

**Planning & Strategy Committee**

**22 October 2024**

**Report for Agenda Item | Rīpoata moto e Rāraki take [1]**

**Department: Strategy & Policy**

**Title | Taitara: Update on the implementation of the Queenstown Lakes Spatial Plan (2021)**

**Purpose of the Report | Te Take mō te Pūroko**

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This report provides an update on the latest Grow Well Whaiora Spatial Plan Monitoring Report and the implementation of the Joint Housing Action Plan and Te Tapuae Southern Corridor Structure Plan.

**Recommendation | Kā Tūtohuka**

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That the Planning & Strategy Committee:

1. **Note** the contents of this report;

**Prepared by:**



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**Title:** Strategic Growth Manager  
3 October 2024

**Reviewed and Authorised by:**



**Name:** Michelle Morss

**Title:** GM – Strategy and Policy  
7 October 2024

**Context | Horopaki**

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1. The Queenstown Lakes Spatial Plan was prepared as part of an Urban Growth Partnership between Central Government, Kāi Tahu, Queenstown Lakes District Council and Otago Regional Council called the Grow Well Whaiora Partnership.
2. The partnership provides a forum to align decision-making and collaboration on the long-term direction for the Queenstown Lakes District. It acknowledges that the Queenstown Lakes District is facing growth-related challenges across housing, transport and the environment that may have flow-on effects nationally, particularly given the importance of the Queenstown Lakes area to Aotearoa New Zealand's tourism sector.
3. Adopted in July 2021, Queenstown Lakes first Spatial Plan (QