmental, economic and cultural.</p> <p>The company’s objectives are to:</p> <ul style="list-style-type: none"> • Facilitate a safe, efficient and friendly airport experience. • Provide valued and innovative customer-focused services. • Make sustainable use of our land and respect our unique environment. • Deliver sustainable returns and balanced outcomes for our team, community and stakeholders. <p>The company recognises the importance for the community on balancing aeronautical growth with both * the capacity of regional infrastructure and an overarching desire to preserve what makes the region a special place to live, work and visit. Consulting with QLDC and the community on these points will be the cornerstone of QAC’s future planning philosophy, as we consider the role that air travel plays in supporting the region, and the scale and nature of any future airport investments.</p>	<p>Purpose and Objectives</p> <p>QAC’s purpose is to create long- term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four ‘wellbeing’ measures under the Local Government Act: social, environmental, economic and cultural, as well as honouring new national and local Government carbon reduction and climate obligations.</p> <p>The company’s objectives are to:</p> <ul style="list-style-type: none"> • Demonstrate accountability to its major stakeholder, the Queenstown Lakes community and its Council representatives. • Facilitate a safe, efficient and friendly airport experience. • Provide valued and innovative customer-focused services. • Make sustainable use of our land and respect our unique environment. • Deliver sustainable returns and balanced outcomes for our team, community and stakeholders. • Develop and deliver on an emissions reduction strategy and assess all projects in relation to local and national government obligations to climate change emergency. <p>The company recognises the importance for the community on limiting aeronautical growth in order to be better aligned with the capacity of regional infrastructure and an overarching desire to preserve what makes the region a special place to live, work and visit. Responding to consultation between QLDC and the community on these points will be the cornerstone of QAC’s future planning philosophy as we consider the role that air travel plays in the region against what is required nationally. The scale and nature of any future airport investments is significant and will require a significant number of flights and passenger movements for costs to be recouped.</p>

	<p>Aviation Capacity – QAC’s long- term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide- body jets at either Queenstown or Wānaka airports.</p> <p>Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown Airport over this SOI period. Note: Any expansion of the Queenstown Airport air noise boundaries would require an application process and formal stakeholder consultation under the Resource Management Act.</p>	<p>Aviation Capacity – QAC’s long-term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide-body jets at either Queenstown or Wānaka airports. The same recent independent socio-economic impact assessment of airport infrastructure in the district, indicates that there is no community appetite for jet services at Wānaka Airport. As a result of these studies, our climate obligations and the demand for carbon neutrality, QAC will not plan for the introduction of jet services at Wānaka Airport. In place of the dual jet airport expansion strategy QAC will develop a Plan B program to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.</p> <p>Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown or Wanaka Airports.</p>
170	<p>Performance Targets for QAC</p>	<p>Climate Emission Targets - There are no actions included towards the goal of carbon neutrality by 2050, no reference to the supposedly completed carbon emission road map or climate action plan. We can only infer that these may be included in the master plan.</p> <p>The carbon emissions road map should be informing the performance targets for the QAC and these should be specified in the 10-Year Plan.</p> <p>Community Accountability Targets - Given the history of the last 3 years we think these should be included in the QACs performance targets. Take steps to improve transparency in QAC strategy and decision-making and ensure accountability and local community involvement in the management of strategic local assets.</p>
171	<p>Passenger & Aircraft Movements</p>	<p>Previously QAC has consistently reported passenger activity in terms of passenger movements (PAX movements). In the TYP the activity refers simply to passengers thus halving the numbers. In the interests of consistency and to reflect the actual level of activity we suggest that this report, like others previously, should talk in terms of PAX movements.</p>

DOWNING Zella

Extinction Rebellion Queenstown Lakes

Hawea

Q. Responding to Climate Change

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

See attached submission.

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

Neither / Neutral

Please tell us more about your response:

See submission

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:

see submission

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

Neither / Neutral

Please tell us more about your response:

see submission

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

see submission

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

See submission

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

see submission

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

see submission

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

QLDC Ten Year Plan - XRQL Submission.docx

QLDC Ten Year Plan - XRQL Submission



Extinction Rebellion

Zella Downing



Anna Simmonds



Introduction

Extinction Rebellion (XR) is a global environmental movement with the stated aim of using nonviolent civil disobedience to compel government action to avoid tipping points in the climate system, biodiversity loss, and the risk of social and ecological collapse. Extinction Rebellion Queenstown Lakes (XRQL) is the local branch of the organisation.

Life on Earth is in crisis. Our climate is changing faster than scientists predicted and the stakes are high:

- ▷ Biodiversity loss.
- ▷ Crop failure.
- ▷ Social and ecological collapse.
- ▷ Mass extinction.

We are running out of time, and our governments have failed to act.

Tell the truth
Act now.
Go beyond politics.

Summary

On June 27, 2019 Queenstown Lakes District Council declared a climate and ecological emergency. Since that declaration the Council has:

1. continued to expound on the economic virtues of growth
2. promoted and helped advance the expansion of the Queenstown Airport
3. planned a \$31M car park for downtown Queenstown
4. planned to spend \$40M developing Lakeview Plaza to accommodate visitor growth
5. planned a \$XXM arterial road to accommodate car use in Queenstown
6. de-prioritised active travel development through lack of funding
7. ignored calls to install cycle parking facilities
8. de-prioritised waste minimisation
9. abandoned ideas to address the enormous amount of construction waste
10. abandoned the establishment of organics diversion in waste management

None of the above council actions address, or even acknowledge, the existence of a "state of emergency". They actually exacerbate the problem. We suggest that these 10 items are areas for improvement.

Our submission focuses on climate related issues alone, but these issues affect every aspect of the 10-Year and Spatial Plans.

Vision Beyond 2050

The concepts embodied in *Vision Beyond 2050* align perfectly with the action required to fully address a climate and ecological emergency, but these concepts are NOT guiding this document or QLDC. There has been no authentic action to address Climate Change from the Council since its declaration, and, other than these lovely sounding words, this Plan demonstrates that there is little intent to address it in the future.

whakapuāwai hapori- People do not thrive in congested, crowded places while being bombarded by noise pollution. People do not thrive when the stability of the planet is removed, and the weather decides who lives and who dies.

whakatinana te ao māori- Balance is lost when too many people pass through an area consuming but not staying to re-sow. They are temporarily blinded to the needs of the earth because they are simply doing what they are being directed to do: buy whatever is for sale.

he ōhaka taurikura- Opportunities are lost when resources are made scarce through having too many people taking and not giving anything in return. Opportunities are lost when lifestyles are destroyed through the thinking, planning and actions of others who do not live with the consequences.

whakaohoho auahataka- There is nothing creative in Business-As-Usual.

waraki - Airport expansion and the onslaught of visitors that it encourages is unhealthy for the environment and promotes the destruction of ecosystems.

parakore hapori- Expanding air travel and promoting tourism growth after declaring a climate emergency is the height of cynicism.

he hapori aumangea- If we, as a community, truly were resilient, we would be thinking about ways to thrive *without* bringing tourist numbers back to pre-Covid levels.

kia noho tahi tātou kātoa- There is a difference between sharing and hustling for a buck. If we were truly all about sharing, would we be prioritising "value-added visitors" (meaning those who spend a lot of money while they are here) as opposed to those who come to Aotearoa to simply experience the glorious landscape we take pride in?

How Council Could Take Action

A sense of duty of care and voice for the climate must be included in the management/leadership team. Fund a full time position for a Climate Representative to be present at all planning meetings to give voice to the climate repercussions of every option being explored. Members of XRQL would willingly agree to a 1% rise in our rates to fund these climate-related positions.

The cost of emissions must be addressed alongside the financial cost of all projects. Fund a carbon accounting officer to assess the emissions cost and the loss of biodiversity across every project. Currently a business case must be made for a project to advance; establish the protocol for the cost-and-benefit analysis to include emissions data and data on ecosystem destruction as well as straight financial expenses. Members of XRQL would willingly agree to a 1% rise in our rates to fund these climate-related positions.

Ensure that carbon accounting is completed for every project and is used in choosing between options and alternatives.

Stop relying on Business-As-Usual models to establish how or why a project should be completed. "Problems", or situations that need improvement, could be discussed in *community think tanks*, so that Council has access to an enormous and diverse pool of skill, intelligence, and local knowledge--all for free! Cut down on the use of expensive consultants. This is where "breath-taking creativity" will be found.

Upskill staff to recognise and appreciate the long term benefits of choosing projects with low carbon footprints.

Establish the necessary networks to grow Active Transport and Public Transportation. Funding cuts have been exceptionally hard on Wānaka. Individual car use is a primary contributor to carbon emissions. It is also the source of the congestion of the narrow, winding roads that our geography imposes on us. Studies show a direct link between bigger roads and increased traffic, so enlarging the roadways is not a genuine solution to addressing a climate and ecological emergency. There is more urgency in an emergency than in a traffic jam. An emergency requires immediate action, a traffic jam requires patience.

Prioritise Waste Minimisation! With so much emphasis placed on the burning of fossil fuels, we lose sight of the value of simple things like minimising waste. Re-using materials and NOT throwing away perfectly good materials takes us a long way toward Zero Carbon. Beyond the methane associated with landfills, re-using, recycling and up-cycling slows down consumption, and over-consumption is heavily reliant on fossil fuels.

Develop systems to recycle and re-use construction waste. Primarily what is needed from Council is land or a storage facility. The citizens will do the rest. WasteBusters in Wānaka is a beautiful example of community taking the initiative and thriving. Imagine the impact if Council were to get on board and assist. With greater capacity to store materials, much of the construction waste that is currently going to the landfill could be used, not thrown away!

The jobs created in this venture might offer more challenge and stimulation than the service industry jobs associated with tourism.

Re-establish plans for organics diversion. Approximately one-third of all food produced for human consumption is lost or wasted. According to a [2016 QLDC Survey](#) report, 104 tonnes of organic material are deposited in the Victoria Flats landfill every week. Organic waste comprises 16% of the total waste generated. This organic matter produces methane as it decomposes in the landfill. These methane emissions are preventable. Well managed aerobic composting of organic waste could produce healthy compost for use in council and community gardens with the rest sold back to residents.

Develop an Eco-Park. Citizens know that climate collapse is a serious threat. We want to have smaller carbon footprints and tread more lightly on the Earth, but there are not the systems in place to allow initiatives to grow. We see untold examples of encouraging consumerism to grow and the real estate market to grow, but Council delivers very little to encourage people to live less wasteful lives. Offer community-led workshops on how an Eco-Park could be established and run; start with discussions about why an Eco-Park would be of value.

Basically, invest money in the areas and projects that help reduce emissions, not in those that increase them.



XR Recommendations to actively address the Climate and Ecological Emergency:

- Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the 10-Year Plan as a **core underlying principal** and key consideration in all planning and budgeting.
- Fund a Climate Change and Sustainability Officer at the executive management level so all high level meetings have a voice for climate change.
- Employ individuals with carbon accounting expertise to upskill the entire QLDC organisation.
- Invest (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
- Report on and evaluate the carbon emissions profile of all planned infrastructure projects and activities clearly and objectively.
- Abandon plans to build a \$31M parking building on Boundary Street and redistribute the funds.
- Develop Wānaka Active Transport.
- Build cycle parking infrastructure.
- Finalise and publish the Emissions Road Map and reference it in both the 10-Year Plan and Spatial Plan.
- Give priority to the Climate Action Plan.
- Protect and promulgate biodiversity. Public spaces should reflect the abundance of the earth herself and be utilised to promote all forms of life.

Image below: Climate Emergency declaration at council meeting 23 March 19



DOWRICK Alexander Bruce

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 also a 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:

DRAYTON Terry

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:

A more proactive approach to user pays. A uniform water and waste charge only encourages unnecessary usage.

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:

Post Covid-19 increasing revenue at this time is not supporting a district facing challenging financial times.

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:

Not in Queenstown district

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:

User pays

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

In regards to rates - when a house gets built, the rates set at that time are relevant to meet correct needs of the community. They should be static from that point on. That way each year a house is built they are funding at the current rate to meet needs at that time. That way new development meets current costs and established development is not being burdened with costs and services already provided. Resale/change of ownership can be set against current rates.

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

We need to decide how much we wish to develop, not to plan on endless development. Encourage sustainable development, solar power, composting toilets. Meter water usage. Waste collection to be user pays. Blanket rating penalises those making an effort to minimise wastage and encourages those who think they have had to pay so will just use services regardless.

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:

I support the Aspiring Gymsports submission

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:

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?

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 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 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:

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. I would like to see more done for our most significant and pressing issue- climate change. You have planned to have the queenstown airport carbon neutral by 2050 and in the meantime having two airports built in the area. By not investing in wanakas urban cycle network, it seems to me that climate change is not being taken seriously enough and there is no intention of a re-set for sustainable growth

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:

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:

"Tussocks", [REDACTED]

Monday 19 April, 2021

Queenstown Lakes District Council

Written submission and request to be heard for the 10 Year Plan 2021 – 2031

My submission is in support of Queenstown-Lakes District Council providing significant funding to properly support the arts in Queenstown in the 10 Year Plan.

Background

Jan and I have supported the arts at a national and local level:

- Founding donor and Trustee of the Arts Foundation of New Zealand
- Founding donor & Patron of Three Lakes Cultural Trust
- Showbiz Queenstown Patron
- Kelvin Heights loop Sculpture Park – funding for public sculptures in conjunction with our son Jonty Edgar

I believe that not enough funding or emphasis has been given to the local arts and culture in the past.

Our community is reasonably well equipped to meet a lot of community and national sporting needs and Council has invested significantly in sporting assets. There is a major gap in investment in high quality, fit for purpose and functional arts and cultural spaces/assets. I encourage council to provide significant funding for dedicated assets for the arts and culture in its 10 Year Plan.

So many benefits would accrue from this partnership:

- It would start to diversify the Queenstown economy. Creative industries reportedly contribute \$17.5Billion to NZ's GDP
- It would provide a platform where anyone in the community can immerse themselves in the creative process and find potential long term pathways/careers in the creative industries
- Over time, arts and culture can become a significant artistic and economic driver in revitalising the Queenstown economy

Arts and Culture:

- drives social cohesion – contributing to positive physical and mental health outcomes
- should provide equal access for the whole community – a community, grassroots, arts and cultural initiative that has options for every member of the community to engage
- is a place to share our heritage and embrace our multi-cultural and diverse community
- creates reasons for visitors to stay longer and return for additional visits to a region through a developed cultural vitality

A community arts and culture centre for practice and performance in Queenstown is long overdue. The current premises in Stanley Street are wholly inadequate. I encourage the council to be bold and enter into a public private partnership to provide high quality fit for

purpose functional arts and culture spaces. I predict such spaces will be filled before they are ready for occupation.

I wish to be heard.

Thank you,



Sir Eion Edgar

[Redacted address block]

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 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:

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:

ELDER Don

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. 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 was disappointed to see the proposal to push some improvements and enhancements to trails, access ways and cycleways back a few years. For many reasons this is both the wrong planning strategy, and false economy financially. I ask QLDC to reconsider this, and reprioritise these to move them ahead, not backwards.

We made the decision 4 years ago to make Wanaka our primary residence (with Christchurch secondary) for the next 5-10 years, then our permanent retirement location. This was because we are both highly active in many activities, and we want to continue that for the rest of our lives. After living, working and playing around the world, we think Wanaka and the Lakes District offers the best lifestyle not only in NZ but in the world.

The growth of Wanaka's population confirms that many others think the same.

A key aspect of Wanaka lifestyle is easy and direct access to everything we want to do, from town amenities to the lake, mountains, and trails for riding, running and walking. We didn't come to Wanaka to spend time in our car - we want to walk or ride everywhere possible. The existing trail network is good, but has some significant current gaps (eg from town to the boat ramp) and some great opportunities for enhancement.

For many reasons - eg quality of life, strength of community, efficiency and ease of transport, reduction in GHG emissions, trends in transport types and choices - it's essential to address the gaps urgently and to accelerate work on enhancements.

For example cycling and mountain biking have not only become, in the past decade, NZ's largest participation "sport" activities, but the fastest growing - and the demographic with the strongest participation and the fastest growth is an almost exact match to Wanaka's.

Two aspects are particularly interesting: e-bikes and e-scooters. E-bikes are already common and visible in Wanaka, and will be increasingly so, provided "older" people

feel comfortable and safe using them. Similarly e-scooters have already become ubiquitous in Christchurch and other cities and are increasingly the transport mode of choice for people for local journeys less than 5km - provided the route is safe with minimal exposure to vehicle traffic. Wanaka hasn't experienced the e-scooter revolution yet - but it will - and e-scooter travel will be a hugely positive aspect of Wanaka community life, provided we facilitate it - or unless we hinder it. I don't have an e-bike (yet - just several mountain bikes, road bikes and round-towners) but I have an e-scooter, which I ride everywhere in Christchurch (where I rarely use my car anymore), but only occasionally in Wanaka.

Bikes, e-bikes and e-scooters have huge upside and no downside. They're particularly well suited to Wanaka's dry climate with rare and little rainfall - a downside in many other places where, despite the poorer climate, they are still growing fast. They take vehicles off roads, reducing the need and cost for conventional infrastructure (capital and maintenance). They need no large parking areas. People can take them right to the door of commercial, retail and hospitality locations, so there are none of the drawbacks for these businesses that restricting vehicle access is usually claimed to generate - in fact the opposite. This is a double win for the QLDC's infrastructure costs and for local businesses. And they encourage and support the more active, healthy lifestyle and sense of community wellbeing that is the essence of Wanaka and the Lakes District.

With good quality, well-connected cycleways and trails, people will keep using these until well into their 80s. Without them people will be reluctant several decades earlier.

Our own direct experience confirms this, and shows that addressing the gaps and enhancing the opportunities for bikes, e-bikes, e-scooters (and at the same time walking and running) is measurably important. My wife and I run and walk all the trails around Wanaka, and I MTB on all of them. We've MTBed many of the big trails - for example last year we spent a week doing the Roxburgh, Clutha Gold, Otago Rail trail round trip, we're doing the Alps to Ocean soon, and we've done big cycle trips overseas. We're avid cyclists.

However my wife will not ride a bike on any roads with busy traffic, including any roads in town. We know too many people who have had accidents and serious injuries from interactions with cars. No blame here - simply that cars and cycles don't mix. The stats are terrible. If you ride a bike on a road long enough sooner or later statistics say you are very likely to have an accident as a result of a vehicle interaction that wasn't your fault and that you were unlikely to be able to avoid. This means that when my wife and I go down town together we almost always drive, instead of cycling or scootering. Yet we're avid cyclists. I'm sure this applies the same or even more strongly to many others who are keen, but less avid than we are. So that's a lost opportunity for us, and for the community - simply because there are a few places that there are currently no easy cycleway (or scooterway) connections between safer zones.

I know QLDC is committed to our vision of Wanaka being a great place for non-vehicle activities AND for non-vehicle travel and access to other activities. I was disappointed to see that some of the planned improvements and enhancements are being pushed back a few years. This seems to me to be both the wrong planning strategy, and false economy financially. I ask QLDC to reconsider this, and reprioritise these to move them ahead, not backwards.

Many thanks
Don

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:

ELLIOT Jeri

Lakes District Art & Cultural Trust

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 support QLDC.

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:

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

2021 QLDC TYP Submission - Arts Trust.docx



Twenty years ago, in 2000, the Queenstown Lakes District Council established an independent district arts trust. The Council committed a generous annual grant along with administrative support to the trustees – all in the name of bringing public artworks to the Queenstown Lakes District.

The trust's vision – to celebrate public art and its place in our environment. Two decades on, with the Council's continued pledge to the trust, and the trustees continued pledge to the mission – there are over 25 public sculptures on display throughout our district.

Art can stimulate and challenge, enrich and invigorate our public spaces; it engages an audience and it promotes discussion and emotion; it's free and open to everyone.

The funded art has been diverse – along with the cultural and historic sculptural installations, we have funded temporary displays, light shows, architectural art, fashion, performing art and more – supporting both local artists and others outside our district – also working with local businesses to incorporate art on their premises (the library, the airport, the Queenstown Event Centre).

The trustees remain true to the mission – continuing to identify potential sites and artists for future inspirational installations – on behalf of the Council, with the trustees are currently working on a refresh of their strategic plan to align with Vision Beyond 2050.

The Lakes District Art and Cultural Trusts vision is to celebrate the uniqueness of the districts environment, history and cultural identity and to enhance our experience of the built and natural environment through a diversity of quality public art. In order to be able to continue to provide our communities with opportunities to celebrate and enjoy public artworks in our district the trust requires the ongoing support of Council, in the twenty one years of working on behalf of council the trust has not requested any extra funding but continues to work on providing our residents and visitor with enhancements to the existing landscape through the purchase or commission of public artworks suitable for our environment.

The trust asks the Council to continue their financial support of the trust to the value of \$50,000 for the next three years, so that it can continue to provide opportunities to enhance our public spaces.

Art is standing with one hand extended into the universe and one hand extended into the world, and letting ourselves be a conduit for passing energy.

Albert Einstein

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

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.

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 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:

ELMS Benjamin

Hawea Food Forest

Hawea

Q. Responding to Climate Change

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

Hawea Food Forest supports funding towards food 'resilience' initiatives. Community Food Forests/orchards, Community gardens and Community Allotment's. Funding of a council officer to support these community initiatives would go a long way to help these groups.

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

Neither / Neutral

Please tell us more about your response:

A water bore at the Hawea Domain goes ahead.

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:

Providing spaces and teaching skills for community food growing resilience.

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

Hawea Food Forest Charitable Trust TYP Submission.docx

Hāwea Food Forest Charitable Trust

Submission to QLDC Ten Year Plan

Background:

The Hāwea Food Forest Charitable Trust which has been operating for ten years leases approximately 1 hectare of the Hāwea Domain for the purpose of establishing a community orchard and providing space for vegetables to be grown in an allotment setting. The trust also holds workshops in a variety of subjects such as grafting and compost making which are open to the public.

The Trust would like to note its support of the Hāwea Domain Reserve Management Plan which is currently in the process of being submitted to council for adoption.

Request:

The Trust requests that council supports the implementation of the management plan and allows budget for this in the Parks and Reserves budget. Of particular concern to the Trust is the fact that there is currently no water supply to the Domain making the establishment of any new trees and plants extremely difficult in the Food Forest area.

The Trust requests that council provide budget to the Parks and Reserves department in the first year of the long term plan to install a bore at the Domain which will provide a reliable water supply to all Domain users. This water supply is crucial to future use of the Domain by the community.

ELVEY Richard

Kahu Youth 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:

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



13 April 2021

Kia Ora,

We are writing a submission to request up to \$60,000 for the next three years to go towards the rental costs for our community organisation, Kahu Youth Trust. Please see below for further details in regards to community benefit and how we contribute to the QLDC plan and vision.

The operational services or project these funds will be used to deliver.

About our organisation:

Kahu Youth Trust provides programmes, activities, events and a fun, safe, base for young people aged 11 to 24 in the Upper Clutha Region. We are a charitable trust with three full-time and two part-time Youth Workers who work in and out of our base called 'The Crib'. Kahu Youth is governed by a board of trustees who meet monthly. Our Youth Workers provide valuable services and programmes which include Adventure Clubs, Drop-In Sessions (provision of a safe fun place for young people to hang out after school, late nights on the weekends and during school holidays), Holiday programmes, Blue Moon (Youth social events put on by young people), Mentoring, Youth Council, LGBTQAI+ support groups, skills programmes such as gardening and cooking, and art and creative workshops. We also provide one on one support and advocacy to young people and their families in conjunction with other agencies to ensure wrap around support is provided for young people in a community where services are few.

Kahu Youth receives a huge amount of support from the community and relies on grants and fundraising for rent, wages, food and administrative costs and the funds to provide quality and varied activities, services, programmes and events.

Our Mission:

Kahu Youth engages with Upper Clutha Youth by involving them in productive, learning

and fun activities and programmes so they can connect to the wider community and continue to build life skills, increase self-esteem and build confidence.

Our Core Values:

- Youth deserve to be acknowledged for the crucial role they play as valued members of the community
- The contributions of young people need to be acknowledged and valued by adults and the community in general
- Youth have inherent value and wish to stamp their mark on their community
- Youth need to be provided with positive channels in which to do so
- Youth need to be heard, and need a way in which to communicate positively

Kahu Youth engages with a large section of the local youth on a regular basis, with our centre 'The Crib' being the heart of it all. We have recently upsized our staffing to five professional Youth Workers, and we are seeing engagement rise as a result. It is predicted that this will continue to climb through 2021 and beyond - especially when the projected school roles are taken into account. There will be many more youth in the Upper Clutha Region, and as the only Youth Service, it is vitally important that we maintain an accessible base within Wanaka.

Kahu Youth Trust offers evening social gatherings at our youth centre, aka "The Crib", used as a 'check in' and to offer young people a safe and comfortable place to hang out away from home. The young people are encouraged to take ownership of the Youth club at these times, deciding how each night is going to run. We cook a shared meal which is served around 7:30 pm both nights, and have all the facilities available for the young people to use. These include music, board games and cards, our pool and table tennis tables, basketball hoops, a half pipe, art equipment, three computers with internet access, consoles, darts, books, a TV and DVD player, a sewing machine and loads more.

Our rent for The Crib and office is currently \$36,000 per year and previous evaluations suggest this could move to \$42,000 per year over next eighteen months. We are also looking for new premises which could range from \$42,000 to \$60,000 per year. The QLDC has supported our rent for the past ten years, but our rent has steadily risen, which has been a real challenge for us and we have had to use other income to cover the shortfall. QLDC's contribution towards our full rent will release these funds and allow us to continue to grow to meet the demands of our fast growing region.

How this investment will be of value to the wider community.

There are currently 1162 enrolled in year 7-13 in the Upper Clutha. About 280 (This is the number of current active 'users' we have 609 young people in our database) young people (and counting!) directly benefit from our programmes. They benefit by learning new skills, gaining confidence, learning social skills, forming positive peer relationships, leadership development, organisational skills, practical hands on skills such as gardening, using power tools, fixing things, cooking, creating props, and painting. In addition this project indirectly benefits thousands of people indirectly. When young people realise that they have something of value to contribute, feel optimistic about their future and positive about creating the life they want for themselves, this benefits their friends, family and the wider community.

The specific outcomes of continued services and programmes is :

- Young people make positive contributions to society and have opportunities to do so
- Young people have supportive and caring connections with a range of groups and people who care about them
- Young people influence their own lives through choices and skills
- Young people feel good about who they are and what they can offer

We work hard to make sure that we are at the cutting edge of all youth development practices and that our Youth Workers are prepared to respond to all issues and needs presented to them. All of our initiatives are developed in consultation with young people and in most cases, the initiatives are youth-led.

Other funding your organisation or project will receive over the next three years.

Our main source of funding is from Central lakes Trust, which has recently (dramatically) increased its contribution to our Youth Worker Wages to support us to meet the demand for services. We also receive grants for salaries from Lottery Community and COGS. Otago Community Trust supports our programme expenses (excludes operational and salaries) and The Lion Foundation contributes to our operational expenses (excludes rent). We apply to a list of potential funders each year, with mixed results, and also run several fundraisers to cover the shortfall.

Explain how this investment in your project or organisation will support the outcomes of the 2021-2031 Ten Year Plan and our community's Vision Beyond 2050.

Investing in Kahu Youth Trust will support the QLDC Ten Year Plan and Vision outcome *"THRIVING PEOPLE- Our environments and services promote and support health, activity and wellbeing for all"*.

Our main goal is to engage young people to be active decision makers and participants of the community. We know that positive youth development is triggered when young people fully participate, and that is why our programmes, activities and events are youth led, and the role of the Youth Workers is to support them in whatever they want to do and make sure they are safe while doing so.

Every year Kahu Youth is actively involved in local community events, and we are even responsible for throwing our own youth and family events such as Matariki Festival and Bluemoon socials. Our events are a great success, and feedback has been that we are contributing to a feeling of connectedness, identity and enjoyment in the Upper Clutha region. Our high levels of presence and participation in community events helps to create a culture of positive relationships amongst people of all ages.

In Conclusion

2020 was a challenging year, as it was for all. However, despite a three months close down, disruption to activities and services as we bounced around alert levels and a high staff turnover, due to Covid, we managed to hold firm, deliver programmes and activities successfully and ended 2020 with five staff and attendances growing rapidly across all areas. Our Youth Worker team is full of great experience, skills and enthusiasm ready to meet the demand and reach out to more young people than ever before.

We know the QDLC's aim is to continue to invest in community and youth services to "make sure we remain a great place to live, visit, work and invest in" and we would greatly appreciate the continued support of our rental costs to make this happen. Thank you for this opportunity to prepare this submission to the QLDC ten year plan.

Kind Regards,

Richard Elvey, Manager, & Randal Dobbs, Chairperson

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:

Please find pdf document emailed separately as part of this submission on behalf of the Jacks Point Residents and owners association Inc. This has been emailed to letstalk@qldc.govt.nz

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

JACKS POINT QLDC 10 YEAR FUNDING PLAN SUBMISSION

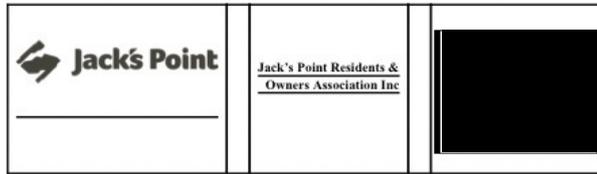


Jack's Point

Set in a panoramic landscape on the edge of Lake Wakatipu, Queenstown, forever protected

APRIL 2021

COMPILED BY: C GEDDES, I ERASMUS O DAY
EMAIL [REDACTED]



Jacks Point Residents and Owners Association Inc.

The above association has been advised by council officers to seek recognition as a legitimate community association by submitting to the Ten Year Plan 2021 – 2031.

We provide the following information for your consideration.

1. The Jacks Point Owners and Residents Association (JPROA) is an incorporated society which was formed in 2006 to own and operate the infrastructure of the Jacks Point development and to represent the interests of the owners and residents in community affairs. JPROA is the only community association in the district that represents all residents within its area because all property owners in the development are required to become members.
2. There are 514 houses in the residential precinct which has capacity for 804. The village precinct has planned capacity for a further 1400 dwelling and accommodation units plus a retail and commercial sector. All of the new property owners in the village will become members of the JPROA.
3. JPROA members pay annual property levies to fund the maintenance and operation of the water supply, wastewater, storm water and open space infrastructure within the resort zone. Management of the infrastructure, administration of the association and accounting services are all undertaken by contract with local suppliers.
4. JPROA members pay rates to the Otago Regional Council and the QLDC.
5. The society is governed by three Precinct Committees. Each of these committees elects two persons to an Area Committee. These committees make all of the governance and management decisions that control the operation of the infrastructure which includes significant areas of open space and landscape planting.
6. The JPROA constitution does contain, for three of the four committees, provisions for a controlling member casting vote which has to date been used to effect constitutional changes and structural changes but has not been consistently used on day-to-day management and operational matters.

7. The Residential Precinct Committee, which represents the residential property owners, is not subject to the controlling member provision. It is this committee that will make the majority of decisions in regards to the projects for which QLDC support is being sought.

8. Within Jacks Point there is an extensive network of walking and cycling trails and open space which is maintained through the levy system by the members of the JPROA. All of these facilities and amenities are open to and are extensively used by the general public.

9. The JPROA seeks council's recognition as a community organisation in order to progress the development of facilities within the suburb which will enhance the quality of life for residents and the community of the Wakatipu basin.

11. Volume 2 of the Ten Year Plan, 30 Year Infrastructure Strategy, identifies on Page 42 4.3 Enabling Growth, the Southern Corridor as a priority development area within the draft Queenstown Lakes District Spatial Plan. The corridor is identified as requiring a "wide range of community infrastructure (eg 3Water, transport, waste management and minimization, community facilities, open spaces)"

12. The land holdings within the corridor, being the Special Housing Area, Henley Farm, Jacks Point, and Lakeside Estate, are all zoned for and are being actively developed as residential housing and currently contain in excess of 1200 residences. Adjoining land, Homestead Bay and the Jacks Point village are seeking consents for more intensive development as part of the District Plan Review process.

13. We note that in the Ten Year Plan there is significant expenditure for Community Facilities allocated to the Ladies Mile area even though the consents for residential development have yet to be applied for. The Plan contains no such allocation for the Southern Corridor where there is rapid growth in the consented development areas.

14. JPROA have identified a number of projects for which it seeks council support and these are detailed in the associations Ten Year Plan submission which follows.

PROPOSED JACKS POINT COMMUNITY PROJECTS

We have identified 4 over-arching projects that we would like to progress here at Jacks Point. We need to be able to assign resources to deliver these projects and as ratepayers seek a funding contribution to help progress these projects.

1. Community Connection
2. Community Facility
3. Urban Greening Programme
4. Waste Minimisation



PROJECT 1 - COMMUNITY CONNECTION

We would like to receive funding to support our initiatives supporting community connection.

QLDC 2050 VISION supporting this initiative (includes the community wellbeing):

Breathtaking Creativity

Pride in Sharing our Places

Thriving People

VALUE TO THE WIDER COMMUNITY

Frankton to Kingston Corridor is one of the fastest growing communities in the Wakatipu Basin. To create cohesive communities with a strong identity and connection we believe in supporting investment that promotes community connection. A well connected community fosters breath-taking creativity among all of our whanau, where we can celebrate both our heritage and our diversity.

Communities with a strong community connection also take pride in sharing our Places – which at the base of the Remarkables is a truly unique landscape.

Our Goal aligns with the 2050 Vision to see this community thriving.

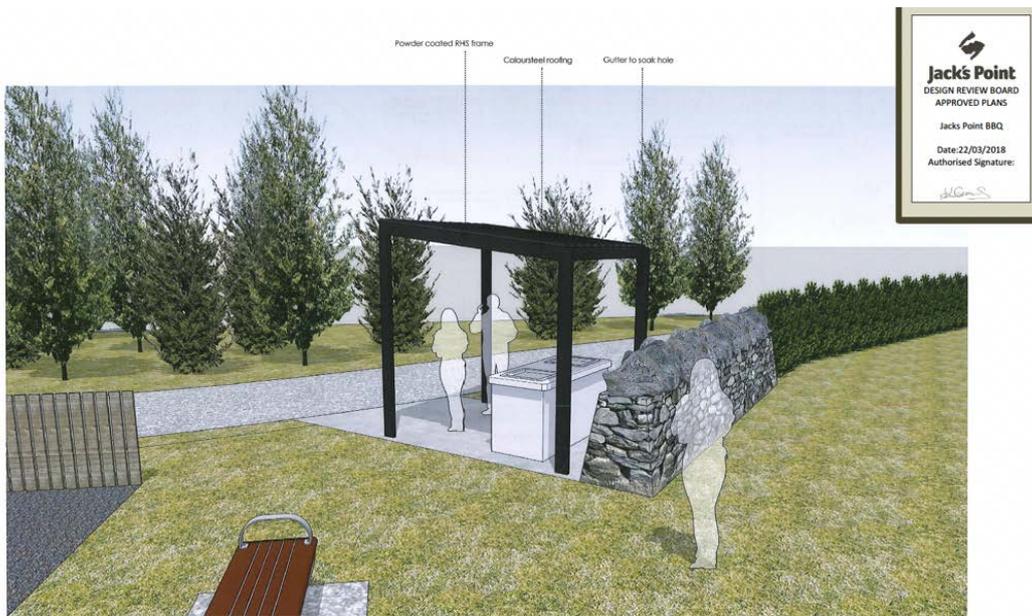
COMMUNITY CONNECTION PROJECTS:

1. **JP Residents Website**, social media communications platform to allow for timely, open dialogue among our residents, neighbours and other stakeholders. This will include facilitating disaster recovery comms. (Estimate \$5,000)
2. **BBQ Area at the Jack Tewa Playground** as per JPROA Design to encourage community to come together. (Estimate \$10,000)
3. **Bike Skills Track** allow our young and old to play together, exercise is a crucial tenet to community wellbeing (Estimate \$10,000)
4. **Upgrading Jack Tewa park** to include safety gate and sun sail shade cover (Estimate \$10,000)
5. **Upgrade the ablution block at the sports fields** - this has been a temporary facility for the past 10 years and wholly neglected by council. (Estimate \$50,000)
6. Tennis Courts resurfacing. Resurfacing of the tennis courts is required as they have incurred gradual deterioration over the past few years.
7. *Upgrades currently provided for the Jack's point playground on the QLD asset schedule are \$140,000. Jacks Point sports field provides for \$780,547. These funds could be utilised for the improvements suggested above (refer of 182018/19 QLD Development Contributions policy schedule of Assets)*
8. **Trail Connections across our community** : Frankton cycleway, Hanley Farm Connections, Kea Crossing – create physical connections between our growing developments that allow safe movement between neighbourhoods. (\$10,000)
9. **CDEM Generator** - Our community association requires an additional generator to support our community in the event of a civil defence emergency. (\$3,000)

COMMUNITY CONNECTION PROJECTS CONTD:

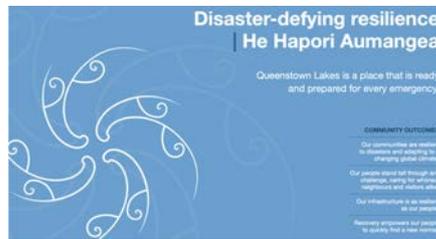
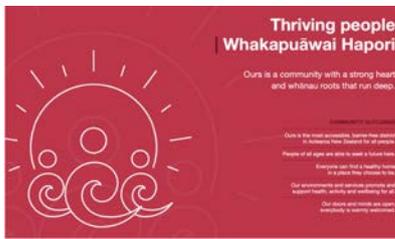
Proposed Concept Drawings

Illustration 1: BBQ Facilities at Jack Tewa Reserve



3 JP Reserve Barbeque
Sketch View 1

SITE Landscape Architects



PROJECT 2 COMMUNITY FACILITY/INFRASTRUCTURE

We would like to receive funding to support the development of a community facility at Jacks Point. This funding would allow us to progress a feasibility study to develop a comprehensive project plan for a community facility at Jacks Point.

QLDC 2050 VISION supporting this initiative (includes the community wellbeings):

- Thriving People
- Pride in Sharing our places
- Disaster Defying Resilience

VALUE TO THE WIDER COMMUNITY

Many of the more established communities across the Wakatipu Basin have an array of community facilities available for community use. These include schools, sports clubs, churches, organisations and halls.

The new & growing community at Jacks Point, Hanley Farm, Homestead Bay, Coneburn have none of these facilities to use to allow their communities to come together. Furthermore in the event of a disaster we have no community facility that may function as a refuge for displaced members of our community.

We see it as a high priority that our new and growing community has a community facility.

Our Goal aligns with the 2050 Vision to see this community thriving.

COMMUNITY FACILITY PROJECT:

Planned Projects in Support of this goal include the following:

1 Plan a more coordinated Approach to community facility development. Work with the developer during CDP consultation to identify siting of a JP community Facility within the village and ensuring the developer/ community facility interface works optimally. *(CDP provides for the provision of land to be vested in council for some form of community infrastructure as a key benefit)*

This may include:

a. **Securing Funding from council as part of their developer contributions** in the village for the land cost and working with the developer to put the facility on site
We have done a theoretical calculation of Developer Contributions based on the updated Developer Contribution Policy

b. **Look at provision of a community facility in lieu of paying development contributions or other forms of dispensation such as car parking**

c. **Hosting an event to discuss facility needs** and identify possible other stakeholders, businesses and developers

d. **Shifting the emphasis of buildings as places where people come to work to being community facilities** that host a range of activities (vertical facility development eg shared workspace and space for community activity)

e. **Co-locate other clubs such as those identified in the QLDC 2018 community facilities document** as requiring space to create collaboration opportunities for community groups and services (including but not limited to Southern Lakes NZDA, Jigsaw Central Lakes, ICAN, QT Mountain Bike Club, Wakatipu Lakes Women in Business, QT Bridge Club, Alzheimers Society Otago, Gay QT, Wakatipu Anglers Club)

2 Community Consultation on facility scoping size, utilization and possible funding

3 Complete a full feasibility Plan, including sustainable and flexible innovation and adopting good design principles.

4 We envisage that our community facility will be used by the entire community for disaster recovery.

5 We envisage the facility will be utilised for community meetings, workshops and events, and become a hub for the community.

6 We will require support from QLDC as it refines its community facilities plan over the coming months and evidence what can be learned from the Ladies Mile pilot for any new community facility QLDC will be working with both the Three Lakes Cultural Trust and the Wakatipu Community Hub Trust to develop either new or combined facilities in Frankton.

Planning work and consultation will be undertaken to determine what facilities might be required in Central Queenstown in advance of any changes needed as part of the later stages of the arterial road project e.g. de-commissioning of Memorial Hall.

Additional Funding Sources

<https://www.communitymatters.govt.nz/lottery-community-facilities/>

**References: Our Community Spaces, Dec 2018
QLDC Ten Year Plan Vol 1**

Proposed Comprehensive Development Plan for the Jack's Point Village as at September 2020 Land identified for Community Activity

2.4 / Land Use Precinct – Masterplan



Proposed Comprehensive Development Plan for the Jack's Point Village as at September 2020

2.5 / Proposed Comprehensive Development Plan Area Summary



The proposed Village Comprehensive Development Plan area is a total of 49.00ha, and can be further described as:

PROPOSED CDP	AREA
CDP – LANDUSE PRECINCTS	19.00 HA
CDP – OPEN SPACE (INCLUDING STREETSCAPES ETC)	30.00 HA
TOTAL	49.00 HA

Land uses within the CDP Area are designated by precincts ensuring that uses are in locations that are complimentary to one another, providing for:

CDP PRECINCTS	AREA
MIXED USE	6.40 HA
RESIDENTIAL	5.00 HA
VISITOR ACCOMMODATION	6.60 HA
COMMUNITY ACTIVITIES	1.00 HA
VILLAGE OPEN SPACE	30.00 HA
TOTAL	49.00 HA

The CDP allows for a total site coverage of 12.00ha.

2.6 / Summary of Activities allowed in the Village

Activities that are anticipated to be allowed for within each landuse precinct are listed below:

Mixed Use Precinct

The Mixed-use Precinct provides for the following activities:

- Visitor Accommodation
- Residential Visitor Accommodation
- Homestays
- Retirement Villages
- Retail Activities located at ground floor level within the areas illustrated as Ground Floor Retail Frontage on the Ground Floor Retail Frontage Plan.
- Within Mixed Use Area M-9 Commercial activity is restricted to retailing with no limitation on the maximum net floor area to allow for a supermarket.
- Community Activities
- Commercial Activities
- Technology and Innovation based businesses.

Visitor Accommodation Precinct

The Visitor Accommodation precinct provides for the following activities:

- Visitor Accommodation
- Residential Visitor Accommodation
- Homestays
- Retirement Villages
- Premises for the sale and consumption of food and beverages provided they do not exceed 400m² of Public Area

Residential Precinct

The Residential precinct provides for the following activities:

- Residential Activity

Community Facilities Precinct

The Community precinct provides for the following activities:

- Health
- Welfare
- Safety
- Education
- Cultural and Spiritual Wellbeing
- Day Care Facilities
- Hospitals
- Doctors Surgeries and other Health Professionals
- Halls
- Libraries
- Community Centres
- Police Purposes
- Fire Stations

Open Space Precinct

The Open Space precinct provides for the following activities:

- Recreation Amenities
- Playgrounds
- Landscaping
- Roads, Vehicle Access, and Parking
- Street Furniture
- EV Charging Stations
- Facilities in support of Pedestrian, Cycle Trails, and Laneways
- Lighting
- Stormwater Retention
- Underground Services

TYPES OF CONTRIBUTIONS REQUIRED BY GEOGRAPHIC AREA - WITHIN RURAL AREAS

	WATER SUPPLY	WASTEWATER	STORMWATER	TRANSPORTATION	RESERVE LAND	RESERVE IMPROVEMENTS	COMMUNITY FACILITIES	OTHER/ MISCELLANEOUS
GEOGRAPHICAL AREA	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.			
CONTRIBUTION TYPE	Nil, unless supplied by a scheme.	Nil, unless supplied by a scheme.	Nil, unless supplied by a scheme.	Development Contributions	Development Contributions Land, Money or Combination of Both	Development Contributions	Development Contributions	Financial Contributions
LEGISLATION	Scheme charge to apply and any network extension costs.	Scheme charge to apply and any network extension costs.	Scheme charge to apply and any network extension costs.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2006.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Environmental effects - chapter 15 District Plan and variations i.e. environmental considerations.
GEOGRAPHICAL AREA	Hawea Rural Residential	Hawea Rural Residential	Hawea Rural Residential					
CONTRIBUTION TYPE	Development Contributions	Development Contributions	Development Contributions					
LEGISLATION	Hawea development contributions payable	Hawea development contributions payable	Hawea development contributions payable					
GEOGRAPHICAL AREA	Aubrey Road Rural residential	Aubrey Road Rural residential	Aubrey Road Rural residential					
CONTRIBUTION TYPE	Development Contributions	Development Contributions	Development Contributions					
LEGISLATION	Wanaka development contributions payable	Wanaka development contributions payable	Wanaka development contributions payable					

Amendment 10 – Updated capital costs in the 2021 Long Term Plan

The capital costs for both recent actual capital expenditure and the forecast capital expenditure in 2021 Long Term Plan have been updated leading to update the dollar value of Community Facilities per dwelling equivalent (DE) in contributing areas. The schedule of development contributions per DE required by contributing areas is found below:

SCHEDULE OF DEVELOPMENT CONTRIBUTIONS PER DWELLING EQUIVALENT REQUIRED BY CONTRIBUTING AREA (EXCLUDING GST)										
Contributing area*	Water Supply	Wastewater	Stormwater	Reserve Improvements	Premier Sportsground - Reserve land contribution	Community Infrastructure	Transportation	Transportation - EAR ²	Total Cash Contribution	Local/ Community Reserve Land
Queenstown	\$4,464	\$6,267	\$3,670	\$1,233	\$500	\$3,648	\$3,437	\$763	\$23,982	17.5m ² / DE in applicable areas ⁶
Frankton Flats	\$4,464	\$6,267	\$4,883	\$1,233	\$500	\$3,648	\$3,437	\$763	\$25,195	
Arrowtown	\$3,908	\$3,345	\$446	\$1,233	\$500	\$3,648	\$3,437		\$16,517	
Glenorchy	\$10,688	^	\$434	\$1,233	\$500	\$3,648	\$3,437		\$19,940	
Lake Hayes	\$4,464	\$4,013		\$1,233	\$500	\$3,648	\$3,437		\$17,295	
Shotover Country	\$4,464	\$1,966		\$1,233	\$500	\$3,648	\$3,437		\$15,248	
Arthurs Point	\$1,867	\$6,267		\$1,233	\$500	\$3,648	\$3,437		\$16,952	
Kingston Township # %	\$9,516 #	^	^	\$1,233	\$500	\$3,648	\$3,437		\$18,334	
Kingston - KVL zone %	\$1,977	\$2,719	\$1,388	\$1,233	\$500	\$3,648	\$3,437		\$14,902	
Ladies Mile	\$4,464	\$2,781	^	\$1,233	\$500	\$3,648	\$3,437		\$16,063	
Southern Corridor	\$4,464	\$6,267		\$1,233	\$500	\$3,648	\$3,437		\$19,549	
Wānaka	\$6,854	\$5,795	\$2,119	\$2,383		\$3,744	\$1,873		\$22,768	
Hāwea	\$5,542	\$16,942	\$403	\$2,383		\$3,744	\$1,873		\$30,887	
Albert Town	\$6,854	\$5,795	\$350	\$2,383		\$3,744	\$1,873		\$20,999	
Luggate	\$6,490	\$5,795	\$295	\$2,383		\$3,744	\$1,873		\$20,580	
Cardrona	\$8,490 #	\$15,850 #		\$2,383		\$3,744	\$1,873		\$32,340	
Cardrona – MCS zone *	\$7,920	\$12,420		\$2,383		\$3,744	\$1,873		\$28,340	
Other Wakatipu				\$1,233	\$500	\$3,648	\$3,437		\$8,818	
Other Wānaka				\$2,383		\$3,744	\$1,873		\$8,000	

* Different contributions payable in Mount Cardona Station zone and Kingston Village Limited (KVL) Zone as per PDA
 % In Kingston a Targeted Rate of \$1,025 will also be charged for all 3-waters. This will be indexed each year at 2.5%p.a.
 # Includes 20% funding from small townships scheme
 ^ Development contribution to be confirmed when final planning, design and costing has been completed



PROJECT 3 - URBAN GREENING PROGRAMME

We would like to receive funding to support the adoption of an urban greening programme across Jacks Point.

QLDC 2050 VISION supporting this initiative (includes the community wellbeings):

- Thrivng People
- Pride in Sharing our places
- Deafening Dawn Chorus
- Supports Zero Carbon Communities

VALUE TO THE WIDER COMMUNITY

Jacks Point has uniquely been built and designed on a premise of a built environment of 5% and maintaining the natural environment at 95% of the development space.

Amid the Village CDP a re-introduction of native beech forest has been provided for a strong natural framework for the integration of buildings into the natural landscape setting of the Village.

In addition to the existing landscaping we would like to see slopes and gullies returned to their natural state, providing permanent green cover, soil cover and planting reminiscent of what was seen around the shores of lake Wakatipu in days gone by.

Not only will permanent planting of these areas create corridors and habitats for native birdlife to encourage once again a deafening dawn chorus...but as Kaitiaka of this special place it is our duty and privilege to restore the incredible environment of flora and fauna.

URBAN GREENING PROGRAMME CONTD

Under a permanent green-cover this urban greening programme will set the standard for combating biodiversity loss, preventing topsoil erosion, building soil biology and carbon to offset built forms. We can aspire to achieve a carbon zero development.

What is good for soil biology is ultimately good for us and by reducing our reliance on sprays and avoiding ongoing high maintenance costs we can herald the development of new regenerative landscapes within an urban context – setting the example for future neighbourhoods and responsible, sustainable development.

An urban greening programme also provides another opportunity for our community to come together, as volunteers and taking pride in sharing our unique place.

Planned Projects in Support of this goal include the following:

- 1) Work with the developer during CDP consultation to identify siting of **regenerative planting works programme** and extend this out from CDP land to include gullies and sloped across Jacks Point
- 2) **Consultation** on regenerative planting plan
- 3) Identify alternative **funding** sources
- 4) Community Volunteer **planting days**
- 5) Ongoing bird spotting, native flora and fauna **monitoring**

Additional Funding Sources:

Community Trust of Southland

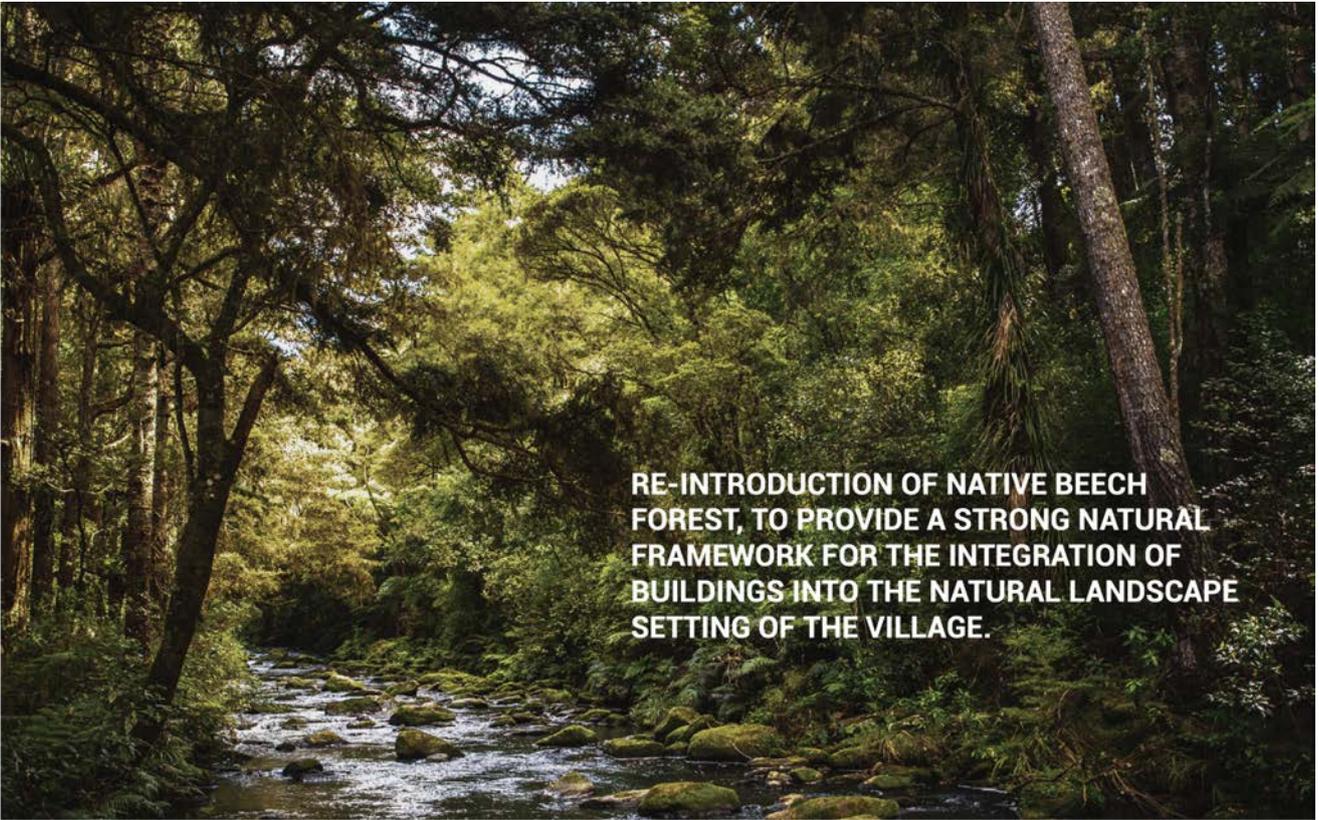
Central Lakes Trust

- 1 Billion Trees – MPI <https://www.mpi.govt.nz/funding-and-programmes/forestry/planting-one-billiontrees/>
<https://www.mpi.govt.nz/forestry/funding-tree-planting-research/one-billion-trees-programme/direct-landowner-grants-from-the-one-billion-trees-fund/>
<https://www.mpi.govt.nz/forestry/funding-tree-planting-research/one-billion-trees-programme/partnership-grants-from-the-one-billion-trees-fund/>

<https://www.treesthatcount.co.nz/>

Perpetual Guardian Trust

https://www.perpetualguardian.co.nz/philanthropy/grant-seekers/?gclid=EAlaIQobChMIlu3cvuno7wIVjB0rCh2LWABAEAAAYASAAEgLVd_D_BwE



RE-INTRODUCTION OF NATIVE BEECH FOREST, TO PROVIDE A STRONG NATURAL FRAMEWORK FOR THE INTEGRATION OF BUILDINGS INTO THE NATURAL LANDSCAPE SETTING OF THE VILLAGE.

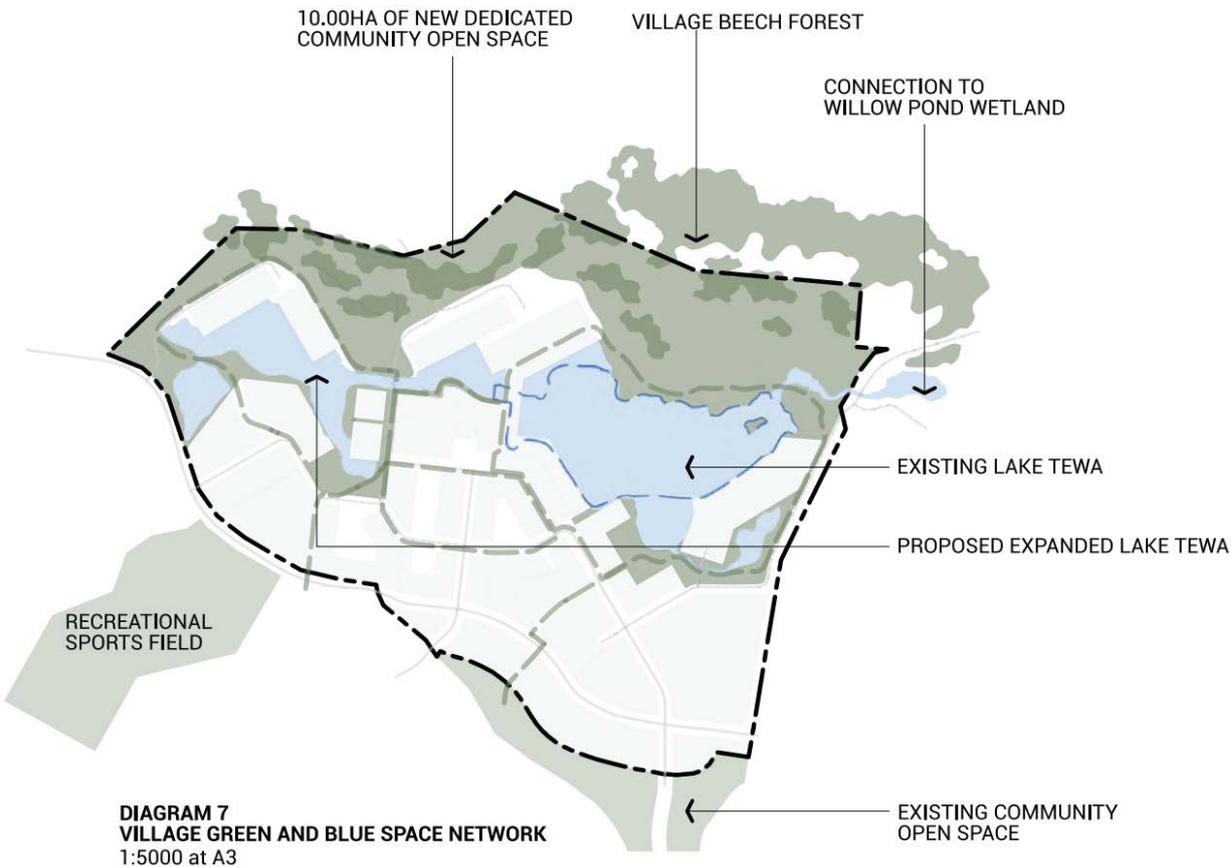
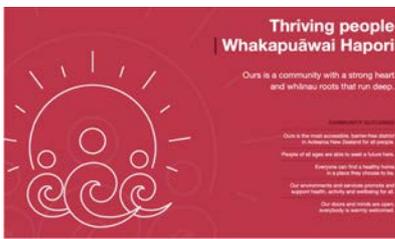


DIAGRAM 7
VILLAGE GREEN AND BLUE SPACE NETWORK
 1:5000 at A3

Connected Green and Blue Spaces providing for a range of different experiences and activities throughout the Village.



PROJECT 4 - WASTE MINIMISATION

We would like to receive funding to support the implementation of a Waste Minimisation programme at Jacks Point

This supports:

- QLDC 2050 VISION - Community Wellbeing/Zero Carbon Communities
- Waste Minimisation Management Plan 2018
"Towards zero waste and a sustainable district"

 1. Improve the Efficiency of resource use
 2. Reduce the harmful effects of waste

From the draft 10 year plan goals:

1. Work with community groups, event organisers, residents and business on initiatives that drive waste minimisation.
2. Provide organic waste drop off facilities and mulching of material for beneficial use on local parks and reserves
3. Total waste diverted Year 1 >7800t to Year 4 >23,000t
4. Total waste sent to landfill Year 1 <42,000t to Year 4 <59,000t

VALUE TO THE WIDER COMMUNITY

At Jacks Point we would like to introduce a community composting system across the development that would reduce green waste at source and create a closed system whereby the inputs collected are composted and then returned for residents to use to compost their gardens and shared community open spaces. We would align our activities with the QLDC Waste Minimisation Management Plan 2018. In turn this would reduce the overall amount of waste being collected from Jack's Point and taken to landfill helping the council to achieve its Waste Minimisation goals as above and lower CO2 emissions from waste to landfill in the district as well providing a much healthier environment for us to live in.

Waste Minimisation Goals:

- o Divert 52% of all kitchen and green waste from going to landfill [96t]*
- o Align with the WasteNot target of diverting 62% of total waste going to landfill (7.08kg of the average wheelie bin of 11.38kg (600 houses in Jack's Point = 355t of waste to landfill per year).
- o Continue to educate residents on reducing contamination in their recycling bins.

WASTE MINIMISATION PROJECTS:

Planned Projects in Support of this goal include the following:

1. **Education/Behaviour Change** - Work with Council and residents to educate them on waste reduction strategies that will drive waste minimisation and reduce MRF recyclable contamination. This will include composting workshops, guidelines, education on new recycling rules. We would look to utilise services already available in the first instance and then develop key communications for residents. - Funding required \$2,000
2. **Install Green Waste Compost collection Bins across the development** - Funding \$5000. This would focus mainly on green waste from residential gardens, the Golf course and surrounding green spaces.
3. **Create a food waste focussed composting facility on-site** that allows us to return nutrients back into the soil - Fund a pilot/trial \$5,000 These would be in the form of Hot composting boxes (see below).
4. Work With the developer on the Village construction to identify how we can minimize **C&D waste** during the village development phase esp for those without space on site and how composting/ green waste can be recycled in the village (residents and commercial)

Hot Composting Boxes:

The recent QLDC Kerbside Waste SWAP Analysis found that the average wheelie bin contains 6.18kg of organic waste (kitchen waste comprised 62% (3.85kg) and 2.07kg of green waste (34%). With Jack's Point having 600 residential units (not including the new village) each with a landfill wheelie bin that's approx 3708kg total of organic waste per week [2310kg (2.3t) of kitchen waste and 1242kg (1.2t) of green waste each weekly]- making the yearly total 192816kg or *192 tonnes in just kitchen and green waste just from Jack's Point* going to landfill. This is a huge amount that could be diverted from landfill and utilised to build our soil and environment. *The analysis by WasteNot for QLDC stated that 52% of all organic material going to landfill could be diverted. So we would start with this figure for our goal of reducing organic waste going to landfill from Jack's Point.

In 2020 two students from Wakatipu High School presented a community compost system for Jack's Point. Their idea is hot composting boxes that are 1.5m x 1.5m in size and designed and managed for peak use. Charge a monthly cost per household, food waste dropped off and hot composted, then have an output so organic materials go back to the soil, locally based closed loop system, room for it to grow, community engagement, empowerment and education - a model similar to Kai Cycle in Wellington (<https://kaicycle.org.nz>).

This project could also look for funding for a **chipper for a carbon source** for the compost. First step though would be to **analyse volumes and profile waste streams** in Jack's Point as well as take into account residential precinct and Village growth predictions - although volumes and categories are likely to be similar to the recent QLDC Kerbside Waste SWAP Analysis. This project could also take into account any hospitality and commercial green/organic waste such as the restaurant.

WASTE MINIMISATION PROJECTS:

Additional Funding Sources:

QLDC Waste Fund – Funding Application 21 April

<https://www.qldc.govt.nz/services/rubbish-recycling/waste-minimisation-community-fund>

MFE Waste Fund 30 April- 21 May

<https://www.mfe.govt.nz/more/funding/waste-minimisation-fund>

Kai Cycle Wellington:

Kaicycle Composting

We compost food waste in Wellington, to grow food—not landfills.

Kaicycle has been collecting, sorting and composting food scraps for 5 years in Wellington. Since 2015, we have collected and composted over 200,000 litres of food waste, using only bicycles and muscle.



Kaicycle composting takes compostable scraps from homes, offices and small businesses and recycles them into living compost.

We offer a **bicycle-powered** compost collection service that operates in Wellington City and the surrounding suburbs.

We are beginning to offer a compost drop-off service for homes. Learn more below.

[Learn more about Kaicycle Composting & Sign Up→](#)

How it works

We offer two methods to have your food scraps composted:

- Weekly Collections
- Weekly Drop offs

How to Sign Up

We invite you to use the [Living Compost Hubs](#) app to sign up to our composting service.

We have developed this platform to make it easier to accept subscriptions close to hubs, and to allow others to build compost hubs quickly and easily.

[SIGN UP NOW](#)

Cost

Household Drop-offs: \$15+GST/month

Household Collections: \$30+GST/month, for up to 20 litres collected weekly. Additional 20-litre buckets cost \$20+GST/month each.

Business Collections: \$60+GST/month, for up to 20 litres collected weekly. Additional 20-litre buckets cost \$40+GST/month each.

Not-for-profits: We offer our household rates for fellow not-for-profit organisations.

What we accept

[Here's our guide to what can and can't go in your Kaicycle bucket.](#) We recommend you print it out to put in your kitchen close to your Kaicycle bucket. You can find a printable version [here](#).

What about compostable packaging? Please see [here](#) for info about the packaging we do and don't accept. [Send us an email](#) if you have any other questions.

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 may concern,

I would like to advise QLDC that as a business we concur with the Hotel Council of Aotearoa when they say it is no longer the "boom times" of 2019 and it is almost beyond belief that bed tax is being worked on while we all fight for survival and recovery.

We fully believe the Hotel Council Aotearoa supports a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research.

We also understand that the Hotel Council of Aotearoa would happily work with QLDC and the central government in genuine collaboration to achieve that outcome.

Bed taxes at the bottom of the cycle are not the right solution.

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:

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We also understand that the Hotel Council of Aotearoa would happily work with QLDC and the central government in genuine collaboration to achieve that outcome.

Bed taxes at the bottom of the cycle are not the right solution.

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 goal of the QAC being carbon neutral by 2050 is not good enough.

We need to reduce air travel and that means reducing our reliance on overseas tourists and the QLDC need to acknowledge that and plan accordingly.

There needs to be clear plans with appropriate funding for developing public transport in Wanaka to match the growth of population and urban spread.

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:

More funding needs to be allocated to developing public transport options, reducing private car use and speeding up the development of cycle ways in Wanaka.

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:

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:

QLDC need to come up with policies that demonstrate a real commitment to the challenges of climate change.

This region and Queenstown in particular needs to reduce our reliance on overseas visitors.

Tourism as it was pre covid was totally unsustainable environmentally and socially and this needs to be addressed as a reality.

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:

FALKNER Mark

Manuka Crescent Motel

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:

Council is no more than a bunch of idiots. However, they have the responsibility although I believe it be unlikely they have the competency or capability to make sensible decisions. QLDC as the representative numbties should not be allowed to respond to what is quite clearly a matter for suitably qualified persons.

In my mere casual observation, the climate in the QLDC area has not changed - not in the 50+ years I have lived/been part of the community.

QLDC would do better to visit china to asses their ability to influence the chinese in matters of pollution and climate change.

Sensible normal people of the QLDC community believe this is mere PC left wing, green party ideology where council would do better to put effort into matters that truly make our community better.

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

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:

As a businesses located throughout NZ including the QLDC, I OPPOSE the introduction of a levy on short term accommodation providers.

Among viable alternatives I 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.

As the numbties making decisions for QLDC and their obviously corrupt and back handed preference for favouring non-registered accommodation revenue gathering activity (airbnb type), mean their decision are likely to be driven by their own ideology.

No sensible business model makes a levy on short term accommodation providers legitimate and as a business we will do everything within our legal opportunity to mask our activity should this become a rate requirement.

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:

FALLOON Gini

Mount Barker Residents Association Inc

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 see attached document

Please tell us more about your response:

Please tell us more about your response:

Please see attached document

Please tell us more about your response:

Please tell us more about your response:

Please see attached document

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 of the Committee of the Mount Barker Residents Association Inc. (MBRA) on behalf of its members.

QLDC 2021-2031 Ten Year Plan

Summary

1. Given all that has passed in the last 2 to 3 years it is very surprising that there appears to be **No Reset** in forecasts regarding growth in: visitor numbers, new residents and airport traffic – this institutional blindness towards the wider community’s wishes is staggering.
2. Whilst **carbon neutrality** is liberally and laudably expressed throughout the narrative it is difficult to find supporting budget line items that will go any meaningful way to minimise or mitigate emissions – this is a fundamental shortcoming of the plan.
3. There appears to be a **significant imbalance** of planned investments between the Wakatipu and Upper Clutha basins – this requires detailed analysis and explanation.
4. More residents, an unchanged tourism model, more flights and more emissions imply - despite higher rates - continued underperformance of infrastructure that will lead, more importantly, to a **lower quality of life** for our members and all current residents of the region.
5. The MBRA strongly feels that the QLDC is acting without **social licence**. In other words, that to carry out its business legitimately it needs the community’s confidence that the council behaves with transparency, accountability and in a socially and environmentally responsible manner.

Commentary

1. It would appear to us that some combination of the Covid 19 saga, the visceral reaction to the unrelenting campaign QLDC/QAC has waged with regard to their Wanaka Airport plans, and the growing awareness the young people of the world have bought to bear on the climate emergency, has stimulated an overwhelmingly clear and mutually supportive response that this community has no desire whatsoever to return to the unsustainable growth model of pre-Covid. Whilst this Ten Year plan discusses “sustainable tourism” in numerous places it neither defines what that means nor, most critically, adjusts the forecast visitor numbers. In other words, for the QLDC it is “tourism business as usual”. That is contrary to the work of the Parliamentary Commissioner for the Environment, and the Minister of Tourism who has established a Tourism Futures Taskforce charged with advising government on how the new tourism model “enriches Aotearoa **and the wellbeing** of New Zealanders”. QLDC needs a **sustainable tourism plan** which gains social licence and which addresses in detail many of the objectives expressed. The Ten Year Plan seems to give a low priority to addressing sustainability, climate change, the reversing of environmental degradation and above all our residents’ wellbeing.
2. “Taking Climate Action” – Page 39 of the QLDC Ten Year Plan offers some helpful discussion on intent, on the deferral of some emissions-reducing initiatives, and discusses QLDC’s own emissions. However, it offers little else: no detail of Upper Clutha investments; no commitment to measure & monitor emissions; no plan to restrict or limit development, visitor numbers or transport movement (inc. jet

aircraft). The council has declared a climate emergency, yet it appears to us that in its plans and actions it seems that little has changed: more concrete poured; more roads built; higher transport flows supporting more visitors and residents (the former forecast to outnumber the latter by 2:1 by 2031). This lack of definitive plans and actions gives some credibility to the accusation that this region is paying only lip service to its self-declared emergency.

3. We accept that it is unreasonable to expect this region-wide budgeting process, in any single time period, to always be equitable across subregions or on a per head basis. However, we are left astonished by some of the differentials between subregions presented in this plan.

Take **Community Services and Facilities** capital works (pg 65-72), as an example:

Total 10yr Budget	\$268m
Wakatipu	\$204m (77%)
Upper Clutha	\$64m (23%)
<i>(inc. District Wide)</i>	<i>\$6.4m (2.4%)</i>

Wakatipu's spend includes:

A Performing Arts Centre	\$51m (19%)
New Lake Hayes Pavilion	\$4.8m (1.8%)
New Ladies Mile Hall (3kms away)	\$4.5m (1.7%)
New Southern Corridor Hall	\$6.6m (2.5%)
Lakeview Plaza	\$4.6m (1.7%)
Open Spaces Plaza	\$6.4m (2.4%)
Q. Events Centre (various)	\$45m (17%)
+ New Courts to Stadium	\$16m (6%)

Vs Total Spend – Makarora	\$0.021m
Hawea	\$0.253m
Luggate	\$0.427m

Or **Transport** capital works (pg 119-123):

Total 10yr Budget	\$500m
Wakatipu	\$389m (78%)
Crown Range	\$11m (2.2%)
Upper Clutha	\$99m (20%)

Wakatipu's spend includes:

Arterial routing	\$79m (16%)
Street Improvements	\$46m (9.2%)
A parking building	\$32m (6.4%)
A public transport i/change	\$25m (5.0%)
Lakeview - various	\$20m (4.0%)

vs Wanaka's highlight being:

Cycle Network (finally but 2025+)	\$18m (3.6%)
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We choose to make three points on this:

- a) These are the numbers, not the narrative with its well-intentioned claims. This is not the budget of an impoverished council. It is obvious to any rational observer that there are sufficient funds accessible to be able to prioritise projects across the objectives, it is equally obvious that the prioritisation contained in this draft is biased. Where is the spend on items such as: climate change, the diversification of the regional economy, the development of sustainable business practices, or the expansion of social housing? Where is the “wellness” budget for the existing residents? The **Economy** capital works budget (pg137) is just \$3m, of which \$1.9m is allocated to the already generously funded, and unsurprisingly Queenstown located, Lakeview Development.
- b) There seem to exist irregularities in terms of some meaningful line items appearing in the various sub-budgets. A case in point being the Ballantyne Rd Recreation Centre (pg71) – the first budgeted spend on the playing fields project is \$5.6m to be spent in the first 3 years on “wastewater site preparation”. We understand that this work is largely the remediation of that land and the removal of residuals associated with its prior utility as a wastewater site. If this is the case then surely, this budget item should come out of the Wastewater capital works budget and not the Community Services budget. As currently presented, we believe this amount exaggerates the Community budget in the Upper Clutha and deprives that community of funds which could otherwise be used in the community such as supporting the Wanaka Recreation Centre – which seems to have no funding for 10 years for indoor activities or further development.
- c) This council, as currently led, has a meaningful credibility crisis on its hands as bluntly exhibited in the first three lines of the table on Page 154 of Volume One of the QLDC Ten Year Plan. Only 37% of the electorate is “satisfied” with council performance, less than half the KPI target of 80%. It would seem improbable that the Upper Clutha community’s satisfaction levels would exceed the dismal 37% overall. This Ten Year Plan and its subregional bias cannot, without meaningful and honest explanation, do anything but cause further deterioration in confidence.

In conclusion, we are disappointed that this draft Ten Year Plan has not taken the opportunity circumstances present to reset expectations and develop a model fresh for the Post Covid world. We need a model based on sustainability, on climate change action and most importantly on meeting the needs and the wellbeing of the current residents of this extraordinary place. We are the residents who pay the rates and the council salaries, the residents who choose to raise their families or retire here, the residents who vote in elections.

One of the critical needs of the current residents of the Upper Clutha is the maintenance, if not advancement, of their quality of life. Yet we know from the council’s own annual Quality of Life surveys that the majority of residents are increasingly frustrated by the relentless pursuit of growth and the impact that has on their lives. QLDC works for us, the people. It does not work for: out of region investors, property developers, the tourism industry or the Chamber of Commerce. All of them are welcome, as long as their plans do not degrade the quality of life of the residents of our community.

We recommend meaningful amendments to the draft Ten Year Plan which:

1. Accommodate reset forecasts for a tourism plan and resident growth numbers which are realistic and sustainable.
2. Show budgetary commitment to the climate emergency declaration.
3. Reassess priorities across the sub regions and either moderate or present supporting arguments for the glaring imbalances outlined above.

A redraft of this plan gives this current administration an opportunity to restore some confidence in its governance and management. The community needs reassurance that it is being listened to and that its council is acting in the current residents' best interests, here is an opportunity to do that.

FARMER Bruce

Sustainable Glenorchy

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:

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 2021-2031 Ten Year Plan

19 April 2021

Sustainable Glenorchy (SG) was established in 2016 by a group of Glenorchy residents, who were concerned about the consequences of some of Queenstown Lakes District Council's (QLDC) proposals for Glenorchy.

The aim of SG is to ensure that local and central government decisions that affect the people and the environment of Glenorchy are made with meaningful public involvement and discussion. These decisions should be consistent with the principles of sustainable management (according to the Resource Management Act) and the Glenorchy – Head of the Lake 2001 Community Plan plus Glenorchy Visioning Community Report 2016 (Glenorchy Community Plan).

We are not utilising the online submission form at LETSTALK.QLDC.GOV.NZ as we believe the options provided are limiting and we are unable to satisfactorily provide a meaningful response to the 'consultation document' through this process. The options do not tell us what the cost of each option is in terms of cost, amenity, wellbeing etc, which is not helpful in assessing each option.

We are concerned that this Ten-Year Plan (TYP) is a continuation of old assumptions and 'business as usual' despite the district, New Zealand and the world having been tipped upside down by a major global pandemic. It is definitely time to ditch some projects that do not fit with the new world and to think creatively, particularly in the way we work towards zero carbon emissions in the future. Emission reduction should be a key driver in all Council decision making.

We support:

- 1. An increase in public transport services and active travel**
The increase should be across the district including townships and rural areas.
- 2. Living wage**
QLDC should pay the equivalent of the living wage.
- 3. District wide rating on water supply**
We support district wide rating on water supply.

We do not support:

- 1. The construction of a car parking building**
This is completely nonsensical and does not fit with the vision Zero Carbon Communities. If you construct a parking building people will continue to drive their cars and not seek alternative means of travel. Funding for new infrastructure focussed on cars, such as a car parking building, should be deprioritised.
- 2. The Queenstown Arterial project**

We note contracts are already in place for the first stage of this project. However, we believe the later stages should be ditched. This is highlighted as a possibility if the external funding is either not available or significantly reduced. The TYP suggests the consequences of this would be continued congestion, however with public transport and active travel as prioritised investments then congestion should diminish.

3. The new Performing Arts Centre

If Council abandons the later stages of the Arterial Project then the Memorial Hall (recently upgraded) will not need to be decommissioned and therefore the new Performing Arts Centre would not be required.

4. Project Connect

New Council offices are unnecessary in this post Covid world. We believe most staff members will be working from home for much of the time. This should mean that Council can continue to work from their current building. The way we work is changing radically. Council needs to adapt to this new environment.

5. Lakeview Precinct

Council should withdraw from the agreement with the developer and investment company for the development of the Lakeview land. There is nothing positive about this project, it will cost an outrageous amount of money over 10 years, provide unwanted competition with local retail, hospitality and accommodation businesses in the CBD; and reduce the viability of the CBD which is already seriously struggling. This land would be better served to provide affordable accommodation for workers.

6. Waste management reprioritisation

We do not agree with the decision to reprioritise the provision of better management of construction waste and organic waste. The QLDC website states "Construction and demolition waste accounts for approximately 30% of the material sent to Victoria Flats landfill via the Queenstown Lakes District transfer stations." Surely this statement warrants the inclusion of the management of construction and organic waste in the TYP.

7. District-wide rating on wastewater

We do not currently support district-wide rating on wastewater as we do not believe the previously notified hybrid-gravity scheme is appropriate for Glenorchy. Also, the previously notified \$18.2 million to fund this scheme is insufficient.

Sustainable Glenorchy has developed an approach to reduce nitrogen, improve the environment and makes use of the existing infrastructure in Glenorchy. Further this approach fairly distributes the cost to users based upon their use and the capital they invest to improve their discharge at source. It factors in the impact on the Glenorchy environment and resilience in times of flooding, major earthquakes, liquefaction etc. Due to projected changes in the geomorphology of the Dart and Rees rivers the prospect of regular flooding of low-lying parts of Glenorchy is very real and likely to occur within the next 5-10 years (*Professor James Brasington, Waterways Centre for Freshwater Management. Fluvial Hazards at the top of the lake. Living with rivers on the Edge. April 2021*).

The future management of human waste needs to address the issues mentioned above as well as using innovative approaches suitable for future generations. We believe Glenorchy is an ideal area for new approaches to be taken with minimal risk and most cost-effective and equitably distributed among ratepayers.

We request funding be allocated specifically for:

1. A Comprehensive Parking Strategy

Budget needs to be set aside for the development and implementation of a Comprehensive Parking Strategy across the district.

2. Public transport services to and from Glenorchy and active travel networks in Glenorchy.

Currently the only option to get to and from Glenorchy is self-drive or an activity-based shuttle for tourists e.g. Dart River Jet Safaris, High Country Horses, Ziptrek. Public transport services could include a regular bus/ferry service or perhaps utilise existing shuttle services.

Glenorchy has no active travel networks. Networks should be included in the TYP from Rees Valley to Glenorchy and from the Bucklerburn to Glenorchy. This would enable children to cycle/walk to school safely and workers to cycle/walk to the township safely reducing the number of cars in and around the school and town.

3. A Glenorchy masterplan

The development of a Glenorchy town masterplan would be very helpful to address many of the issues Glenorchy is facing and will face in the future as it manages growth. Currently Glenorchy is very car focussed putting pressure on the town centre and a masterplan could help us plan for a future that incorporates public transport services, active travel networks, and alternative methods of travelling to Glenorchy e.g. a ferry service.

4. Action on climate change

We would like to see more commitment to managing the impact of climate change on the Glenorchy region. This should not be limited simply to a reduction of emissions but should include the formulation of positive adaptation strategies. A rise in the levels of the Rees and Dart rivers, with impacts as described above, is a possible consequence of changing patterns of rainfall in the catchment area of these rivers. This would be a direct result of a warmer and wetter climate as is predicted to occur over the next decade in this region

<https://niwa.co.nz/our-science/climate/information-and-resources/clivar/scenarios#regional>

We would like to speak to this submission.

Bruce Farmer

Chair, Sustainable Glenorchy

Committee: Bruce Farmer (Chair), Trish Fraser (Secretary), Dr Fiona McQueen (Treasurer), Dr Paul Chapman, Mike Spencer, Jan Hendren, Jessie Bouchier.

Email: [REDACTED]

Mobile: [REDACTED]

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 may concern,

As a local hotel owner and operator in Queenstown we wish to make a submission on the Queenstown & Lakes District's 10-year plan.

We understand that the 10-year plan contemplates what we understand will be a 5% bed tax on all commercial accommodation providers, starting in 2024/25. Swiss-Belhotel International through our subsidiaries Coronet Peak Properties Limited and Coronet Peak Trading Limited firmly oppose a bed tax being introduced while our sector is trying to recover from the worst trading conditions in living memory. We have never had such a financially challenging period in our business history and we believe that a bed tax will be the final nail in the coffin of accommodation businesses such as ours.

It is no longer the "boom times" of 2019 and it is almost beyond belief that a bed tax is being worked on while we all fight for survival and recovery. We support a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Bed taxes at the bottom of the cycle are not the right solution.

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 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:

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

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 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:

Q. Responding to Climate Change

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

Here's some suggested text to cut and paste:

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largest emitting sector. QLDC's own Climate Action Plan states a key outcome is for the district to

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progressive leaders" and "agents of change" with "public transport, walking and cycling [being]

everyone's first travel choice."

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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.

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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:

Here's some suggested text to cut and paste:

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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.

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- The Schools to Pool protected cycleway to be designed and built as a priority

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2022, not 2026

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- 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

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'd also like to see Vet Corner and Golf Course Rd/Ballantyne Rd corner fixed in Wanaka. They are dangerous

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:

FERNANDO Romesh

Bella Vista 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:

114 members of the Lakes District Accommodation Sector group, with businesses located throughout the entire 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. 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:

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:

FIELD Brian

B D Field Family Trust

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:

Please tell us more about your response:

Please tell us more about your response:

Dear Queenstown Lakes District Council.

The B D Field Family Trust, owner of [REDACTED], fully supports the submissions that the below property owners have made with regard to : The New Targeted Rate on Queenstown Centre Properties.

These submissions have been made by the following property owners:

Mr Stewart and Mrs Pam Mclean of [REDACTED]

Mr Brian and Mrs Christine Fitzpatrick of [REDACTED]

The B D Field Family Trust fully supports the submissions that the above property owners have made with regard to :The New Targeted Rate on Queenstown Town Centre Properties.

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:

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:

As Manager of 142 individually owned accommodation units, I support OPTION TWO because:

- Our roading congestion is filled with vehicles associated with construction & suburban growth, these being unlikely to transition to using Public Transport
- Our roads remain poorly designed with multiple choke points at peak times
- The proposed funding for OPTION ONE is inequitable & unfairly places burden on properties located in the CBD
- The Active Travel Network is future-thinking, modern, and aspirational - without a substantial burden on rates.

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

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

[Please tell us more about your response:](#)

As Manager of 142 individually owned accommodation units, I support OPTION TWO. The very idea that the CBD should wear the cost burden of pedestrianisation of the central area is unfair and a sure way to stymie the success and vibrancy of this vital part of Queenstown's heart.

Whilst there may be ratepayers that no longer visit the central area as often as they might have previously (with the growth of Frankton for example), the CBD remains as important as ever for the visitor economy in our district from which the wider region benefits.

Post COVID recovery must be a key consideration by QLDC, especially for the hardest hit areas of our town that include businesses in the CBD. An unfairly targeted rate would result in ever increasing rent costs for retailers and restaurateurs, and risk unsightly vacancies.

Accommodation providers would need to pass such dramatically increased rates on to their customers through nightly pricing - hardly assisting the long-heard complaint that Queenstown is an expensive place to visit.

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:

OBJECTION TO PROPOSED BED TAX / VISITOR LEVY COLLECTION & METHODOLOGY

As Manager of 142 individually owned accommodation units, operating as 'Hotel St Moritz', I object to the proposed visitor levy on short term accommodation. We are in favour of a broad-base visitor levy, however.

Whilst I would expect further consultation on this topic, it would appear that scant regard has been paid to the following:

- Impact of competitiveness of our district v other regions (we are already considered expensive by many visitors & a visitor levy will only serve to worsen this). We are likely to lose market share to other regions in the very lucrative Meetings & Incentives sector through added cost.
- Risk of revenues to QLDC. As seen through COVID, the reliance on funding through visitors comes with risk. Had a visitor levy already been in place, funding would have literally dried up.
- Inequity & cost to accommodation providers - the burden of collection of this levy must be considered
- We would strongly urge that any visitor levy is collected across a far wider group of tourism beneficiaries.
- Being located in the CBD, a visitor levy & a proposed CBD transport targeted rate will unfairly burden our business.

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:

FITZPATRICK Brian and 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:

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 2021 -2031 Ten Year Plan

Big Issue 2: Meeting the Transport needs of our communities.

We agree that expenditure on transportation infrastructure is a major issue. We were pleased to see options provided and as between the options provided on page 23 of the consultation document our preference would be for Option 2. However, we do not accept that the two options presented adequately cover the choices that council needs to consider.

It is clear that the consultation Council undertook on the Ten-Year Plan (TYP) and the Spatial Plan showed that, in relation to transport, the community wants Council to focus on Public Transport and Active Travel and reduced carbon transport options. The same theme is apparent in the draft Spatial Plan. Yet \$32m of the proposed TYP transport expenditure is shown as being spent on a new Council-owned car park building on Boundary Street. Such a proposal is totally at odds with prioritising public transport and active travel. Creating more car parks encourages use of private motor vehicles and reduces the chance that public transport will become a sustainable, first-choice option for residents and visitors.

It is our submission that the \$32m allocated for a new Boundary Street parking building should be allocated instead to Active Travel (where spending has been given a lesser priority and/or deferred) and/or to public transport infrastructure.

Likewise, we submit that no capital expenditure on the "Stage 2 Arterial project" (currently expenditure of \$34.7m is proposed in the TYP) should be incurred in the ten-year period – especially when there is a shortfall in funding available for Active Travel. Little to no growth is anticipated in Glenorchy, Fernhill or Sunshine Bay in the ten-year period and the existing road network is adequate to cater for traffic to those areas. If new roading is required to access the Lake View development area then, in our submission, it should be identified as such and appropriately funded from that development. A new road to the Lakeview development should not be given a greater priority, or an earlier construction timeframe, than the active travel routes or public transport infrastructure.

Big Issue 3: The New Targeted Rate on Queenstown Town Centre Properties

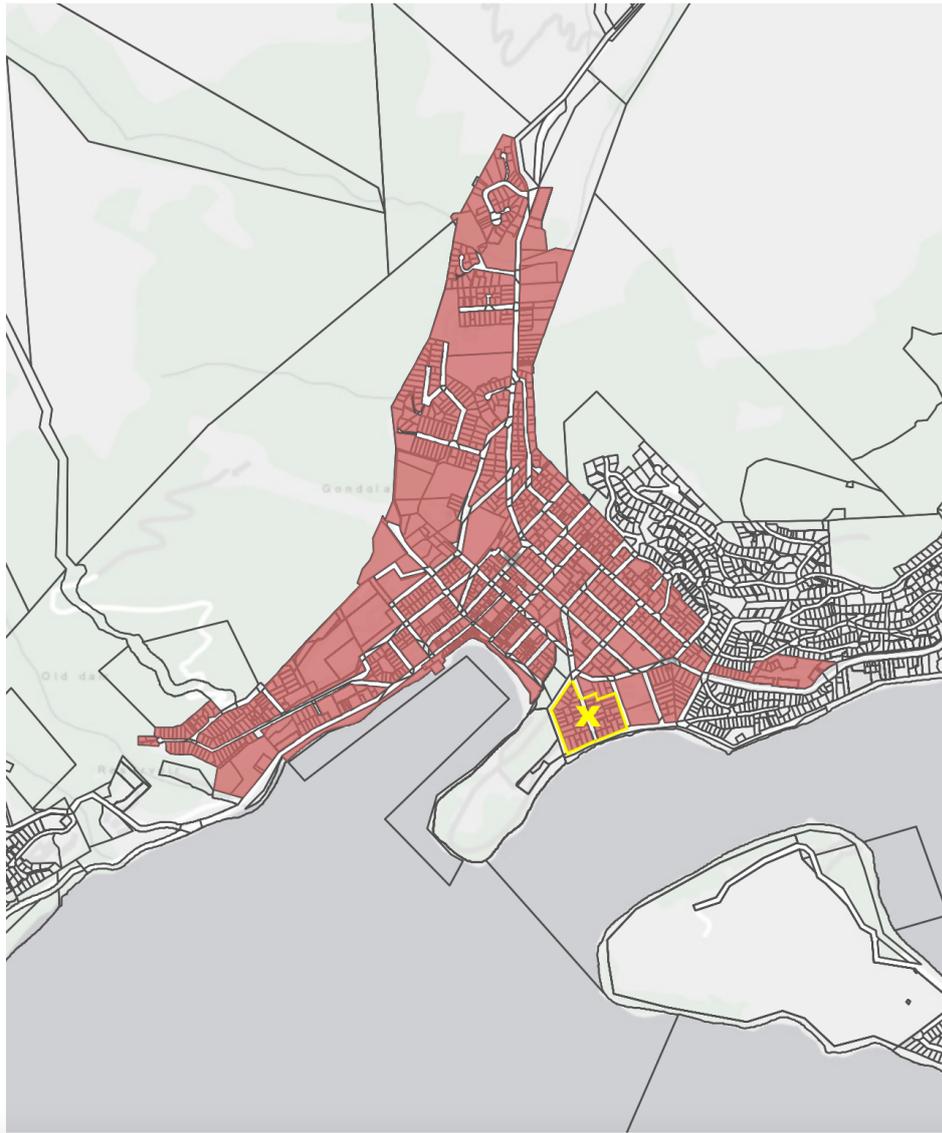
We support the concept of targeted rates and the proposal for a new targeted rate on the properties that benefit from the proposed works in the town centre. However, in our submission the proposal incorrectly includes a residential area in Park St that is outside of the Queenstown Bay catchment and is unlike the rest of the targeted area.

The area that we submit should be excluded is shown outlined in yellow and marked "x" on the attached image. It amounts to only 2.6% of the rating area proposed in the consultation document. With the exception of Happiness House, area "x" is exclusively residential. It is predominantly occupied by single dwellings, with the balance being townhouses and residential units on smaller lots. Unlike the Town Centre and the High-Density Residential areas that surround the town centre, the zoning of the Park Street area is Medium Density Residential (MDR). The medium density zoning on the area at the west end of Park St means that this area is not able to be developed for commercial uses that would benefit

from the town centre works that the targeted rates would fund. We note that the sites on the corner of Frankton Road, Brisbane St and Hobart St now have a Visitor Accommodation Subzone and we have not suggested excluding those lots from the targeted rating area. Likewise, the area further east on Park St, that is bounded by Hobart St, Frankton Road and Suburb St, has been given a High-Density zone and we are not suggesting that it should be excluded from the targeted rate area. We just seek exclusion of the Park St MDR area.

PROPOSED AREA FOR TARGETED CBD RATE

Proposed area highlighted in red



The MDR zoning of the Park St area has only been adopted in the last couple of years as part of the District Plan Review, so it could not be suggested that the zoning is an historical anomaly. Indeed, over recent years, Council and its planners have identified the areas where the town centre will expand (Lake View and Gorge Road) and these areas have been given zones to allow that expansion (the Lake View Special Zone and a Business Mixed Use Zone). There has never been a suggestion that the town centre should expand beyond the Queenstown Gardens and into Park Street and the zoning does not allow it.

In our submission it would be unfair, inequitable and counter to legislative rating principles to include the area at the Queenstown Gardens end of Park St, (bounded by Frankton Road and including Brisbane Street and properties on the west side of Hobart St), within the Town Centre targeted Rate area. If Council was to include this area within the targeted area, then we would strongly oppose the establishment of the proposed targeted rate.



Other Matters

Queenstown One Office

We submit that the decision to spend \$56m on an office building for Council staff needs to be temporarily stalled or deferred for a number of reasons.

Firstly, the new Spatial Plan indicates that all large projects should go through a Travel Demand Management Process. It is, in our submission, imperative that Council leads by example on its own projects and undertakes a Travel Demand Management exercise for its office facilities. Indeed, Council is such a major employer in Queenstown that there is unlikely to be any other office building project in the Queenstown Lakes district that is a more obvious contender for a TDM process. Neither is it likely that there will be another single project where the siting decision will have a bigger impact on traffic, parking and

commuter movements in this district (though this would be established by the TDM process).

Secondly Council's admin office proposal has not previously been consulted on by this Council. The proposal for a single, large, Council-owned office building originated with the van Uden/Feeley Council. The proposal has not been consulted on by the current Council or its predecessor. In fact, the last Council even refused to allow consultation on the office proposal to be included within the consultation on the Town Centre Master Plan. It restricted consultation to what facilities the community thought might be suitably included alongside the Council's office "heart".

The decision on the Council's office project was accordingly made before traffic congestion in the town centre and on Frankton road were considered to be major issues; or before their true extent was fully understood. It was also made in the period before Shotover Country and Hanleys Farm became major residential areas and before there was any consideration of major new development on the north side of Ladies Mile. In addition, the decision was made before the Spatial Plan had been prepared and before the future growth patterns for Queenstown were set.

Thirdly, the community and the Council need a chance to consider what is the right office / council chambers solution in the post-Covid 19 era. Covid demonstrated that staff were able to work and meet surprisingly effectively from a number of separate locations (including from home). Other major NZ employers have found that their work practices have now permanently changed and their post-Covid office space requirements are considerably different (invariably considerably reduced). Perhaps there is a scenario under which Council makes provision for new, high-quality Council Chambers within its town centre Performing Arts facility and locates its staff in locations where it is more efficient for them to work and where they are closer to the communities they serve. Such options need to be considered and consulted on with the community.

Fourthly, the TYP notes the possibility / likelihood that the management of three waters may be surrendered by Council and taken over by a central government organisation. Such a change would see a reorganisation of Council staff and it is very likely that any locally based staff, associated with the new three waters organisation, would include an operational component and would want to be centrally based (in the Frankton or perhaps even Cromwell area) – not sitting in an office in the Queenstown Town Centre. It is submitted that it would not be a wise use of ratepayer money to pre-empt the decision on three waters management and proceed with construction of an office building designed to meet current staff functions.

Fifthly, there is apparently a mood at some levels within Council to spend ratepayer money on a new parking building in the town centre (\$32m in the 2023-25 period). We realise that some Council staff use public transport and take active travel options for some of their trips to their existing offices, but it is nonetheless inevitable that there would be less demand on existing town centre parking if the Council was to locate its offices outside the town centre. We have submitted above that constructing more car parks in the town centre is at odds with the community's expressed wish to prioritise public transport and active travel. It may

also be even less necessary if the Council was to consider other options and locations for housing its large number of office staff.

In summary, our submission on this item is that \$56m is a considerable item of expenditure – especially when there are competing priorities (such as Active Travel and Public Transport) that are being sacrificed or proposed to be deferred to beyond the ten-year period. Getting the siting of the proposed new Council office building wrong could compound existing traffic congestion and parking issues, whereas appropriate siting of this facility could help to alleviate them. Accordingly, we submit that the decision to proceed with construction of office accommodation should be deferred until:

- the proposal has been considered in the context of the Spatial Plan (including first giving effect to Priority Initiative 7 of the Spatial Plan – “*Complete and implement a mode shift plan for Queenstown including travel demand management measures*”);
- the Council’s accommodation requirements are reassessed in the context of the post-Covid environment and the decision on how three waters management will be undertaken;
- The Network Operating Framework and Plan that is being undertaken by Council (p51 Vol 2 TYP) has been completed;
- a Travel Demand Management assessment for the office building has been undertaken; and
- the community has been consulted on the outcome of that work.

We would welcome the opportunity to appear to discuss this submission, please.

Brian and Chris Fitzpatrick



FITZPATRICK Brian

Remarkables Park 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:

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 by Remarkables Park Limited (RPL) on the on the 2021-2031 Ten Year Plan (TYP)

RPL thanks the Council for the opportunity to comment on the TYP.

1. Overview of RPL's Submission

RPL accepts that the coming decade will be one in which significant capital expenditure is required. It is therefore very fortunate that, at the start of this ten-year period, Council has available to it the draft Spatial Plan to guide future growth, highlight the values that are important to the community and help to achieve well planned and managed urban growth. The TYP acknowledges, and includes quotes from, the Spatial Plan but, in RPL's submission, there could be much better alignment between the two documents. The Spatial Plan highlights a couple of pieces of work that need to be undertaken and RPL submits that, if two proposed plans were completed with urgency, they could be used to better guide expenditure on infrastructure (particularly transport infrastructure) over the coming decade and help Council (and the community) to establish the right priorities for infrastructure investment.

RPL further submits that Council should defer any additional expenditure on the Boundary Street Parking Building, the Stage 2 Arterial and the Queenstown One Office proposal until the Network Operating Plan (currently being developed by Council) and the mode shift plan for Queenstown have been completed. In addition, RPL seeks confirmation that a particular stormwater project has been scheduled and that the need for a bus shelter at Wakatipu High School has been identified.

2. Transport Infrastructure

The TYP Consultation Document requests submitters to ascribe priorities to a couple of important transport projects. However, this exercise would be greatly facilitated if Council first undertook a piece of work that is listed as a priority initiative in the Spatial Plan. Strategy 7 of the Spatial Plan is to: *"Prioritise investment in public transport and active mode networks"* and Priority Initiative 7 is to: *"Complete and implement a mode shift plan for Queenstown including travel demand management measures"*.

QLDC appears to have a related piece of work in hand. The TYP (P51 Vol 2) states; *"We are developing a Network Operating Framework and Plan which is part of the strategic planning layer sitting alongside master plans and the Spatial Plan. It will allow us to plan long-term development and land use, and plan and react to events. It will align with the Waka Kotahi's One Network Framework and work in tandem with an improved transport model."*

RPL submits that these two plans should be given the greatest priority and any funding required for them should allocated to be spent in the first year of the TYP. In addition, expenditure on transport projects beyond the first two years of the TYP should be tagged that the projects are subject to the outcome of these two plans. This would allow work on a couple of imminent projects, such as the Queenstown Street Upgrades and the Stage 1

Arterial Project, to continue while enabling other transport and related projects to be properly assessed and prioritised.

RPL anticipates that it should be a relatively simple process to complete the Mode Shift Plan and the Network Operating Plan because it is apparent that, through consultation on both the TYP and the Spatial Plan, the community has already given Council very clear direction on transport issues:

- *“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 our people”.*
- *“You also told us during the pre-engagement process that transport was one of the key issues in achieving the vision principle of Zero Carbon Communities”.*
- *“Public transport, walking and cycling are everyone’s first travel choice”.*
- *“In particular, you wanted to see more commitment to support walking, e-scooters, cycling etc, greater access to public transport, and a move to prioritising electric vehicles”.*
- *“The common themes were roading capacity and public transport capacity, active travel, climate change and managing growth effectively”.*
- *“Promote a car free destination”.*
- *“Complete the Wakatipu and Upper Clutha Active Travel Networks”.*
- *“Prioritise investment in public transport and active mode networks”*
- *“Programmes and activities are delivered according to sustainable development principles and work towards zero emissions”.*
- *“Climate change and resilience Planning for the effects of climate change and working towards emissions reduction was a key theme throughout all of the workshops. This needs to be a central element of the Spatial Plan”.*

Given these clear directions from the community, RPL is concerned to see that Council still has the construction of a parking building listed among its transport infrastructure projects in the TYP. Providing more parking will encourage more people to use private motor vehicles to visit the Queenstown Town centre. This is completely inconsistent with the Spatial Plan aims and strategies; to reduce private vehicle use and encourage more people to use public transport and active travel modes, including to visit the Queenstown Town Centre. RPL requests councillors to please carefully consider the following statement from the Spatial Plan (page 40): *“Traditional transport strategies and response to growth will no longer work in the Queenstown Lakes environment, and substantial change in behaviour that embraces public transport, walking and cycling is needed”.*

It is also instructive to compare the Boundary Street parking building project with a recent decision by Auckland Council to offer for sale a 1,900-space, central-city, parking building that Auckland Council currently owns and operates. Auckland Council fully anticipates that its parking building will be replaced by a new commercial building and there will be a loss of public parking. However, that Council’s approach is that it will talk to potential developers to see whether there are other ideas for how the site can be used to also incorporate facilities (eg a bus station) that will encourage people to visit the city using transport options other than private motor vehicles. QLDC’s proposals seem to be overly concerned with replacing lost on-street parking, Auckland Council seems to be able to recognise that a

reduction in parking spaces, accompanied by new measures, may in fact be used to help achieve a mode shift.

RPL has previously made submissions opposing earlier QLDC proposals to construct car parking buildings. RPL still considers that Council should leave participation in risky ventures such as these to the private sector. Private operators already own two large car parking buildings in Queenstown and Council should not be competing with them.

There are, however, even stronger reasons for submitting against the current proposal. The expenditure on the parking building proposed for Boundary Street seems to have risen markedly. Expenditure is shown to be \$31,871,401 spent between 2023 and 2025, though at P243 of the TYP a figure of \$33,435,108 is used for the total capital expenditure on this project.

The plans show that the proposed building would accommodate 264 cars. However the site is already designated as a car park and currently provides 133 uncovered vehicle spaces during day time hours. 36 of the uncovered spaces will remain following construction, so the proposed building would provide only 167 additional spaces. This means that Council is proposing to spend \$200,210 for each additional space that would be created. This construction cost does not take into account the value of the 3,000m² portion of the site that would be occupied by the proposed building. Conservatively the land value would add another \$12,000 per space (if apportioned over the full 264 spaces). As a ratepayer, RPL needs to ask how does Council hope to cover repairs, maintenance, operating and depreciation costs, service the debt and provide a return on an investment of over \$212,000 per car park? As a company that is involved in the car parking business in Queenstown (at times providing more parking than any other operator in Queenstown), we know that it is not possible. (RPL is also proposing reduced parking provision at Remarkables Park and alternative public travel modes that will reduce the demand for parking at Remarkables Park.)

There are also other issues particular to this project to consider. There appears to be no risk analysis as to the parking charges required to make the project viable or what happens if those charges cannot be sustained. The building has not been designed to allow it to be repurposed in future if it does not prove to be viable or required as a carpark. After 7.00pm each day, the part of the Boundary Street car park that would be occupied by the proposed building is currently reserved as a bus parking area (generally used by coaches serving accommodation premises) and an overnight campervan carpark. These vehicles would not fit in the proposed building and could no longer be accommodated on the site. We have found no discussion of whether over-night coach parking has been considered, the value of this service to the visitor accommodation sector or where it might be relocated.

In terms of understanding the original rationale for wanting more parking, the consent documentation for the Boundary Street building notes that the parking building had its genesis in the Town Centre Masterplan. However, that plan was prepared in isolation - without considering traffic effects on Frankton Road or elsewhere. There have been significant advancements in Council and community thinking on transport matters since the Town Centre Masterplan was prepared. The subsequent SH6/ Frankton Road study showed

that Public Transport and Active Travel options were required and the use of private vehicles had to change. The draft Spatial Plan has reached the same conclusions. In RPL's submission it is time to remove this parking building project from the TYP. In RPL's submission the \$32m allocated to be spent on this project in the period 2023 – 2025 should be allocated to Active Travel and Public Transport. Those projects will help move Queenstown into the future. If the Boundary Street parking building project was to proceed, then, by encouraging increased private vehicle traffic, it will likely be detrimental to the efficient functioning of Frankton Road and the downtown. It is at best based on out of date solutions to perceived problems. The government's 2020 NPS opposes councils requiring more parking and seeks to promote greater use of public transport. The Council should not be undermining the National Policy Statement.

3. Stage 2 Arterial Project

RPL remains unconvinced by the arguments used to support construction of the Stage 2 arterial route. However, as submitted above, completion of the Network Operation Plan and preparation of the Mode Shift Plan should establish whether the proposed expenditure is justified and whether it warrants priority over other transport projects in the ten-year period. In RPL's submission a final commitment to the Stage 2 arterial should be deferred until those plans have been completed.

The Spatial Plan has confirmed that little or no growth is expected to occur in Fernhill, Sunshine Bay or Glenorchy. The current volume of traffic generated by those areas does not warrant a bypass so, without growth, no bypass is likely to be warranted in future – certainly not within the ten years of the current TYP.

One rationale that has been presented for constructing the second stage is that it will be needed to allow cars arriving in the town centre via the Stage 1 arterial to dissipate. However, if the work on mode shift is successful, the proportion of private cars arriving in town will be reduced, more people will arrive by public transport and active travel modes and there will not be a pressing need for a new route for vehicles to leave the town.

A further reason given for the expenditure on the stage 2 arterial is to provide access to the Lakeview development. RPL submits that if such access is required, it should be timed to suit the timing of that development and it should be funded from that development too (on a comparable basis and rationale to the funding of Hawthorne Drive / the Eastern Arterial Route) – not from ratepayers or the wider development community.

RPL notes that there has been little public discussion about the effects of constructing the Stage 2 arterial project. We suspect that this was because the Stage 2 part of the project was fast-tracked together with Stage 1 under the special Covid legislation. As a consequence, no public discussion of the proposal has been permitted in the context of an RMA process. The public has not been permitted to make submissions on the loss of amenity associated with loss of the Memorial Hall, the loss of the squash courts or the loss of the covered seating areas associated with the rugby field. The community may well be as

excited as Council about the Stage 1 Arterial project having attracted central government funding and being able to proceed with limited local funding. But that should not be interpreted as an indication that there is community support for the Stage 2 project, which has far fewer benefits and entails a significant loss of community assets.

Office One Project

RPL submits that further work on the Council's office building proposal (\$56m 2023 - 2027) should be deferred pending the completion of the Network Operation Plan and preparation of the Mode Shift Plan. In addition, a Travel Demand Management Plan should be prepared for this project before the final site is confirmed.

In order to enable proper consultation on this project the community needs to be informed as to the numbers of people commuting daily to Council offices in Queenstown and whether parking demand and traffic congestion would be reduced if Council was to relocate its main offices to a more central geographical location. Mapping where residents now live, makes it obvious that access to the Council's offices, for most of the community, would be improved if the offices were to be located in a more central location. Over time, as more housing is constructed at Ladies Mile and in the Southern Corridor, an even greater proportion of the community would benefit from a Frankton or Remarkables Park location.

RPL further submits that Council's office requirements should be revisited in the light of the Covid experience and only after a decision on the future management of Three Waters has been made. The Covid shut-down experience demonstrated that staff were able to work and meet very satisfactorily from remote locations. Most large organisations have changed their working arrangements post-Covid and most have found that they can now operate more efficiently and with significantly less office space. The question should be asked whether it would suit a greater proportion of QLDC staff to live in Wanaka if they could work from an expanded Wanaka office and whether that might also develop a stronger link between the two centres. The establishment of Taumata Arowai (the new Crown entity charged with regulating water services) and discussion within the TYP indicate the possibility, or perhaps likelihood, that the management of Three Waters will, in future, be undertaken by an entity other than Council. It would, in RPL's submission, be sensible to understand what reductions such changes would make to Council's staffing and office accommodation requirements before proceeding any further with design work.

Similarly Council should take time to consider whether its Council chambers need to be accommodated within the same building as its staff offices. It is possible to envisage Council chambers and a civic space that could be used for functions such as citizenship ceremonies, being accommodated within the design for the Performing Arts Centre (\$57m 2024 – 2027) in the Queenstown Town Centre. A Civic space such as this does not need to be physically linked to the Council staff offices. The fact that Council can hold meetings in Wanaka demonstrates that the two activities do not need to be housed under the same roof.

In this regard, and as a general comment about the TYP process, RPL would point out that there is a real risk that past projects keep getting put back into subsequent TYPs without any obvious fresh analysis being undertaken in the light of changed circumstances. It would

seem that the fact that a previous Council has passed a resolution to support a project is deemed to be sufficient justification for staff to automatically include the project in the next TYP. The Boundary Street parking building, the Stage 2 Arterial project and the Project One office building all seem to be cases in point. Circumstances have changed considerably since these projects were first mooted and it is RPL's submission that the council needs to reassess such projects in the light of the new circumstances and also undertake fresh consultation to see if the community still wants to proceed with them.

This is particularly relevant to the Office One Project, where the Council is relying on a 24 February 2016 resolution from the van Uden council that, "*the Council's preferred location for a future Council office building is the Queenstown CBD*". When the last council consulted on the town centre Masterplan it simply dragged the council office building project into the draft masterplan and made it a central feature ("the heart of the district"). The office location was treated as a *fait accompli*. It was not something that the community were consulted on and Council would only accept comments on what additional facilities might be accommodated alongside it. It is RPL's submission that, with such an expensive project (\$56m), this current council should not just rubber-stamp a 2016 resolution from a previous Council and allow a Queenstown town centre Council office building to be automatically re-included in the TYP. It should instead analyse the project in the light of current circumstances and the Spatial Plan, consult with the community and then make its own decision on this important project.

4. Stormwater Outfalls Remarkables Park

RPL has been working with QLDC staff on a project that involves the construction of stormwater outfalls and stormwater treatment facilities at Remarkables Park. The work is anticipated to be undertaken in the early years of the TYP. However, RPL has noticed that the amount allocated in the TYP for stormwater infrastructure investment at Remarkables Park over the next couple of years does not appear to be sufficient to cover the anticipated costs of the works that have been discussed with QLDC staff. RPL requests that the required expenditure be discussed with Council's staff and adjusted as necessary.

5. Wakatipu High School Bus Stop Shelter

In the context of the expenditure planned in the TYP this is a very minor matter and we were loath to raise it as a submission and disappointed that we have had to do so. RPL has, however, raised this matter before and it would appear that either no funding has been available to deal with the request or Council has not been viewed it as important.

The images below show school pupils waiting to use the Orbus public transport service at the end of a school day - which demonstrates the success of this bus route.

The second image was taken on a wet afternoon and shows the students on that day having to stand in a garden bed to take advantage of the only shelter from the elements – an electrical transformer housing, which provided shelter from the wind but not from the rain.

RPL's submission is that a large bus shelter should be provided in this location.



Remarkables Park Limited
19 April 2021

FITZPATRICK Brian

Remarkables Park Ltd

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

Submission by Remarkables Park Limited (RPL) on the Development Contributions Policy

1. Proposed increases to Development Contribution charges

RPL is concerned by the huge level of the overall increase in the proposed Development Contribution charges that would be applied to developments in the Queenstown Lakes district. Development Contribution charges are based on a residential Dwelling Equivalent (DE). The new QLDC policy proposes a 38.8% increase in the amount that Council would collect on each new Dwelling Equivalent in Queenstown.

The increases from current levels are even more stark when considered individually:

- Community infrastructure 175% increase
- Premier Sportsground new charge \$500/DE
- Reserve Improvements no increase
- Stormwater 89% increase
- Transportation 31% decrease*
- Wastewater 33% increase
- Water Supply 15% increase

* Although there is a proposed decrease in the Transportation levy (and any decrease is to be encouraged) it needs to be pointed out that the new proposed transportation levy of \$3,437 per Dwelling Equivalent is still 48% higher than the transportation levy that applied just three years ago.

These charges are ultimately paid by the purchaser of a new house, apartment or business premises (usually with a mark-up applied by the developer to cover holding costs). RPL submits that Council needs to consider what signal this significant increase sends when central government and QLDC itself are calling out for better affordability and increased supply in the housing market. QLDC needs to think carefully about the charges and whether development contributions are the best, or only, way to fund infrastructure in the current environment.

2. A different approach to recovering the cost of growth-related infrastructure

Traditionally councils have introduced development contributions in response to the argument that the cost of any new infrastructure that a Council may need to construct in order to accommodate growth (ie infrastructure beyond the roads and services that a subdividing developer constructs) should not be a burden on existing ratepayers but should be borne by the new development. There's nothing wrong with that as an argument about treating different groups of ratepayers equitably, but unfortunately most Councils make the assumption that the only way to ensure this is achieved is to collect a contribution in cash from the developer at the outset. However that charge immediately becomes a cost that the developer needs to recover as soon as possible and it automatically increases the initial price of the section, house or apartment he is selling and so makes housing less affordable.

In RPL's submission it would be preferable to apply a targeted rate to new developments that recovers Council's growth related costs from the ratepayers in the targeted area over

the life of the relevant assets. This would ensure that the growth-related costs were not borne by existing ratepayers (the owners of previously developed sites) but would also mean that the costs did not become another immediate barrier to new entrants in the property market. Importantly this could, in addition, serve to stop, or slow, the artificial inflation of existing house prices that the current system causes. (The vendor of a neighbouring property that has not had to pay development contributions can effectively add that amount on to his selling price to match what the market is paying for a new property).

It would be easy to respond that this would be too much of a change from how Council has always operated. One answer to that is that **radical changes** are required right now to deal with **housing affordability** and any proposal that could reduce the entry price of a new home in the Queenstown Lakes district by tens of thousands of dollars is worth investigating. The other response is that the proposed approach is actually no different to the mechanism that QLDC is proposing in its current Ten Year Plan for dealing with large infrastructure investment in the Queenstown town centre. Council has proposed a targeted rate on town centre properties that will help fund \$157m of infrastructure expenditure that primarily benefits the town centre. The analysis in the Ten Year Plan shows that Council is well able to apportion the benefits of each individual aspect of this infrastructure between ratepayers inside and outside the town centre rating area and also spread the recovery over a 30 year period, so that future generations contribute a fair share of the costs.

It might be easier for council to envisage this approach being used for greenfield development if it was considered in the context of the new development currently being undertaken by the Housing Trust at Jopp St in Arrowtown. The Trust is proposing to construct 68 new homes on a 3.6 hectare site that adjoins the southern boundary of Arrowtown. As the developer, the Trust will be faced with paying development contributions of \$1.122m before it can offer occupation of any of the new homes. As part of its development costs, these charges will undoubtedly be passed on by way of a \$16,500 addition to the cost of each home. The initial purchase price for buyers of these homes could instead be reduced by this amount if, rather than requiring the up-front payment of a development contribution for each unit in this 3.6ha block, Council was to charge a targeted rate to these units that would recover the contribution to “growth infrastructure” over a 30 year period (or longer, where appropriate for certain infrastructure). The rates paid by these units over future years would be a little higher than the rates charged for comparable units in other parts of Arrowtown but it would be a fair way of apportioning the costs of growth and would make this housing more affordable than the current QLDC practice.

It only requires a small shift in thinking to realise that the same approach could be applied to SHAs and then all greenfield development throughout the district, with potentially significant benefits for affordability. The system may not be as readily applicable to small brownfields or infill developments, where the area of land may be deemed to be too small for a targeted rate. For situations such as those, Council may want to retain the ability to charge a cash contribution at the time the development is undertaken. RPL would encourage Council to stop viewing development contributions as a means of “getting developers to pay for infrastructure”. It needs to be understood that while the developer

may make the initial payment to Council, a developer will always recover those costs from the section purchaser or the first buyer of a new home. The impact of a development contribution on a residential property still falls on the first home buyer as an additional affordability hurdle on the purchase price. RPL submits that if Council is serious about wanting to address housing affordability it should address the way that it recovers the cost of “growth related infrastructure” from greenfield developments and properly investigate the use of targeted rates on new development areas. It would allow growth-related costs to be apportioned so that they do not fall on existing ratepayers and it would improve housing affordability.

Another benefit of using a targeted rate to recover the cost of growth related infrastructure is that it would introduce greater accuracy and reduce the room for unfairness in how DC charges are applied.

The current system is very sensitive to CAPEX being unintentionally over-estimated, through a conservative approach being taken to the future cost of capital works and/or the number of new dwelling equivalents being underestimated. A couple of theoretical examples may serve to illustrate the issue.

Example #1 CAPEX overestimated

CAPEX	Estimated	Actual
	\$6m	\$5m
Dwelling Equivalents	2,000	2,000
\$/DE	\$3,000 (charged at development)	\$2,500 (should have been charged)

Example #2 Dwelling Equivalents underestimated

CAPEX	Estimated	Actual
	\$6m	\$6m
Dwelling Equivalents	2,000	3,000
\$/DE	\$3,000 (charged at development)	\$2,000 (should have been charged)

Example #3 CAPEX over estimated and DE’s underestimated

CAPEX	Estimated	Actual
	\$6m	\$5m
Dwelling Equivalents	2,000	3,000
\$/DE	\$3,000 (charged at development)	\$1,667 (should have been charged)

Under the current system, where DC’s are collected only once and generally prior to the capital works required for growth (eg construction of a new water reservoir) being undertaken, any errors in CAPEX estimates or DE’s constructed can never be corrected. This can cause unfairness to the developer (who is never given a refund if the amount collected was too high) or to other developers (if the CAPEX was underestimated and a greater sum needs to be collected from future developments). A targeted rate, on the other hand, can be adjusted annually to take into account variations in the actual cost of capital works and/or the actual numbers of sections or DE’s developed.

3. Other Matters

3.1 Stormwater

RPL does not propose to use this submission to go through the infrastructure investment tables line by line and discuss individual items. RPL has however noticed that the amount allocated for stormwater infrastructure investment at Remarkables Park over the next couple of years does not appear to be sufficient to cover the construction of stormwater treatment facilities and stormwater outfalls that have been discussed with QLDC staff and will be required over this time period. RPL requests that the required expenditure be checked with Council's staff and adjusted as necessary.

3.2 Reserve Land Contributions

On the positive side, it was good to see some more detailed thinking going into the rationale for where reserve land contributions will be required by Council and the introduction of maps defining parts of the district as Area A or Area B. RPL supports this change.

3.3 Premier Sportsground Contribution

The proposed new Premier Sportsground reserve land contribution charge of \$500 per DE is listed above. By way of clarification, it is noted that, if the need for such a community facility has been determined by Council and this is considered to be an appropriate way to fund an investment in a premier sportsground, then RPL is not opposed to such a charge being introduced and being collected by way of Development Contributions. RPL, in addition, submits that if a major developer was to provide such a premier sportsground, there should be a mechanism for Council to use money collected for the Premier Sportsground to contribute to such a facility.

3.4 Inequitable Transportation Contributions

RPL continues to register its objection to the anomaly between the way in which Council has determined that the Eastern Arterial Route / Hawthorne Drive is funded and the funding proposed by Council for Queenstown Town Centre road works, including the proposed Stage 2 arterial. For the past five years a targeted transportation development contribution has been charged to landowners whose properties adjoin the Eastern Arterial / Hawthorne Drive at the time their properties are developed. This is notwithstanding that this road is used as a bypass by thousands of vehicles daily. Yet in the case of the Stage 2 Town Centre Arterial, which is clearly intended to serve developments on Man street and Thompson Street, such as the Lakeview development, Council does not propose to charge a targeted Transport Development Contribution to owners of properties on that route. Instead it introduced an increased Transport Development Contribution that is charged to all developments in the Wakatipu basin. This is despite the situation that the proposed Town centre Stage 2 Arterial will never provide a bypass for the same volumes of daily traffic that Hawthorne Drive provides. The current mechanism treats property owners along Hawthorne Drive quite unfairly. There should either be targeted transportation development contributions for properties along both routes or the targeted transportation development contribution on Hawthorne Drive should be discontinued in favour of a flat Wakatipu Basin wide charge.

Remarkables Park Limited

19 April 2021

FLEMING Roger

Nil

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 and absolute conflict between the council in one breath declaring a climate emergency, and in the next preparing the region for more tourists arriving by air on jet aircraft.

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

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

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:

Put quite simply, local councils consist of elected representatives of the community. Presumably people of integrity who can be trusted to implement and oversee the wishes of the majority of residents in the area. And then there's a larger team of paid staff who are tasked to execute the elected members plans. There is nothing hard about this.

This all works fine until some elected members and paid staff of influence bring hidden agendas and conflicts of interest to the table.

So, it begs the question - what right do those in positions of influence have to set the tourism agenda for the region and in doing so ride roughshod over the wishes of the majority of residents.

There is overwhelming evidence that the majority of residents in the Upper Clutha community do not want to return to mass tourism as we had prior to covid. We have witnessed mass tourism wreck Queenstown. When full of tourists, its almost unlivable. In pursuit of "more more and more, this council now wants to wreck Wanaka as well. There is only one logical explanation, greed coupled with the aforementioned conflicts of interest.

My submission is that the QLDC have no mandate for operating Wanaka Airport for anything other than general aviation. Leave Wanaka airport alone. Mayor Boulton is reported as saying that because of the interruptions caused by covid, there is now no plans to bring jet aircraft into Wanaka airport. If he has any integrity he would not only publicly declare that it wont happen, but also lock it in by publishing it in writing in the ten year plan. Anything short of that demonstrates he has other intentions and is speaking with a forked tongue.

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:

Inadequate. Just a bunch of statements and commitments with no real substance. Measuring carbon emissions properly across projects and activity in this region should be instigated.

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:

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:

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 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:

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

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 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:

Q. Responding to Climate Change

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

It's good that the council has declared a climate change emergency and have made baby steps towards useful action (e.g. electric car fleet). However there are several elephants in the room.

1) International tourism with its enormous carbon footprint still seems to be the major source of prosperity envisaged. Growth in most forms is not inherently sustainable but tourism would be worst of all for the climate. I don't see, for example, a declaration that the dual airport plan is off the table, but merely a disingenuous claim that QAC will become carbon neutral. This is just a joke - to separate the enormously damaging tourism activity from the management of the airport(s) is just greenwash. Hey - we can see through this.

2) Active transport, public transport - will have more to say on this below but the planning for these outside of Queenstown/Wakatipu is manifestly inadequate

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:

Yes council needs to do those items ASAP.

But all 3 Waters infrastructure is already inadequate in the Lake Hawea area. That is, already inadequate for the existing population. So why did council permit a large urban expansion outside the agreed urban growth boundary (Lane Hocking development)? This is just one example - as another, "Lake Dippie" receives runoff from the Alpha subdivisions and this murky water drains into the otherwise spring-fed Bullock Creek. This was not anticipated but results from inadequate design of stormwater runoff. We now see (p 18) that council will need to create a new stormwater bypass to deal with the subdivision runoff in this area. Why is the developer not required to build and fund this?

Council need to have the strength to stand up to developers in this district; refuse consent until developers pay for fixing the overuse of facilities/environmental problems that they are creating. This would overcome some of the need to fund it all through rates.

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:

I did a quick count of mentions of Queenstown projects versus those elsewhere.

Queenstown/Wakatipu = 14

Wanaka/Aspiring = 4

Other parts of the district = 0

This doesn't seem very balanced or long term thinking. Considering that active and public transport are key parts of the response to climate change, it's not acceptable that the completion of the Wanaka Primary Cycle Network isn't scheduled till 2026-7 and I formally request that this be brought forward. (I'm aware of current shared paths being built around Wanaka and they are a good thing.) But there is apparently no intention of even planning for public transport in Wanaka & Upper Clutha. What sort of a long-term plan is that?

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:

FRAME Nick

Release NZ

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:

Slow

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

Neither / Neutral

Please tell us more about your response:

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

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 strongly OPPOSE the introduction of a levy on short term accommodation providers. It backward short sighted thinking.

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:

FRANCIS Robyn

Happiness House

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

Submission for Ten Year Plan 2021-2031

Background

Happiness House Trust (HHT) is a community support centre whose mission is to provide and maintain a sustainable, accessible and helpful social and practical resource for the residents of the Whakatipu community.

HHT guiding values are integrity, compassion, diversity, inclusivity, fairness, and responsiveness to the changing needs of our community.

HHT has been operating from leased premises at 4 Park St Queenstown in the CBD for 16 years. It continues to be a thriving, community resource where people can come to chat, enjoy activities, find out information about Queenstown as well as get practical support.

Submission

HHT submission is to request QLDC contribute \$20,000 per annum for the next three years, to assist with ongoing rental of 4 Park Street.

HHT provides a focal point for community needs and issues. We have a diverse range of visitors, representing the many ethnic groups, cultures and local industries which helps us to identify and represent the needs of the community.

We are flexible, responsive and relevant; providing projects, activities and hosting events that address our communities ever evolving changing needs. Much of our support is practical in nature, helping individuals and families with basic needs and sustainability e.g., our free Produce Day, Heating and Firewood Projects, Gardening group etc

COVID19 has hit our local economy hard. We see many unemployed and those on reduced hours, so providing them practical support with their CV's, passing on information about employment opportunities and free clothing for interviews are some of the ways we assist.

Collaborations are important to us as they ensure we deliver more effective services and help us to reach more people. By pooling and sharing resources, our community gets better value, while promoting community connectedness and reinforcing stability in our community.

Our Operating funds are sourced from a variety of community funding organisations like CLT and CTS, WCF, as well as donations from local community groups e.g., Lions, Rotary, businesses, and individuals.

The health, happiness and wellbeing of the Whakatipu community, is our priority. Since our last submission we are now offering free counselling, free mindfulness sessions and ensure those that are unable to meet medical, costs are assisted.

We support the recovery goals of QLDC and are optimistic that working together we will be able to pull through the impacts of COVID as a stronger and more connected community.

Q. Responding to Climate Change

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

QLDC's declaration of a climate emergency does not appear to be reflected in the TYP, and the clearly raised concerns of the community also do not appear to have been taken into account. There is no evidence in the draft TYP of the Climate emergency and the Climate Reference Group work does not appear to have been included or referred to. These matters should be built into any future plans as a core underlying principals and a key consideration for all planning and budgeting. There appears to be an acceptance of unfettered growth for the district, which surely should not be accepted in the context of the declared climate emergency. An accurate way of measuring carbon emissions needs to be adopted so that Council activity and plans can all be assessed against the real impact they are having or will have on the environment and climate.

Growth in both population and tourism per se is not acceptable. While you have asked for feedback on the Council's response to climate change, I could find very little detail in the TYP as to exactly what is the Council's response. How can this be considered effective consultation?

Much of the plan focuses on more motor vehicle transport - not increasing "active transport" with more walkways and cycleways.

Growth at any cost is not acceptable.

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:

QLDC should consider the additional funding being made available by the government for 3 Waters projects.

Funding allocated to move existing water treatment plant in Wanaka should be reallocated to other more important projects as that decision was made based on the proposed expansion of the Wanaka airport services.

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:

Abandon the dual airport strategy - ratepayers do not support it and it flies in the face of the Climate emergency which the Council has declared.

QLDC should require QAC to develop alternative plans for sustainable returns on its operations based on the current constraints of both Queenstown and Wanaka airports.

Tourism will not be returning to pre-COVID levels for a long time, if at all - so the new reality of a severely challenged world climate needs to be taken into account.

Many of the projects outlined in the TYP material delivered to us relate to motor vehicle transport only.

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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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 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 ONE: Rates recovery focused on wider CBD ratepayers

[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 options as presented appear to be a forgone conclusion as the TYP states that the draft budget has been prepared on the basis of Option One. In order to support that we need more detail on the Revenue & Financing Policy - that policy is hopefully fair but without a lot of additional research it is hard to assess based on information provided to us.

The Council should work as hard as it can on keeping compliance costs under control in the current housing crisis. Also if QLDC could be more effective in its consultation and regulatory processes it would not have to deal with the significant costs of regular reviews of its decision making processes.

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

I fully support and endorse the full submissions made on the TYP by Wanaka Stakeholders Group. I have been provided and have read a copy of those submissions.

Given the Council's activity in relation to the dual airports issues - I have unfortunately become deeply sceptical about consultation processes run by the Council. Surveys are completed and the detail of the outcomes are not shared with ratepayers. Submissions do not appear to be considered and one wonders if it is worth the time and effort of responding.

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:

QLDC has not engaged meaningfully with its ratepayers so without a careful review of the amendments which are not outlined in the material provided to us, it is not possible to comment on the draft policy.

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."

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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.

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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

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:

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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:

FRENCH Pamela & John

French Burt Partners

Queenstown/Wakatipu

Q. Responding to Climate Change

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

We applaud QLDC's intention to address climate change issues. The details supplied so far, apart from three water services and transport needs, are too general for useful comment to be made; except we say we would not support the spending of money on reports and activities which are designed only to tick a box or to be merely going through the motions.

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:

Obviously, water services are of vital importance and warrant the Option One priority. Already the infrastructure is overstretched. Failure to remedy this situation (which has been brought about by excessive development) exposes residents and the environment to the risk of likely failures and disasters.

This answer is subject to the points made later in this submission in the 10 year plan comments section.

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:

The recent transport/roading/parking situation in Queenstown and environs (also brought about by excessive development and use) is dire and demands urgent remedial action. Good action has been taken already in this direction with the provision of improved public bus transport.

Again the answer to big issue two is subject to the points we have made in the comments section relating to the draft 10 year plan.

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:

We definitely oppose Option One, which affects us directly and unfairly. Since 1989 we have owned a holiday crib at [REDACTED]. To impose rates as if we were in the CBD is arbitrary and discriminatory. Our house is an elderly (1910 or thereabouts) wooden house where we holiday at Christmas/New Year, Easter, School Holidays, long weekends and on other miscellaneous occasions. For many years, going back to the 1960's, we have holidayed in Queenstown. We have never rented out our crib nor derived any profit or income from it. It is a holiday residence. We have no intention of selling the property. Incidentally, we always walk from the crib whenever we go downtown.

Our crib is not part of the CBD. Altering the description of this area from wider CBD Zone (as it was in 2018) to Queenstown Town Centre does not alter the fact the implementation of Option One to Big Issue 3 would be based on a fiction. It would cause undue hardship to a family which has loyally supported Queenstown for many decades. No doubt there are others in the same position us, including [REDACTED]

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:

This is the most equitable option.

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

Our submissions are accompanied by a copy of an article by Marc Scaife, an architectural designer from Queenstown. The article appeared in the edition of the Mountain Scene published on 4 March 2021. A summary of some of the points Mr. Scaife made are:

- (1) Commerce is not the same thing as the economy;
- (2) One of the elements of an economy is that it protects the community, its amenities and the environment;
- (3) In Queenstown's case, the increase of tourism has been achieved at a cost of the enjoyment of the amenities and the environment;
- (4) An upgrade of infrastructure does not address the problem;
- (5) Following COVID, tourism should be "set" at a level which protects the amenities and the environment.

The Mountain Scene article covers the issues in much more detail, and should be read in its entirety.

The points made by Mr. Scaife are relevant not only to Queenstown, but to the whole of the Wakatipu Basin.

Obviously QLDC's obligations include protection/enhancement of the environment and the amenities.

It is our submission Queenstown/Wakatipu Basin has reached a point where it can take no more "development". In fact, this unhappy state of affairs has existed for several years.

The cost of infrastructure is one thing. It is clear QLDC cannot afford the cost of infrastructure as matters stand. The proposal to rate residential owners, as if they were business/commercial operators, is proof positive of that proposition.

Not only is it a matter of inability to afford the cost, the present state of affairs is causing serious damage to the environment and to the enjoyment of the amenities.

We made this same point at the hearing in relation to the 2018 Ten Year Plan. The mayor's response was that QLDC could not prevent "people coming into Queenstown". We agree. However, QLDC can prevent further land becoming available for commercial and residential development.

It is well known from overseas experience that excessive tourism does serious (and often permanent) damage to the environment and amenities.

Queenstown/Wakatipu Basin can still be saved, but it is at a crossroads. We are gravely concerned at QLDC's draft Spatial Plan Summary, where at page 5 there is a list of priority development areas. The nature of the landscape is such that further development is not sustainable and will ultimately destroy the environment. As Mr. Scaife points out, our tourism is based on the clean green/natural landscape attractions.

The present Queenstown community, especially its mayor and councilors, are in a unique position to pull Queenstown from the brink and preserve its natural beauty/environment for future generations. The alternative legacy is too terrible to contemplate. The answer is no more land should be made available for commercial development, whether by zoning alterations or otherwise. The same applies to the making of land available for residential or similar uses.

We will be forwarding by email a scanned copy of Mr. Scaife's article.

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:

GARDINER Roger

Wanaka CBD Property Owners Group

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 submission, is made out of the absolute frustration in getting any engagement with QLDC to convene a Flood Debriefing Meeting following the December 2019 Town Canter Flooding.

We have spent the past year and a half asking QLDC to convene a Flood Debriefing Meeting to be attended by :

- Downer
- Veolia
- Council Infrastructure Engineers
- CBD POG Representatives
- Selected Council & WCB Members as required.
- Emergency Management Otago

We have made this request in numerous meetings, emails and face to face discussions with:

- Ulrich Glasner (QLDC)
- Barry Bruce (WCB)
- Quentin Smith (QLDC Councillor)
- Jess Garrett (QLDC)
- Robyn Steel (QLDC)
- Speaking to the Public Forum QLDC Council Meeting 18th October 2020 (Notes attached)
- Oliver Varley Emergency Management Otago

Todate.....no progressno meeting

This submission requests a line item of expenditure in the 2021/22 year to cover the cost of holding a 2019 Flood Debrief Meeting.

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

Roger Gardiner - Wanaka CBD Property Owners Group.docx

Submission to QLDC Council Meeting 8th October 2020

Speaking to Public Forum

- I am representing the Wanaka CBD Property Owners Group. This group represents in excess of 80% of CBD Property Owners in the Wanaka CBD
- Following the December 2019 Town Centre flooding and street and business closures, our group has been asking for a Council led Flood Debrief to happen.
- We are about 2 months from the floods anniversary. This debrief still has not happened. It is essential to understand what happened during the last flood, mitigation measures that worked or did not work, and the infrastructure issues that caused street and business closures. These closures cost businesses well in excess of \$100,000 due to trading losses and a wider community impact due to media messages that implied the town was closed.
- There were lessons learned regarding options for sand bagging (i.e, the road rather than shop frontages) , and the ability of properly sized pumps to keep the town centre accessible and businesses open.
- At the time, there were undertakings from various QLDC personnel that a debrief would happen, including engineering investigations regarding storm water valves and sewerage infrastructure. This was to be incorporated into an updated Flood Response Plan.
- To date there has only been a limited initiative led by Emergency Management Otago
- We have had several meetings at a Community Board level. There appears to be no directive at a Council level that this Flood Response Plan Update has any urgency or priority.
- QLDC infrastructure personnel have been missing in action.
- *Our group requests that QLDC urgently allocate to the appropriate staff, the responsibility for Flood Response debrief and the drafting for approval a Revised Flood Response Plan.* Particular focus should be on infrastructure management, sandbagging locations, and pumping, with the express purpose to keep the streets open and businesses operating, Street closure should only be a last resort. A time frame needs to be attached to getting this work done.
- Right now, if flooding occurs again, and it will, the lessons learned from December last year are unlikely to be applied as no conclusions have been arrived at.
- Were businesses along the Queenstown waterfront been shut down due to flooding and sewerage issues, you can bet the appropriate flood response debrief would have happened without delay.
- 10 months have lapsed since flooding caused street and business closures here in Wanaka. The rating revenue from Wanaka CBD is significant. Our message to this Council is that your response to date has simply not been good enough.

Roger Gardiner

(Representative Wanaka CBD Property Owners Group)

GARDINER Roger

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:

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

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Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Roger Gardiner.docx

10 year Plan Submission

- The assumptions in the plan regarding population growth appear to significantly understate future population numbers across the district. There is an urgent need to review these numbers before the plan is adopted.
- I support the Nick Page's submission to the Spatial Plan. The contents of his submission regarding population projections is compelling . Is his analysis right or wrong ??
- The previous 10 year plan significantly understated the population growth (QLDC forecasted 7,500. vs actual 19,000)
- The result of getting these numbers wrong is significant. We look like making the same mistake again.
- The QLDC Spatial Plan projects predicts population growth between 1.6 and 2.2 % . This is miles away from historical growth rates ((Wanaka 8% per annum from 2015 to 2020)
- Before any meaningful commentary is given regarding the 10 Year Plan, there needs to be closer examination of the forecast population numbers being used.
- In my opinion a projected average rate increase of 4.4% per annum (over the next 10 years) will be massively inadequate to meet the district infrastructure required. More so if Government funding via NZTA does not materialize.
- A one off Rates increase of 50-70 % will be required to provide adequate financial resources to deal with the infrastructure and community services required. More so if the plan is based on more realistic higher population growth numbers.
- If rate payers find that the increased rating cost is unpalatable, then QLDC will need to undertake a program to slow growth. At present there are no constraints on growth . The current unrestrained growth mantra is unsustainable on many fronts, including infrastructure, community facilities, climate change and community wellbeing.

Specific to Plan

- On a per head of population basis, proposed capex for Community Services & Facilities and Transport significantly under delivers to the Upper Clutha.
- Commencement of the Wanaka Lakefront Development Plan Stage 4 needs to be brought forward from 2024-2025. The proposed slippage to this much needed upgrade is unacceptable. If necessary, a targeted rate on town centre properties is a possible option to allow the long overdue Waterfront Development plan to be completed.

Other Comment

- The financial information contained in various spreadsheet forms should have been be subtotaled. There is no excuse for this not having been done.
- Email communication with QLDC via "Lets Talk" goes answered. Not even an acknowledgement. This is unacceptable

Supporting other Submissions

- I wish to support the Submissions made by
 - Nick Page Spatial Plan
 - Wanaka Stakeholders Group, 10 year Plan & Spatial plan

Roger Gardiner [REDACTED]

GARDNER-HOPKINS James

Counsel for Cardrona Water Supply 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.

GARDNER-HOPKINS James

on behalf of Glenpanel LP

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:

PDF submission attached

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

19 April 2021

Let's Talk – QLDC consultation

By email: letstalk@qldc.govt.nz

LONG TERM PLAN (“LTP”) SUBMISSION: DEVELOPMENT CONTRIBUTION (“DC”) POLICY

1. This letter briefly makes a submission on the DC Policy, part of the LTP, on behalf of Glenpanel LP.
2. The Council has proposed a significant update to its DC Policy.
3. The Submitter wishes to submit on the following matters:
 - (a) updates to DC levies where a new DC policy or update occurs after the original levy, but before construction occurs/ is complete;
 - (b) assessments where significantly lesser demand can be demonstrated; and
 - (c) developer agreements.
4. The Submitter wishes to ensure that any DC Policy is fair and appropriate, such that developers:
 - (a) have appropriate certainty for planning, even when projects span a change in DC Policy; and
 - (b) pay their fair share – but not significantly more than what fairly relates to the demand generated for and/or benefits received by a development from the works to which the DCs relate.
5. These matters are important generally, but even more so in the post-covid environment for Queenstown. The Submitter does not want to be in a position where it is paying greater than its fair share of DCs – and therefore effectively subsidising other developments.
6. The draft DC Policy currently proposes:
 - (a) For “purely” residential developments (excluding visitor accommodation), that the “entire” DCs will be assessed at the time of subdivision consent¹ – ie there will be no further DC assessment at the building consent stage. The approach

¹ [2.2.1.1]

of “locking in” DCs at the subdivision stage is supported, however, the requirement for a proposal to be “purely residential” could be problematic in practice. For example, an application could include a small visitor accommodation component; or some ancillary commercial or other activities. The approach should apply where a proposal is for “predominantly” residential development. Otherwise, proposals that should obtain the benefit of this policy will miss out; or applications might be staged to include all the residential aspects as one application, and the ancillary aspects as a subsequent stage.

- (b) For non-residential (including visitor accommodation), a “portion” of the DC is to be levied at the time of subdivision, with the “remainder” levied at the time of building consent.² This is even where a proposal includes both a subdivision component and the land use consents necessary to identify the relevant building footprints and uses with appropriate certainty. A key issue in respect of the “remainder” is that the assessment at building consent stage will take place against the DC policy in place at the time building consent is sought – even if the building footprints and uses have not changed. This is a significant concern for the Submitter, as it is entirely possible (and has occurred in the past) that significant new DCs can be introduced between policies. This means that the development feasibilities can be significantly impacted, and that developer has no certainty as to a final DC. There is no logic as to why residential and non-residential proposals should be treated so differently. A fairer approach would be if, at the building consent stage, it is apparent that demand has increased because of a greater footprint or change in final use, then any increase be assessed against the DC Policy in place at the relevant time.
- (c) That payment be made:³
 - (i) For a subdivision – prior to the issue of s224c;
 - (ii) For a land use consent – the earlier of receipt of the DC notice or prior to the consent’s commencements; or
 - (iii) For building consent, prior to issue of a CCC.

The Submitter understands the Council’s wish to have DCs paid at the earliest possible opportunity. However, the timing of payment should broadly correspond with the timing of generation of demand. Provision should be made in the Policy for some

² [2.2.1.1]

³ [2.2.5]

flexibility. For example, with a major residential development, the Submitter may seek to obtain subdivision and land use consents, obtain s224c certification, for that major development; but then develop the units in stages prior to sale and settlement, and therefore the generation of any income from the project will be staggered, as will any actual demand. There may be some years, between consenting and use – and no demand being generated until use occurs. The Council should have a policy that enables deferred payments, if necessary secured by a bond or a mechanism, if DCs have been assessed but not paid at an early stage, for CCC not to be issued until payment of DCs has been satisfied.

- (d) In respect of Development Agreements (“**DA**”),⁴ a restriction on such agreements to circumstances where a developer will fund particular infrastructure. While that may be one circumstance where a DA would be appropriate, there could be many other circumstances where a DA is warranted – such as where a comprehensive development is proposed. This was recognised in previous DC Policies, which provided an open-ended ability for the Council to enter into a Developer Agreement. This is appropriate, as flexibility needs to be maintained for the varied circumstances that might arise.
 - (e) As for Special Assessments (“**SA**”),⁵ where a proposal will generate a significantly different (particularly, for a developer, a lesser) demand than anticipated, the Council has sought to limit the availability of such an assessment – by imposing a requirement that the development have less than half the anticipated demand. This is unduly restrictive, as it would exclude a development that had 60% (say) of demand anticipated by the usual DC formula. This would still be a significant difference in DCs. Any cut-off should be meaningful (say, 25%), or the Council left with a wider discretion, depending on the circumstances. Otherwise, developments with significantly less demand characteristics (but not less than half) will not get any recognition for their lesser demand.
7. The Council has generally been very rigorous in its consideration of any requests for a SA or other basis for a reduction in DCs (eg that a particular building generates no demand itself).
 8. It is concerned that the changes proposed to the DC Policy will make it too difficult for deserving projects to have a fair reduction in DCs. That is not only unfair and unreasonable, but also risks such costs

⁴ [2.2.9]

⁵ [3.4.5]

being passed on to purchasers – all contributing to unaffordability in Queenstown that is well known and well publicised.

9. Ensuring that a fairer approach to DCs can be taken is the appropriate response. Otherwise, a developer may have no option but to use the objection process, to additional cost, time and effort for all parties.
10. For all these reasons, the Submitter respectfully requests that the concerns it has recorded above are appropriately addressed in an updated DC Policy for adoption by the Council. It would be happy to work with officials on the drafting, should the Council's elected representatives agree with the submission and direct officers to do so.
11. The Submitter currently wishes to be heard in support of its submission, and reserves the right to provide further information in support of the submission at the hearing.

Yours faithfully
James Gardner-Hopkins



JGH BARRISTER
BSC | LLB (hons)

[Redacted contact information]

GARDNER-HOPKINS James

Counsel for Cardrona Village 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

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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.

GARDNER-HOPKINS James

on behalf of: Gibbston Valley Station

Queenstown/Wakatipu

Q. Responding to Climate Change

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PDF Submission attached

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19 April 2021

Let's Talk – QLDC consultation

By email: letstalk@qldc.govt.nz

LONG TERM PLAN (“LTP”) SUBMISSION: DEVELOPMENT CONTRIBUTION (“DC”) POLICY

1. This letter briefly makes a submission on the DC Policy, part of the LTP, on behalf of Gibbston Valley Station (“**GVS**”).
2. The Council has proposed a significant update to its DC Policy.
3. GVS has had previous experience with past DC Policies, and wishes to submit on the following matters:
 - (a) updates to DC levies where a new DC policy or update occurs after the original levy, but before construction occurs/ is complete;
 - (b) assessments where significantly lesser demand can be demonstrated; and
 - (c) developer agreements.
4. GVS wishes to ensure that any DC Policy is fair and appropriate, such that developers:
 - (a) have appropriate certainty for planning, even when projects span a change in DC Policy; and
 - (b) pay their fair share – but not significantly more than what fairly relates to the demand generated for and/or benefits received by a development from the works to which the DCs relate.
5. These matters are important generally, but even more so in the post-covid environment for Queenstown. GVS does not want to be in a position where it is paying greater than its fair share of DCs – and therefore effectively subsidising other developments.
6. The draft DC Policy currently proposes:
 - (a) For “purely” residential developments (excluding visitor accommodation), that the “entire” DCs will be assessed at the time of subdivision consent¹ – ie there will be no further

¹ [2.2.1.1]

DC assessment at the building consent stage. The approach of “locking in” DCs at the subdivision stage is supported, however, the requirement for a proposal to be “purely residential” could be problematic in practice. For example, an application could include a small visitor accommodation component; or some ancillary commercial or other activities. The approach should apply where a proposal is for “predominantly” residential development. Otherwise, proposals that should obtain the benefit of this policy will miss out; or applications might be staged to include all the residential aspects as one application, and the ancillary aspects as a subsequent stage.

- (b) For non-residential (including visitor accommodation), a “portion” of the DC is to be levied at the time of subdivision, with the “remainder” levied at the time of building consent.² This is even where a proposal includes both a subdivision component and the land use consents necessary to identify the relevant building footprints and uses with appropriate certainty. A key issue in respect of the “remainder” is that the assessment at building consent stage will take place against the DC policy in place at the time building consent is sought – even if the building footprints and uses have not changed. This is a significant concern for GVS, as it is entirely possible (and has occurred in the past) that significant new DCs can be introduced between policies. This means that the development feasibilities can be significantly impacted, and that developer has no certainty as to a final DC. There is no logic as to why residential and non-residential proposals should be treated so differently. A fairer approach would be if, at the building consent stage, it is apparent that demand has increased because of a greater footprint or change in final use, then any increase be assessed against the DC Policy in place at the relevant time. In practical terms, if the nature, scale or intensity of a proposal changed sufficiently to make a material difference, then the consent holder should be obtaining a variation to its resource consent. Even in the case of some sort of “envelope consent”, the scope can’t be expanded without further authorisation – only reduced or modified within the envelope.

In respect of both (a) and (b) above, it may often be the case, whether for residential or non-residential development (including visitor accommodation) that the development will be structured without subdivision, ie so only land use consents are required (in terms of *resource* consents), with *building* consents then following. Again, building consents should not be able to increase the footprint of any buildings

² [2.2.1.1]

authorised by a resource consent. This all suggests that DCs will usually be able to be assessed at the RC stage. A developer should then be able to rely on that assessment in taking their consent to the market, and understanding price, margins, etc for construction, development etc – even if building consents come some years later. If there had to be cut off period, after which reassessment would be required, then that should be tied to the timeframe by which a consent is to be implemented; or, in the case of “long-term” consents (ie with lapse periods of over 5 years) a 5 year period. That also provides some incentive for developers to “get on with it”.

- (c) That payment be made:³
 - (i) For a subdivision – prior to the issue of s224c;
 - (ii) For a land use consent – the earlier of receipt of the DC notice or prior to the consent’s commencements; or
 - (iii) For building consent, prior to issue of a CCC.

GVS understands the Council’s wish to have DCs paid at the earliest possible opportunity. However, the timing of payment should broadly correspond with the timing of generation of demand. Provision should be made in the Policy for some flexibility. For example, with a residential development at the Gibbston Resort, GVS may seek to obtain the subdivision and land use consents, obtain s224c certification, and then develop the units prior to sale and settlement, and therefore the generation of any income from the project. There may be some years, between consenting and use – and no demand being generated until use occurs. The Council should have a policy that enables deferred payments, if necessary secured by a bond or a mechanism, if DCs have been assessed but not paid at an early stage, then CCC will not be issued until payment of DCs has been satisfied.

- (d) In respect of Development Agreements (“DA”),⁴ a restriction on such agreements to circumstances where a developer will fund particular infrastructure. While that may be one circumstance where a DA would be appropriate, there could be many other circumstances where a DA is warranted – such as for the particular circumstances of the GVS Resort Zone. This was recognised in previous DC Policies, which provided an open-ended ability for the Council to enter into

³ [2.2.5]

⁴ [2.2.9]

a Developer Agreement. This is appropriate, as flexibility needs to be maintained for the varied circumstances that might arise. For example, in the case of GVS, much of the infrastructure (if not all) within the resort will remain privately owned. There will be burden on the Council for the development of that infrastructure (and it will not then take it over for long term maintenance). For GVS, it is some way from the urban centres and is only accessed from the State Highway. This is a matter that fairly requires consideration, as the Council is not responsible for development of the State Highway network. Certainly, many of GVS' guests will impose a limited burden on new Council roads to which the DCs will relate.

- (e) As for Special Assessments (“SA”),⁵ where a proposal will generate a significantly different (particularly, for a developer, a lesser) demand than anticipated, the Council has sought to limit the availability of such an assessment – by imposing a requirement that the development have less than half the anticipated demand. This is unduly restrictive, as it would exclude a development that had 60% (say) of demand anticipated by the usual DC formula. This would still be a significant difference in DCs. Any cut-off should be meaningful (say, 25%), or the Council left with a wider discretion, depending on the circumstances. Otherwise, developments with significantly less demand characteristics (but not less than half) will not get any recognition for their lesser demand.
7. The Council has, in GVS' experience, been very rigorous in its consideration of any requests for a SA or other basis for a reduction in DCs (eg that a particular building generates no demand itself).
 8. It is concerned that the changes proposed to the DC Policy will make it too difficult for deserving projects to have a fair reduction in DCs. That is not only unfair and unreasonable, but also risks such costs being passed on to purchasers – all contributing to unaffordability in Queenstown that is well known and well publicised.
 9. Ensuring that a fairer approach to DCs can be taken is the appropriate response. Otherwise, a developer may have no option but to use the objection process, to additional cost, time and effort for all parties.
 10. For all these reasons, GVS respectfully requests that the concerns it has recorded above are appropriately addressed in an updated DC Policy for adoption by the Council. It would be happy to work with officials on the drafting, should the Council's elected representatives agree with the submission and direct officers to do so.

⁵ [3.4.5]

11. While potentially an “off the wall idea” GVS would be willing to work with Council to develop a bespoke DC policy for its Resort Zone. That would certainly provide some rigour and certainty to the DCs to be applied to development within the Zone – while avoiding piecemeal and successive debates about what DCs should fairly be imposed.
12. The Submitter currently wishes to be heard in support of its submission, and reserves the right to provide further information in support of the submission at the hearing.

Yours faithfully
James Gardner-Hopkins



JGH BARRISTER
BSC | LLB (hons)

[Redacted contact information]

GEDDES Nick

on behalf of: Homestead Bay Trustees Ltd

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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Submission on behalf of
Homestead Bay Trustees Ltd

April 2021

Prepared by: Nick Geddes





Abbreviations:

LTP	2021-2031 Long Term Plan	QLDC	Queenstown Lakes District Council
HBTL	Homestead Bay Trustees Ltd	LINZ	Land Information New Zealand
DE	Dwelling Equivalent	NPS-UD	National Policy Statement on Urban Development 2020

1.0 Submitter

In November 2016, Homestead Bay Trustees Ltd purchased land containing the following Activity Areas of the Jacks Point Zone: Open Space Residential, Open Space Horticultural, Open Space Foreshore, Boating Facilities and Homestead Bay Village.

Since 2016, HBTL has endeavoured to progressively developed Homestead Bay in accordance with the expectations of the Operative District Plan.

Resource consent RM161288 was approved by QLDC August 2017 for the creation of 12 residential living allotments in the Open Space Residential areas of the Jacks Point Structure Plan and houses are currently under construction on these allotments.

HBTL obtained a bore permit from the Otago Regional Council (RM17.134) for a production bore to supply the entire Homestead Bay development with a secure water source. This water bore has potential capacity to service 6227DEs.

HBTL lodged resource consent RM180718 to create bulk titles for development of the Homestead Bay Village as the first step towards releasing the intended Homestead Bay Village adopted by QLDC into the District Plan August 2003.

RM180718 has been on-hold with QLDC since September 2019 pending discussions between HBTL and QLDC which primarily relate to the infrastructure required to service the Village.

HBTL lodged resource consent RM190450 to construct a Marina and foreshore landscaping / re-vegetation within the Boating and Facilities area of Homestead Bay as acknowledged and anticipated by the District Plan since August 2003. This resource consent was lodged November 2019 and has been on-hold pending LINZ approval and related infrastructure required to service the Marina and neighboring Village.

In addition to the above, a submission (#715) was made on Stage 1 of the District Plan Review to re-zone the Open Space Horticultural area (15 residential units) of Homestead Bay to a density similar to the central part of Jacks Point at 10-15 dwellings per hectare equating to the provision of approximately 195 additional residential units. The submission is now the subject of an appeal ENV-2018-CHC-109.



2.0 Submission

2.1 Wakatipu's Future Growth Areas

Like the 1993 Settlement Strategy and 2003 District Plan (as amended by Variation 16), the 2021 Draft Spatial Plan and 2021-2031 Long Term Plan both recognise the Te Tapuae / Southern Corridor as being one of three areas identified in the Wakatipu Basin for the future growth of Queenstown.

The two other areas in the Wakatipu Basin identified for future growth are Ladies Mile and Quail Rise South. QLDC began developing a Masterplan for the Ladies Mile area¹ in May 2019 following the 2019 Stage 2 District Plan Review process where QLDC rejected all submissions for re-zoning on the eastern side of the Shotover River for reasons directly related to the capacity of the SH6 Shotover River Bridge². For this reason (interalia), the Ladies Mile area is not currently zoned in the District Plan for the development expectations set out in the Masterplan for the Ladies Mile.

The draft LTP allocates funding to facilitate development of the Ladies Mile area ahead and well in advance of contemplating whether (or not) to allocate funding within the Southern Corridor despite the Southern Corridor being identified as having 'considerable potential' for future residential development in advance³ of Ladies Mile.

Through Council initiated meetings in relation to the Southern Corridor, the LTP and discussions held with QLDC, HBTL are cognisant that the District has been (and is still) under considerable pressure to identify and facilitate growth. The 2020 National Policy Statement on Urban Development⁴ adds a statutory "row of teeth" that requires Council to plan for this growth⁵. As listed in part 1 above, HBTL has resource consent applications that were placed on-hold before QLDC contemplated the development of the alternative areas listed for future growth in the draft LTP. These consents facilitate the development of a Village which was identified 18 years ago in 2003 as being suitable for considerable urban growth.

It is simply not understood how any strategic planning work, advice, or decision could reasonably arrive at prioritising LTP funding for the Ladies Mile area ahead of the Southern Corridor when the Southern Corridor was identified 26 years in advance of other development areas. In these respect the community's district plan expectations for Homestead Bay have been in play for approximately 15 years with appropriate cognisance on the part of private and commercial decision-makers

The constraints to Ladies Mile development are well documented in the draft LTP, Spatial Plan and the District Plan review process. These constraints are obvious and considerable. By funding Ladies Mile in advance of the Southern Corridor, QLDC have elected to place these considerable

¹ Part 4.3.7, QLDC Ten Year Plan 2021-2031.

² Section 2.9, Stage 2 Commissioners Decision 18.1, February 2019.

³ QLDC Settlement Strategy 1993

⁴ Providing Plan Enabled Development Capacity – Part 3.2, NPS-UDC 2020.

⁵ Part 5.4.2, QLDC Ten Year Plan 2021-2031.



constraints / obstacles directly⁶ in front of a community which is recognized as being reliant on growth and one already under considerable pressure to accommodate this growth.

2.2 Developer Partnership

The draft LTP acknowledges there is a significant challenge for QLDC in developing and funding the future infrastructure needs of the Southern Corridor⁷, there is an appetite for development sooner than infrastructure investment⁸, Council is continually looking for opportunities to partner with developers to provide infrastructure⁹, plans to explore alternative models of funding / financing and this includes value-based commercial arrangements for the provision of its services and financing infrastructure to be delivered off the balance sheet¹⁰.

HBTL's residential aspirations alone represent a considerable contribution payable to QLDC at a rate of \$19,549.00 per dwelling equivalent.

HBTL owns lakeside land containing high quality bore sourced potable water supply developable to provide for 6221DE.

HBTL has indicated to QLDC since 2019 that it is willing to be a partner with QLDC in furthering water and wastewater reticulation for the Southern Corridor. HBTL is amenable to extending any partnership to include other landowners (developers) in the Southern Corridor with a view to collectively delivering infrastructure to service the area.

3.0 Hearing / Public Forum

Homestead Bay Trustees Ltd wishes to be heard at any Council forum in relation to this submission and answer any questions raised in the interim. Preferably, Homestead Bay Trustees Ltd would invite a meeting with QLDC representatives in relation to infrastructural issues towards collectively delivering infrastructure to service the Southern Corridor.

⁶ Within the next five years.

⁷ Paragraph 3, Part 4.3.1, QLDC Ten Year Plan 2021-2031.

⁸ Paragraph 4, Part 4.3.1, QLDC Ten Year Plan 2021-2031.

⁹ Paragraph 1, Part 6, QLDC Ten Year Plan 2021-2031.

¹⁰ Paragraph 1, Part 6.3, QLDC Ten Year Plan 2021-2031.

GEDDES Nick

Clark Fortune McDonald

Queenstown/Wakatipu

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Submission on behalf of
Scope Resources Ltd
& Trojan Holdings Ltd

April 2021

Prepared by: Nick Geddes





Abbreviations:

LTP	Ten Year Plan 2021-2031	QLDC	Queenstown Lakes District Council
SRL	Scope Resources Ltd	THL	Trojan Holdings Ltd
DE	Dwelling Equivalent	CIZ	Coneburn Industrial Zone

1.0 Submitter

1.1 Scope Resources Ltd & Trojan Holdings Ltd

Scope Resources Ltd is a development partner with Trojan Holdings Ltd (THL) in land known as Coneburn Industrial and located in the Southern Corridor / Te Tapuae.

The genesis of the Coneburn Industrial Zone (CIZ) originates from Submission 361 made by SCL and THL on Stage 1 of the District Plan Review. QLDC adopted this Zone in its entirety into the Proposed District Plan, August 2015.

It is acknowledged that infrastructurally, the CIZ is based upon the premise of being self-serviced which only stems from there being no public reticulation available in the Southern Corridor in 2015 when CIZ was first contemplated.

SRL and THL both agree that the disposal of wastewater to ground and privately sourced / reticulated water does not enjoy the longevity of a reticulated network for both water and wastewater. The preference of both developers in CIZ is that this Zone is fully serviced by public water and wastewater reticulation.

In September 2020, SRL obtained resource consent RM190816 to construct three reservoirs above CIZ to be supplied with water from the existing Kelvin Heights bulk water supply and intended to serve future water reticulation in a wider network across Coneburn Valley. The RM190816 consent intends for these reservoirs to be vested to QLDC.

2.0 Submission

Through Council initiated meetings in relation to the Southern Corridor, the LTP and discussions held with QLDC, SRL & THL are cognizant the District has been (and is still) under considerable pressure to identify and facilitate growth.

The LTP acknowledges there is a significant challenge for QLDC in developing and funding the future infrastructure needs of the Southern Corridor¹, there is an appetite for development sooner

¹ Paragraph 3, Part 4.3.1, QLDC Ten Year Plan 2021-2031.



than infrastructure investment², Council is continually looking for opportunities to partner with developers to provide infrastructure³, plans to explore alternative models of funding / financing and this includes value-based commercial arrangements for the provision of its services and financing infrastructure to be delivered off the balance sheet⁴.

SRL & THL have been seeking to progressively develop CIZ since its adoption into the Proposed District Plan August 2015 as evident in recent consenting for a community reservoir above CIZ.

SRL & THL have indicated to QLDC since 2015 they are willing to be a partner with QLDC in furthering water and wastewater reticulation for the Southern Corridor. Both are amenable to extending any partnership to include other landowners (developers) in the Southern Corridor with a view to collectively delivering infrastructure to service the area.

3.0 Hearing / Public Forum

SRL & THL wishes to be heard at any Council forum in relation to this submission and answer any questions raised in the interim. Preferably, SRL & THL would invite a meeting with QLDC representatives in relation to infrastructural issues towards collectively delivering infrastructure to service the Southern Corridor.

² Paragraph 4, Part 4.3.1, QLDC Ten Year Plan 2021-2031.

³ Paragraph 1, Part 6, QLDC Ten Year Plan 2021-2031.

⁴ Paragraph 1, Part 6.3

GEREMIA Katherine

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 the 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 the 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 the 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 the 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 the 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.

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

GIBBONS Daniel

Queenstown Cricket Club

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:

Our cricket club provides competitive, social, and development cricket for approximately 700 players ranging from primary school ages to adults.

In recent years the availability of suitable ground space has become more and more condensed - a great problem to have for a sports club, but still a problem and it's not going away. This has been made worse with the demands of catering to the international teams (affecting availability of pitches well beyond their actual time in the district), the construction of the all-weather sports turf (eliminating 4 junior and social cricket pitches)

To rectify these issues we urge you to a) develop additional playing spaces - which won't just benefit our sport - at places such as Shotover Country, Lake Hayes Estate area, Jardine Park and near Arthurs Point; b) encourage you to invest in more grass cricket pitches in the established playing fields (QEC, Jacks Point) as this will enable greater rotation of surfaces to play on for numerous games per week and; c) reinstate Warren Park to a suitable standard for junior cricket in particular.

We recognise that the sports and recreation planning and QEC master plan are topical, we encourage you to direct the management and sub-committees responsible for such investment to engage with QCC and advance with the provision of grounds to keep young and old active in this sport and engaged with their community.

I, or one of our committee members, are willing to speak to this submission at the hearing.

Regards
President
Queenstown Cricket Club

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 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

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:

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:

GILBERTSON Shaun

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 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 wish we had the foresight to build proper cycle lanes which do not detract from the reading network required by vehicles. They need to be kept separate in many streets. The car if it is powered by petroleum, EV or hydrogen will have a vital roll in moving people from A to B.

This should also be achieved without losing car parking.

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:

Ensuring the rate take is sufficient to cope with upgrading of infrastructure. If the growth projections for Wanaka . Then Wanaka needs it's share of rate take to keep pace with required infrastructure.

Flood mitigation in the CBD of Wanaka can be fixed for 90% of our floods. This must be rectified within this 10 year plan. Which is hopefully part of stage two of the lakefront development 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:

Well. As long as the rate payers are consulted and listened to through any of the engagements.

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:

Thank you for the opportunity to comment on the draft plans

For more than 60 years Queenstown and to a lesser extent the neighbouring communities have promoted themselves as a tourist destination - and latterly as an adventure tourist destination

This has been so successful that the district has reached a tipping point where visitor numbers are such that human population and activities are beginning to destroy the physical attractions that beckoned people here in the first point. In addition infrastructures are under great strain

Covid 19 gives the district an opportunity to reset. In the first place it is far from certain that the travel/tourist world will return to the 2019 level let alone increase as QLDC assumes. Travel bubbles, vaccine passports and the effectiveness of NZ's elimination strategy remain unknown

I believe that QLDC should not be planning a return to the status quo ante at this time. Clean water, waste water and storm water expenditure should be tailored for the present population only until we have a clearer understanding of the new world

Plans for development of Wanaka airport should be shelved

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:

GILKISON William

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:

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

William Gilkison.docx

Thank you for the opportunity to comment on the draft plans

For more than 60 years Queenstown and to a lesser extent the neighbouring communities have promoted themselves as a tourist destination - and more recently as an adventure tourist market

These initiatives have been so successful that the district has reached a tipping point where visitor numbers are such that human population and associated activities are beginning to destroy the quality of life and the physical attractions that beckoned people here in the first place.

This has been well exemplified by the recent report by the Parliamentary Commissioner for the Environment (<https://www.pce.parliament.nz/publications/pristine-popular-imperilled-the-environment-consequences-of-projected-tourist-growth>)

Covid 19 is giving the district an opportunity to reset. In the first place it is far from certain that the travel/tourist world will return to the 2019 level let alone increase as QLDC without any evidence presumes. The effect of travel bubbles, soaring and mutating Covid infections overseas, vaccine passports and the completeness of NZ's own elimination strategy are all not known at this time

I believe that QLDC should not be planning a return to the status quo ante with its expansion at this time. Clean water, waste water and storm water infrastructure expenditure should be tailored for the present population only until we have a clearer understanding of future trends

In view of the above plans for the development of Wanaka airport should also definitely be shelved

Yours sincerely
William Gilkison
Wanaka

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

Cath Gilmour.docx

Dear councillors and council staff,

thank you for your work on this 10-year plan and the opportunity to submit on it. I have focused on the Spatial Plan, so my comments on the LTP are restricted.

Arterial route

Spending millions of dollars and demolishing Queenstown Memorial Centre to build an arterial route around town to the low-to-no-growth suburbs/towns of Fernhill and Sunshine Bay and Glenorchy makes no sense. The possibility of government subsidising this project is not a good rationale for the project if, overall and including all externalities and ramifications, it does not make sense. Such government subsidies might also be at risk in the tighter public funding rounds that will no doubt follow the Covid crisis.

I understand that staff are now working on justifying the arterial route by using it for three water upgrade projects. Underground pipes do not require new roads or demolishing existing community resources.

Stage one, fair enough. It destroys nothing but diverts traffic away from downtown, giving freer flow to Gorge Road, Arthur's Point, Coronet Peak and Arrowtown. But stage two and three as currently planned would destroy some vital community infrastructure (Queenstown Memorial Centre, rugby clubrooms and squash courts) that the community/council are unlikely to be able to afford to replace within the LTP's horizon.

I understand that some \$52 million is in the budget for QMC replacement from 2027, budgeted at 65% of cost. But I query whether philanthropists and granting agencies would be able to cover the other 35%, considering the huge costs that will be coming in the bow wave of Covid. And whether they would choose to, considering such cost would have been necessitated by council's own destruction of the existing facility for an unnecessary road.

I also query the suggested budget. You might remember that the previous Performance Centre proposal for the same site, under the leadership of Mr Boulton before he became mayor, was in the vicinity of \$90 million around a decade ago. The budget would no doubt swell again before any such rebuild.

Further, if you have some intelligence that you are not sharing with ratepayers in terms of necessity for the second two stages of the arterial route, it still need not involve bowling these community facilities. The road could instead be cantilevered over Horne Creek, taking the road adequately to the left to not require the land underneath QMC. I confirmed this option with QLDC engineer Ulrich Glasner when the proposal first came out.

As you will know from your preparation of this LTP, it is community facilities that get sacrificed first when budgets are tight. To risk the loss of these vital CBD community resources when it is not necessary to do so would be poor governance.

As the draft Spatial Plan and various other Council documents/strategy/visions of late have pointed out, community gathering and performance space is a vital component of social and community well-being and community cohesion. I acknowledge Queenstown Memorial Centre is not the most salubrious of facilities, but it is adequate and it is right sized for our community. A future performance venue would be better built in Frankton, which will increasingly be the centre of Queenstown Lakes' residential population, in collaboration with private enterprise.

I request that you remove stages two and three of the arterial route from the LTP.

Parking building

it is difficult to understand why councillors are including \$32 million over two years to build a parking building in downtown Queenstown. Private enterprise has been asked to do so and found the project would not work. Your own commissioned experts did not recommend it. And even more so, it totally goes against your strong requirement for a modal shift to active and public transport of 40%, and 60% longer term.

You need to apply both stick and carrot if you really want people to get off their chuffs and out of the car, onto the bus or bike. As public health proponents worldwide could tell you, the undoubted health, environmental and climate change benefits of such a modal shift are inadequate to persuade most people that their car is not queen. You need to disincentivise private vehicle use; make driving more costly and more inefficient. Provision of good cycle tracks is essential but on its own is inadequate - as we should have realised by now, considering the active transport network that already exists in Queenstown.

So why would or should ratepayers subsidise cheaper and easier parking downtown for cars? Because if private enterprise is not willing to build a parking building downtown, this suggests that they do not see it as being profitable. So not only would we need to cover the capex, but ongoing opex. To achieve an end that neither council nor we as a community want. The old adage "build it and they will come" is the opposite of what you are trying to achieve here. So don't build it, and hopefully the cars will stay away...

Remember that Climate Emergency Declaration you signed some time ago? Because a downtown parking building will eventually become a stranded asset, as climate change mitigation policies eventually force people out of their cars (they will happen, even if this council doesn't actively pursue them, we can only avoid reality for so long). Then car sharing/public transport/active transport will make downtown parking buildings redundant. I have seen the argument made elsewhere that such buildings could then be converted into apartments (this was for the parking building mooted previously for land near the Hansen Road turnoff, opposite Frankton golf course). But why, you'd have to ask, build it in the first place? We need affordable housing – not affordable parking, or dark and dingy apartments built retrospectively in redundant parking buildings.

I ask that you cancel this project. It is 20th century thinking. More downtown bike parking is required, especially bike parks that provide security for the wider tyred bikes now more commonly used. Cover from rain would also make bike parks more useful. Even more so, a

stronger commuter trail network in Wanaka. These projects would be more useful in terms of achieving council's avowed goals of transport modal shift and climate change mitigation.

Park-and-ride

The proposed 200 lot car park on Ladies Mile also makes no sense. The bus network there is or should be adequate. If not, add more bus stops and make the service more regular. To instead encourage people to drive up from their homes in LHE and Shotover Country to park on the valuable highway side land above them is a poor policy response. How many affordable homes could instead be built on this land? How does this fit in with your draft Spatial Plan aspirations for the West-East Corridor? It still means people require a car, rather than providing the option of families either cutting back to one car or having none at all. Again, it goes against the LTP's other positive goals and provisions for encouraging active and public transport.

Please cancel this project.

Climate Action Plan

I support the submission from the Climate Reference Group - in particular, the need for resourcing the Climate Action Plan in this LTP so that its outcomes can be delivered. This would give much greater strength to the transport modal shift programme. This won't work without the disincentives and incentives referred to above - but we also need the expertise to measure the impacts of these and identify where other measures might work. I'm not aware of anyone on staff having the required skill base to achieve this. Rather than contract it in on a project basis, it would be far preferable to employ permanent staff with this expertise to build council's skill and resource base. Council can't just keep on saying fine words but ignoring the hard work of climate change mitigation and adaptation. This is a long-term and real policy need and the sooner we get on with it, the better. Applying such a lens over the projects referred to above would likely have already removed them from the LTP.

ZQN

Having not had the time to read through all of the hundreds and hundreds of pages of the LTP, I am unsure what references I have missed on the Queenstown airport noise boundary expansion project. For clarity and completeness, can I just say very clearly that any project in the LTP that facilitates or encourages this should be rejected. Community response has been consistent and strong in opposition to expansion of the air noise boundary at ZQN. There is no need for such expansion because QAC's passenger number aspirations can be way more than met within the current ANB through existing improvements in noise technology and plane capacity.

PROJECT MANAWA

Linked to my concern above about the unnecessary demolishing of Queenstown Memorial Centre and its unlikely replacement based on the budget contained in the LTP, I'm concerned with the loss of community space (QPACT, Queenstown Arts Centre,

Queenstown Pottery Club, Queenstown Playcentre) that Project Manawa represents. Again, you will have all seen during LTP budget preparation that community services and facilities are the first to get cut. This has been the case as long as I have been in Queenstown (since 1995). In various versions, strategies and other documents, Councillors have recognised the absolute need for performance, cultural and community gathering spaces to create community cohesion and well-being. Remember, it is providing the four well-beings that is your mandated role under the Local Government Act.

So, linked to this concern is a question that arises with the Spatial Plan as well. Is now the time to reconsider the logic of council's long time "dual centre" strategy? Does it really make sense to keep council offices in Queenstown CBD when increasingly, professionals and services are moving out to Frankton? Maybe it is time to acknowledge Queenstown as the hospitality and visitor centre and Frankton the community and civic centre. This would mean more space on the Ballarat Street site for community spaces, and a lot less traffic on Frankton Road, bringing benefits also for climate change mitigation and traffic congestion.

Again, thank you for your efforts on our behalf to come up with the best long-term council expenditure and debt programme to ensure a sustainable, positive community going forward.

Kind regards

Cath Gilmour

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. MINIMAL.

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 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

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:

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:

Q. Responding to Climate Change

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

Prioritisation and funding for climate change is absent from this plan. Required improvements for the resource recovery centre to divert organic waste must be funded in the next 2 years. Opex to fund a senior staff member to lead on climate action should be provided for together with a budget to effect meaningful change

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:

There should not be a choice required to be made between providing either active or public transport. Both should be funded.

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

Neither / Neutral

Please tell us more about your response:

I do not support the inclusion and funding of stage 1 and 2 of the arterials or any additional parking buildings. I fail to understand how \$7 million is required for ferry infrastructure when there are existing wharves available. I only support significant expenditure of pedestrianisation where that results in more roads being pedestrianised.

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:

1. We cannot justify \$56 million on new Council offices when all other community projects and the majority of active transport projects have been deferred.

It would be of greater value to the community if the performing arts centre was built on the freehold site now, instead of council offices. The efficiency argument for bringing all staff together does not make sense given the shift to home and video conversations that have served us so well over the last year.

2. Council does not need to invest significant sums to 'cement' the role of the CBD. You can't force people to come here, you need to make people want to go down town and there are far cheaper and more effective ways of doing this than expensive street furniture.

3. I am concerned that the sale and development costs of Lakeview are going to far outweigh the benefits. The project was supposed to deliver affordable housing on the site and provide income to fund infrastructure.

I can't see any income over the 10 years of this plan and unless there are specific figures written into the sale agreement regarding affordable property prices (and we can see from Hawea how easy that is to change) then the properties built will not be affordable.

It looks as though the amount spent to date and the amount in the plan on developing the block along with ongoing funding responsibilities eg rockfall protection will, in current day terms, outweigh the value of the land sale which is due over a period of 20 years so I struggle to see how this is meeting the agreed principles.

My submission is that the whole of the land is retained by Council and the housing trust are allowed to do the build.

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:

GLOVER John

Glenorchy Community Association

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:

PDF submissions x 2 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:



Funding Submission for Community Association Grant July 2021- June 2024

Dear Councillors and QLDC staff,

Please find below our request for funding for our planned expenditure for the next 3 years.

This has been broken down into the costs :-

1. that we will incur each year for:
 - operating the Glenorchy Community Pool;
 - some modest sums for supporting environmental improvements
 - our community Anzac wreath
 - accounting fees;

and :-

2. Community projects that we see as essential over the next 3 years.

Community pool - a replacement pool filter system is required and a quote is attached. We had 2100 swimmer visits in the 4 months December 2020 to end March 2021. We were pleased to be able to show the pool to the Mayor and Chief Executive when they visited Glenorchy in February and explain the improvements we had already funded ourselves. We are working with staff identify if other savings can be made but we note that we will also need funding in the future for a new pool liner.

Native nursery - there is a well recognised shortage of native plants for biodiversity and indigenous vegetation improvements and restoration at the head of the lake. The community plan to build and operate a native nursery so that this barrier is removed. We have plans to ensure ongoing operation of the facility is funded but need to construct a facility. Based on design advice from DOC a simple facility has been designed and is illustrated below and the materials cost is also included. We have a number of options for locations but are currently working with staff to see which area of reserve land works best. We are asking for 50% of the materials cost and will provide the balance and labour to build the nursery from the community.

Bible terrace landscape plan - Council recently took ownership of a 4 hectare block of land known as the Bible Terrace. The community will collaborate with Council to improve and maintain the land which has significant potential for recreational use and biodiversity improvements. A site visit has been held and a community workshop will establish an agreed vision for the land. Funding is requested to enable this to be drawn up into a landscape / planting plan and the amount requested is based on advice from professionals who have undertaken similar work in Glenorchy previously.

Please note, all committee time is voluntary and all funds received from Council are spent within our community. Our decision making is open and transparent and our priorities are guided by the Glenorchy Community Plan and Vision documents.

We request that project funding is allocated in year one along with year one operating costs and year two and year three operating cost are paid in the respective period. Ie \$37,200 in year one then \$12,850 in year two and year three.

We look forward to speaking to this funding application.

Regards,



John Glover, for the Glenorchy Community Association Committee.
April 2021

Details of funding requested

Glenorchy Community Association funding request 2021-2024			
Annual operating costs			
Net cost of running Glenorchy pool (details below)		\$10,800	
Native plants and rabbit guards		\$500	
Payment towards predator control work		\$1,000	
Anzac wreath		\$300	
Accountancy fees		\$250	
Total annual operating costs		\$12,850	
Operating costs over 3 years			\$38,550
Funding requests for community projects			
Replacement swimming pool filtration system			\$9,000
Materials to build a community native nursery (50% of budget cost)			\$10,350
Landscape and planting plan Bible Terrace project			\$5,000
Total project costs			\$24,350
Funding requested for period July 2021- June 24			\$62,900
Annual swimming pool running costs 2021-24			
Expenditure			
Cleaning labour		\$7,600	
Insurance		\$3,500	
Chemicals		\$2,000	
Electricity & gas		\$4,000	
Income			
User payments		-\$4,000	
School payment		-\$2,300	
annual pool running cost		\$10,800	

Quote for pool filter replacement

Southern Spas & Pools
Relax your mind Soothe your body

202 Glenda Drive
Frankton
Queenstown

Email: info@southernspasools.co.n
Phone: 03 442 3030

GST Number: 99302690

Quote

Invoice No.:	00005934
Date:	11/03/2021
Your Ref:	filters
Terms:	Net 20th after EOM

Glenorchy Community Pool
PO Box 38
GLENORCHY

Delivery Address:
Glenorchy Community Pool
PO Box 38
GLENORCHY

QTY	ITEM CODE	DESCRIPTION	UNIT PRICE (ex-GST)	DISC %	TOTAL PRICE (ex-GST)
2	Filter	Hayward 36 inch sand filter with 50mm MPV (valve)	\$2,800.00		\$5,600.00
26	WC - 35304	Sand 25kg Bag(GR18/36)Walton p	\$24.347826		\$633.04
7	LABOUR - tech	estimated labour remove old filter and replumb for new filters, install and fill with new sand.	\$59.00		\$413.00
1	Non Stock Service Invoice	wet and dry vac hire to remove old sand from old filter so old filter can be removed from plant room. Sand will need to be disposed of on site somewhere. We cannot take old sand away.	\$104.35		\$104.35
1	Non Stock Service Invoice	estimated pipe and fittings for new filter installation	\$455.00		\$455.00
90	VEHICLE - Per Kilometre	Vehicle	\$1.50		\$135.00

Delivery via:
Delivery Date:
Salesperson:

Subtotal:	\$7,340.39
Freight (ex-GST):	\$560.00
GST:	\$1,185.06
Total (inc-GST):	\$9,085.45
Paid to Date:	\$0.00
Balance Due:	\$9,085.45

How to Pay

DIRECT CREDIT PAYMENTS TO:

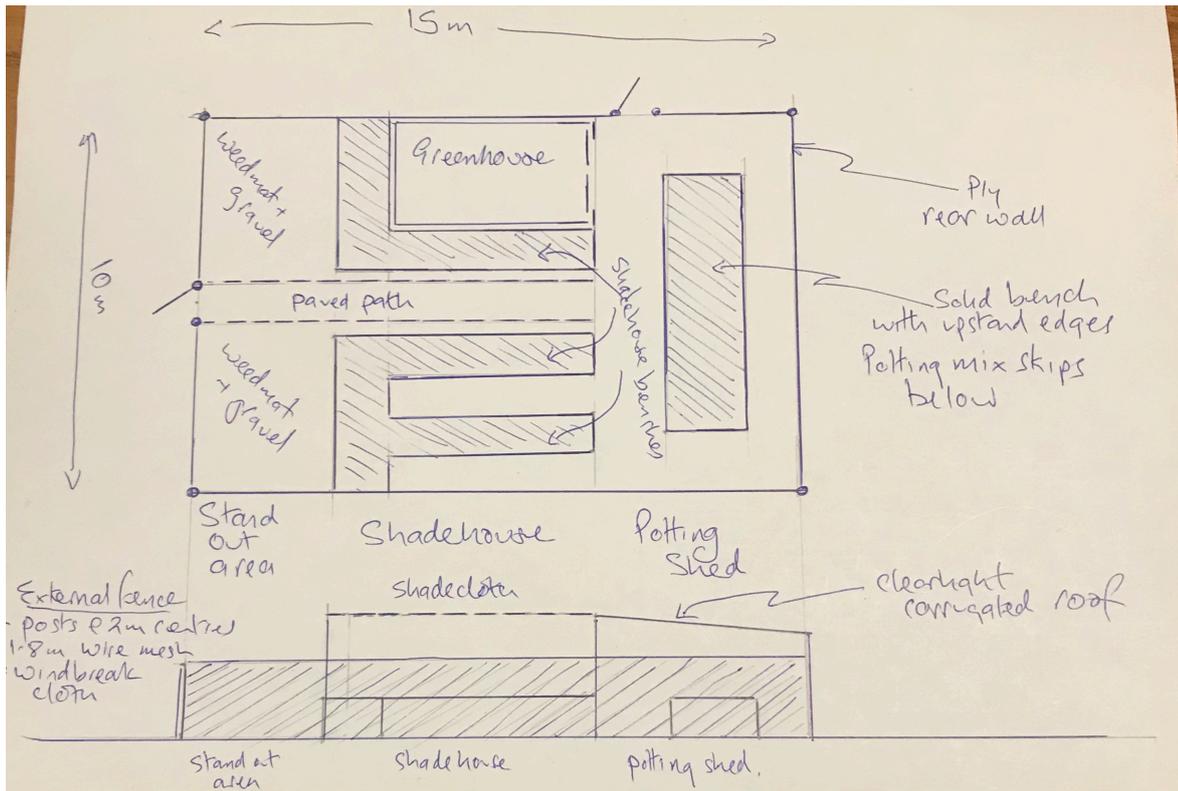
03-0187-0716745-00

Please include your customer reference

Interest at 2.5% per month may be charged on overdue accounts. Any expenses, costs & disbursements incurred by Southern Spas & Pools Ltd in recovering any outstanding monies including debt collection agency and solicitor costs shall be paid by the customer.
For full copy of trading terms:
<https://www.southernspasools.co.nz/terms-conditions-of-trade/>



Community native nursery design



Native nursery materials list

Expense	Purpose	Cost \$ (GST exclusive)
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See materials list below - prices are retail, include GST but not freight/ delivery.

Item	Cost inc GST
20 x round fence posts 2.7m tall	\$700
40 x bags dry mix concrete	\$450
2 x gates 1.5w x 1.8h	\$600
50m x 1.8mh deer fencing w wire & strainers	\$300
50m x 1.8mh windbreak	\$350
50m sq weedmat	\$300
100m sq shade cloth	\$300
50m sq polycarbonate roofing sheets	\$800
200 linear m radiata 200x50 H3	\$2000
100 linear m radiata 50x25 H3	\$450
100 linear m radiata boxing grade 150x25 H3	\$450
6 sheets ply 2400x1200x18 H3	\$750
Hardware - nails, staples, brackets	\$450
Gravel for hard standing 30 mcu	\$300
60 Pavers 500x500	\$1800
Irrigation pipe and fittings	\$1500
Seed trays	\$100
Poly skips for potting mix	\$200
Skid mounted timber greenhouse 5.8m x 3m	\$8900
Total	\$20,700



Submission of the Glenorchy Community Association to the QLDC long term plan

1. Action on climate change

We submit that funding is imperative to enable the appointment of a 'climate change tsar' to sit as part of the senior leadership team in Council along with sufficient resources to implement programmes and initiatives to drive the reduction in our emissions required to meet local and governmental targets and noting that significant investment in diverting organic waste from the landfill is urgently required.

2. Adapting to climate change at the head of the lake

Funding is required to implement planning changes now that the consequences of the predicted increased severity and frequency of flood events are being understood. These events will increasingly impact parts of the township and funding is needed immediately to understand the consequences for infrastructure investment and short and medium term adaptation requirements.

Funding will also be required to retain access to our rural community and the great outdoors as roads, bridges and utility infrastructure will be impacted, in particular the Rees Valley Road, Rees River Bridge and the Kinloch Road. We face the potential loss of access to the Rees, the Dart, the Routeburn and Greenstone Caples tramping and fishing areas and Paradise unless Council have a considered plan going forward.

3. Native nursery

There is a strong commitment by the community to improve our biodiversity and restore indigenous vegetation. A significant barrier to this is a well recognised lack of eco sourced seedlings. In our funding application the Association has asked for funds for the materials to build a simple community nursery. We are liaising with staff and are confident we can find a suitable location for a nursery on reserve land so we hope that the manner in which the community will magnify the value of the \$ sum requested will be recognised by council.

4. Drinking water fountains.

As part of our Zero Waste Glenorchy initiative, we are hoping to secure a community wide commitment to end the sale of bottled water. However there are no public water fountains in the township and we ask that council provide funds for one by the community hall/village green and one by the waterfront marina /skatepark area.

5. Traffic and parking management strategy.

The community has been requesting funds for some years now to produce a holistic township wide traffic management and parking plan. Given the imminent removal of parking requirements by the NPS Urban Development, we ask that this longstanding request is funded in the first year of the proposed plan.

We ask that specific funds are allocated to form a footpath along the east side of Benmore Place between Lochburn Avenue to join with the path at the lake end of Mull Street as the association has received several reports relating to pedestrian safety in this area.

6. Glenorchy Science, Environment and Conservation Centre.

This project, which was supported by the Torokiki programme, is looking to find a site on which it can be established. At this stage, we would like to flag up that we may seek to use Council land if a suitable site is identified, and if that is the case we hope that Council would support such use.

The Glenorchy Community do not support the proposed spending of ratepayer funds on a new car park building, new council offices, the inner arterial projects or on infrastructure to develop Lakeview at this time as they represent poor use of limited funds at a time when there are much more important priorities that need to be addressed across our district.

We do support the proposal to equalise the costs of reticulated water and wastewater across the district.

We don't think there should have to be a choice made between public transport or active transport. Both should be priorities.



John Glover
Chairman, for the Glenorchy Community Association Committee : 15 April 2021

GLOVER Paul

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:

A lack of active and public transport options for Wanaka. Total dominance of Queenstown.

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:

A lack of active and public transport options for Wanaka. Total dominance of Queenstown.

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:

Keep the facilities available.

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

Cycling safety and active transport in Wanaka district have been entirely missed out. Not plans for improvements or safety thus safe active transport. Walking and cycling need priority.

Bus services need to be developed ahead of the need. Late in Queenstown. Lets get ahead of the population growth problems.

Public transport for aged and disability needs 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:

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:

LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSCCA)

SUBMISSION ON LONG TERM COUNCIL COMMUNITY PLAN 2021

Thank you for the opportunity to submit on the Long Term Council Community Plan. (LTCP)

The LHSCCA aims to represent the over 4.5k residents and ratepayers within Lake Hayes Estate and Shotover Country. Our community has seen significant fast growth resulting in it now being one of the largest residential populations in the Whakatipu Basin. The community has been impacted upon by both the growth within Shotover and Lakes Hayes Estate, and in the wider Queenstown Lakes and Central Otago area.

Feedback on the LTCP

Growth

It is important that Lake Hayes Estate and Shotover Country continue to become a community rather than an ever-growing 'development' or suburb. Currently, our community has a larger population than Arrowtown, and yet we have no hall, church, swimming pool or sports fields. Despite commercial development being proposed in each of the plan changes that created the zoning, little commercial development has occurred.

Instead, most of our community, if not all, has to travel to employment and services located west of the Shotover Bridge. We are therefore opposed to the funding of infrastructure to support growth within the Ladies Mile area until such time that:

- a) Transportation infrastructure and services are significantly improved to reduce congestion
- b) Our community has facilities and services within it that reduce the need to travel.

Any such growth at Ladies Mile should be funded by development contributions and should not commence until such time that there is real improvement to transportation.

Even if there is a 50% modal shift from private vehicles to public transport within Lake Hayes Estate and Shotover country (which is a hard ask) and then if the new development at Ladies Mile achieves the same, we are still at capacity on the bridge. Because of the difficulty in achieving commercial and industrial activity at Ladies Mile, given its proximity to Frankton's existing industrial and commercial services, it is unlikely that it can become a live-work environment.

The NPS-UD requires that the Council remove minimum car park requirements from the District Plan. This is a positive, but only if the Council is on board and supports active travel and improved public transport connections. **We request that the Council put funding towards effective and efficient public transport, and towards active travel.**

This should be in conjunction with **provision of services and facilities within our community**; if the childrens' ballet, gym, touch rugby, soccer, and other services and facilities can be provided within our community, this would reduce the travel demands. Shotover Primary School has a roll of over 500 students, many other children travel to other schools, the majority attend extra curricular activities which necessitate travel.

We are opposed to valuable land being used for park and ride. **We do not believe that park and ride facilities will work in this location and they should not be funded.**

Requests:

- That funding is focused on public transport and active travel.
- That funding is allocated in conjunction with Waka Kotahi and ORC to undertake an indepth analysis of traffic movements from the LHE/SC area to understand a. Where people are travelling. b. Why they are using their cars.
- That no funding is put towards Park and Ride.
- That Council funds comprehensive parking plans and works with the community to find out how a modal change can happen.
- That until a significant modal change can be achieved, and or the bridge is upgraded, no further development at Ladies Mile can progress.
- That Council does not fund Ladies Mile development; that all of the infrastructure required is funded via development contributions or government funding programmes .

Community Facilities

Our community has no hall, community space, sports fields, swimming pool and no commercial precinct. We request that **funding is made available to provide these facilities for this existing community**. The provision of these facilities should not be subject to growth at Ladies Mile.

Our Community Association works hard to engage with our community. A community that is connected is more resilient. Without a community hub we struggle to gain that connection. We request that the dwelling at 516 Ladies Mile is converted to provide community space.

We request that Council funds

-
- The upgrade of the buildings at 516 Ladies Mile so that it becomes a community facility that can be used for meetings, community groups, gym, sports groups etc.
- The provision of sports fields at 516 Ladies Mile and attractive planting that compliments the edible nut trees.
- Toilet facilities at the Lower Shotover sports fields and in the lower Bridesdale swimming holes (adjacent to the Wakatipu Trail)
- Re-grassing and irrigating of McBride Park

Request for continued Financial Support of the LHESCCA

The LHESCCA advocates for and represents over 4.5k residents living in the immediate area. The main form of communication with our residents is through our CA Facebook page which has just under 1400 active followers. We also have direct access to two private groups for Lake Hayes and Shotover Country with 4.6k and 3.7k of members. Our ability to reach the community is growing quickly and we have had an excellent response over the past year to efforts to engage with our residents. Some of the activities undertaken in the past year include:

- Halloween at McBride Park (annual event)
- Luma - light up the neighbourhood (2020 lockdown initiative to continue in 2021)
- Community Forum on Ladies Mile development (attended by over 100 residents)
- Community Polls and requests for information / feedback eg Park n Ride example above
- Opportunity for residents to attend CA meetings and hear from speakers eg Emergency Management and Park n Ride initiatives.
- Attendance by CA and community members at stakeholder engagement events
- Nice Neighbours - celebrating the people within our neighbourhood.
- Hard copy Newsletter printed and delivered to the majority of residents to reach those who are not on social media.

All of the above activities and the numerous hours spent on various submissions, events and education are all conducted by volunteers within the community.

Larger projects - many of which are still ongoing:

- Community Facilities for the residents community - 516 Ladies Mile
- Richmond Park Mini Skate Ramp - over 50% of funding has been sourced including from CA funds. Plans are well advanced to raise the remaining 15k needed.
- Cricket Nets installed at McBride Park
- Shotover Country Community Gardens - plans are progressing with a dedicated group of residents in Shotover Country.

The LHESCCA requests funding of 10k over the next three years of the LTP to support community initiatives that include:

- Financial assistance with community initiatives such as community gardens, the skate ramp, bike tracks and jump park.
- Continuation and expansion and support for community events eg LUMA, Halloween, Community markets.
- Assistance with community engagement and approvals needed for the facilities and activities.
- Alternative Transport Campaign - active transport, public transport, ride share etc specifically for the LHESCCA area to kick off in spring.

- An even bigger and better skate park (Like at Arrowtown)
- Native planting/rehabilitation of Hayes creek and along Kawarau River
- More funding towards weed management in our reserve areas
- Implement the plan that Council drew up for Widgeon reserve. It had a bike track, picnic tables and some planting including further investigation of the a jump park.
- Shotover Community Gardens
- Large community playground at Shotover Country
- Community funding for improvement plan for Nevin Square
- Shelter Planting around court at McBride Pk
- Civil Defence resilience facilities in the welfare centres designated within our communities.
- Financial assistance for trapping initiatives. Supporting the efforts already underway and allocating money towards subsidies for private predator trap purchase. The trapinators recommended by DOC costs \$92. If the Council can assist the Community with subsidising even half the cost can subsidize half of the cost, that could invite a few people to get one. If 1 household every 5 had one, that would greatly help to reach the Whakatipu Wildlife Trusts goal.

The above ideas and projects are supported by the information gathered from our community through the Shaping our Future Community Report, engagement during the 2017 LTP process and through community events and informal consultation.

Relation to the 2050 Vision and LTP

The projects and work of the LHESCCA apply to many parts of the LTP (as detailed in our feedback) and also the Vision 2050. Of particular relevance is our focus on building a strong, supportive resilient community that is connected to each other and to the wider district. The community value the diversity and environment that we live in and all of our initiatives are designed to enhance the feeling of belonging and ensure the well-being of a large resident population that has been impacted significantly by the effects of COVID 19.

Specifically relevant are the following Vision aspects:

- Thriving People / W H A K A P U Ā W A I H A P O R I
- Opportunities for All / H E Ō H A K A T A U R I K U R A
- Deafening Dawn Chorus / W A R A K I
- Disaster Defying Resilience / H E H A P O R I A U M A N G E A

Conclusion

As Council is aware, our Community Association is made up of people in our community who give their time and energy on a voluntary basis to try and make a positive difference. We are all busy with work and families and while we try very hard to respond to all of the Council documents, it is time



consuming and can add pressure to our already busy lives. It is very important that Council staff and councillors engage with our community and help us provide feedback and support for our locals. We would very much appreciate it if Council staff come engage early in the concept stage and talk to us before they reach the 'public consultation' stage when a preferred option has been decided upon.

Our request for 10k in financial support over the 3 year period would be used to assist in advancing the projects already underway (by allowing us to apply for matched funding, and engage expert support when needed) and to support administration and community engagement initiatives for a large residential population.

We wish to be heard in support of our submission.

Kind regards,

Lake Hayes and Shotover Country Community Association

Email: [REDACTED]

Contact: Chair Anita Golden

Phone: [REDACTED]

Appendix 1

Community Comments – 10 Year Plan early engagement Sept/Oct 2017

Top 5 themes (verbatim comments)

LAKE HAYES ESTATE AND SHOTOVER COUNTRY (Total comments = 186)

1. Want new community hall/sports facilities in Lake Hayes Estate and Shotover Country, and in Frankton.

Related comments:

- A hall that you can use for afternoon activities ie ballet, karate
- Community Hall/Community Centre/Club rooms (x6)
- Gym
- Gymnastics club
- Community rooms -- shared but could also be used for therapy and consultants such as dieticians, speech therapy, pediatric physio
- Facilities/space for teenagers/Youth Booth; Somewhere for teenagers to hang out, evening entertainment for them; Teen(ish) community rooms (x3)
- Shared Community rooms -- dance, yoga, sports groups, meetings, youth group
- Communal Sports room and area
- Club rooms with Emergency Services hub to utilise specialised staff already living in Lake Hayes Estate and Shotover Country.
- Centralised community facilities, sports fields, hall, pool etc.
- Community sports facility at Widgeon Place (LHE). All sport: rugby, tennis, cricket, netball, softball etc.
- LHE/Shotover: a community hall with a wooden floor (current school hall flooring limits use for some activities e.g. dancing).
- Additional community pool as Alpine at capacity for schools. Say at Shotover Country.
- Community Facilities - meeting place; sporting/clubs; swimming pool
- Events Centre: would ideally have an additional pool, expanded stadium, squash courts, new netball courts and WAY MORE parking!!
- Lengthen present [QEC] pool to 50m. Turn it around 90 degrees. Split in the middle to double users.
- Sport club rooms - parking around it. Swimming Pool. Squash Courts.
- Community Swimming Pool
- Swimming Pool, Skate Park, Jetboat straight to Shotover
- Community Hall, Swimming Pool, Gym
- Swimming Pool (x14)
- Community Swimming Pool
- Swimming pool, can be difficult to get into lessons currently
- Swimming Pool at Widgeon Place
- Swimming Pool, Sports Pavilion, Skate park (BIG)

- Small pool -- easy to access in local community for those with disabilities
- Horse riding Club.
- Sports field
- Skate Park and ramp, underpass to LHE, Bike access to high school, new bridge? New track?

(50 comments)

2. Want more/better/safer cycleways/walkways, including safe road crossing points, particularly to new high school.

Related comments:

- Bikeway to new High School (x6)
- Better straight through bike track to high school.
- Clip on foot and cycle bridge to State Highway over Shotover
- Cycle and walk underpass under SH6
- Attach walk/cycle track to Bridge [Shotover] especially with Wakatipu High School moving to Frankton and no school buses, and increasing recreational cyclists.
- Improved cycle access over river [Shotover]. Ban cycles over existing bridge.
- Better access to High School
- Cycle bridge to the high school
- Easy way to High School
- Alternative (shorter) cycle route from LHE to the new high school.
- change wide verges to bike lanes
- Link to Lake Hayes Underpass (x2) -
- Howards Drive pedestrian crossing or underpass
- Underpass between LHE and Lake Hayes walking track.
- Trail upgrade to commuter status between SC and LHE and Frankton Flats (can they be solar generating?).
- safe crossing from LHE to Lake Hayes
- Safe crossing on Ladies Mile to Lake Hayes
- safe crossings (around Shotover Primary)
- Safer crossing from LHE to Lake Hayes -- crossing that road is dangerous!

(25 comments)

3. Want new outdoor community recreation spaces in Lake Hayes Estate and Shotover Country

Related comments:

- Developing Widgeon Place
- A basketball court; a skate park
- Skate ramp/park (x10)
- Bigger flying fox

- Motorbike track
- Athletics track and field (x3)
- Athletics facilities
- Full size hockey turf (x2)
- Confidence course
- Ropes/ Confidence/ Agility course -- something challenging for older kids
- Widgeon Place sports and rec grounds
- Mini golf for kids
- BMX track
- BMX Park
- Bring Frankton Golf Course to Shotover
- Dirt jumps for bikes (x3)
- Dirt jumps for bikes and mini ramp
- Downhill track for bikes
- Flying fox to river
- Soccer club
- Swings
- Bike tracks and sports fields down Widgeon Place (LHE).
- Zip line
- Upgrade court turf area, install tennis net, hedge around the current turf -- too windy at present.
- Tennis courts

(36 comments)

4. Want improved public transport/commuter options and facilities.

Related comments:

- Jet boat to high school
- Shotover/LHE don't have half hour buses Put a park and ride at Frankton for us to use
- Very regular bus 15-30 mins all day and night
- Bus service
- Bus/transport shelters.
- Formal and covered bus stops for new suburban service.
- Public transport needs improving - buses more often, bus shelters.
- Park and Ride facilities - gondala - near school
- Water taxi along the river - esp high school students.
- Water taxi Kawarau to High School and Frankton.
- Public Transport, high speed ferry, buses
- Jet Ferry from Widgeon place, stop at SC and onto High School
- Extend water taxi to SC and LHE in peak times
- Electric bike station

- E bike station -- especially for high school kids biking with bags and gear and going on to after school activities

(15 comments)

5. Community gardens (including edible/fruit trees etc.) in Lake Hayes Estate/Shotover Country.

Related comments:

- Community gardens (x10 comments)

Unique/interesting ideas:

Neighbourhood watch

Community initiative to build a sense of community

APPENDIX 2-

LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSC)

SUBMISSION ON 2017-2018 ANNUAL PLAN

The Lake Hayes Estate and Shotover Country Community Association (LHSC) appreciates the opportunity to submit on the Annual Plan and commends the Council's aim to engage with the community. Our Community Association aims to represent the residents and ratepayers within Lake Hayes Estate and Shotover Country. Our community has seen significant growth, and has been impacted upon by both the growth within Shotover and Lakes Hayes Estate, and in the wider Queenstown area. It is important that Lake Hayes Estate and Shotover Country continue to become a community rather than a 'development'.

General comment

While we agree that it is necessary to invest in infrastructure, it is important that the Council continues to source funding for the growth in tourism and new development from avenues other than rates. Our community is being impacted upon by surrounding developments and there is concern that the true cost of those developments is not being met by the developers. Further, the true costs of Lake Hayes Estate and Shotover have not been met by the developers, particularly with respect to community facilities and reserves. Queenstown is already an extremely expensive place to live development costs (increased demand on infrastructure) should not fall on the ratepayer.

Request:

The LHSC requests that the Council continues to work with Central Government to ensure that the true costs of increased tourist numbers are not imposed on the ratepayers. That the Council ensures that when determining development contributions it is the true cost of development that is met, and that developments do not place an increased burden on the ratepayers to assist in upgrades to infrastructure that are necessary to support those new developments.

Our existing community needs facilities and services and it is not reasonable to suggest that these will only be provided if there is more development.

Public transport

The LHSC commends the Council's efforts to make public transport affordable and effective. Unfortunately residents in both Lake Hayes Estate and Shotover Country have to travel to work. If public transport were both efficient (in terms of regular services and timeliness) and cost effective then many residents would choose to use it. It is important that any bus service from Lake Hayes Estate/Shotover Country has direct service into the Queenstown CBD. A park and ride in Frankton is not of benefit to our residents, and nor are bus services that have transfers/long stops in Frankton.

Regular bus services are needed between Lake Hayes Estate/Shotover Country and Five Mile, Airport, Queenstown CBD and the High School.

Consideration should also be given to the location of services and places of employment, so that into the future residents do not have to travel as extensively for these services. For instance, library services should be provided at 516 Ladies Mile so that Lake Hayes Estate and Shotover Country Residents do not have to travel into Queenstown CBD or Frankton. Other communities such as Arrowtown have their own library, and consideration should be given to providing such services within our community.

Request

We request that the Council continue to work on provision of an effective and efficient public transport service.

Recognise that any system needs to be efficient, and for Lake Hayes Estate/Shotover Country residents a park and ride in Frankton is not helpful.

To plan strategically for the future service needs of Shotover Country and Lake Hayes Estate, so that the need to travel is reduced.

Congestion

The Council's investment in roading and public transport to reduce congestion is supported.

Request

We request that the Council continues to focus on completion of roading projects and public transport to reduce congestion. At a strategic level consideration should also be given to the location of key services in order to reduce the need for travel to and from LHSC.

Lake Hayes Estate Shotover Country Community Association.

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

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 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:

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. 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:

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:

This region's response to climate change needs to be led by our young people. Suggest that Council hands the leadership and decision-making responsibility to the highly-engaged, highly-knowledgeable, highly-active young climate activists and advocates (for example, Team Green at Mount Aspiring College), while supporting those young people through bringing the locally-sourced experts and scientists to their table.

A vital (but often neglected) part of this process is to have neutral, engaging, inclusive facilitators to create the containers for discussions and decisions. These people can easily be drawn from the local well of skilled conveners and facilitators.

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:

If we're not prioritising our water, we're not looking after our community

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:

Electric ferries on Lake Wakatipu (like they're doing in East by West, Wellington). Prioritise bicycle tyres over car tyres. Bike paths laid like spokes from key hubs to all relatively-lived-in residential areas (Q'town CBD, Frankton/Wakatipu High/airport/events centre, primary schools throughout Q'town and Arrowtown, Wanaka CBD, Three Parks/Te Kura o Take Karara/rec centre, Mount Aspiring/Wanaka Primary/Holy Family)

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

Neither / Neutral

Please tell us more about your response:

I'm not fully getting you and can't foresee which specific people would be shouldering, for example, the 44% increase in Environmental Health

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

I'm interested in spaces for performance. Spaces for showcasing culture and art need to be created and grown by the instigators in the community itself. It's about community ownership and pride of creation. Without that involvement, our facilities will be sterile, superficial and have little pride of place. Inspiration can be taken from ChCh City Council's relationship with Gap Filler, a local placemaking social enterprise (<https://gapfiller.org.nz/>).

Council should pay to engage the instigators and key users (musicians, artists, writers, poets, producers and performers) to take ownership of and shape the Performing Arts Venue in Q'town, the Arts Centre and the shared natural outdoor performance spaces along Wanaka's revitalised lakefront.

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:

GREIG Andrew

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Where possible QLDC needs to lead by example in order to guide and show its citizens what is possible to reduce the impact the district is having on global warming. QLDC need to tread lightly when considering redirecting funds from the various projects to prop up climate change initiatives given the COVID 19 setbacks. There needs to be a delicate balance between implementing ground breaking climate change initiatives and regenerating economic activity and positive cash flow for the region and its citizens. However, where reasonably viable. Reallocation of funds is positive.

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:

I believe that QLDC due to COVID 19 have been given a window of opportunity where demand on the 3 waters network has been reduced through until roughly 2023-2024. Taking their time to evaluate the best course of action and doing each upgrade once and doing it right is paramount to keeping the cost down and not having to redo sections due to haste and poor consideration of capacity and requirements. I suspect growth with slow down in some of the fringe areas and QLDC should focus on the centralised high demand areas and 3 waters networks. Seemingly, projects have been fast tracked using out of town Tier 1 consultants and contractors which opens each project up to bottlenecks and setbacks. Local consultants need to be included in these processes from day dot.

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:

I support the notion of a visitor levy however the QLDC need to consider the instrument in which funds are collected. Thrusting the responsibility and burden onto solely the commercial accommodation industry is short sighted. A levy should go across all service industries in the district. A little and often approach to be taken.

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:

GREIG Rob

Company Director

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 see no mention of what would happen if Qtn lost its power supply to the basin. There is currently only one electric power feed to the whole area. If this was lost due to storms or earthquake what happens? Power out for 2-3 weeks over winter! This is a major priority and should be first on Climate Action Plan.

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:

Critical to living in this area and should not be compromised.

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 heart of Queenstown has been ripped out of and moved to Frankton. Time to rebuild it and should be paid for by all residents.

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:

Central area is being decimated and it needs to be rebuilt as place that locals can also enjoy. Should be paid for by all who live here.

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. Visitor levy should be spread across all business sectors not just accommodation as many visitors are in houses (airbnb) and do not contribute.

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

Having lived in Qtn for 43 years it is disappointing to see what is happening to the centre of town. It is losing its charm in favour of large corporate companies ripping profit out of ever increasing turnovers. Planning at Frankton is a disaster and CBD is becoming a place that locals have no reason to visit.

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:

GREIG Roz

Pinewood Lodge and resident in CBD

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Let Government complete their study & guidelines in place first. Shouldn't we be looking at Queenstown power supply first!

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:

\$768 million as one project spread over 42,000 people = \$18,285 pp.
So where is the money coming from for the other projects

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:

I am very concerned for the welfare of the CBD of Queenstown - currently a mess (only buses, bikes, taxis - really!) No plans for parking only a significant by-pass. Shouldn't you be concentrating on improving what should be the historic area in the district.

What about a car park next to the current QLDC building in Gorge Rd, beautifying the creek, small kids playground, keeping the rugby amphitheatre for sport and outdoor theatre.

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:

This expense is for the greater part of Queenstown & Wakatipu area. Expenses should be shared.

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:

Your question in the referendum was 'visitor levy' so this amount should be spread across all commercial operators or airport levy not just targeted at one area - easy for one area to charge easy for all & greater benefit to Council.

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

The CBD is a mess & should be our 'pride and joy'. Frankton is a disaster - visually, transport wise you certainly cannot blame tourists for the delays getting around the Wakatipu - growth is the problem.

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 & Councilors should stay with what they are elected for - water, sewage, roading etc. not get involved in housing, development - lease the land & public ratepayer spending galore. No sale of Council land!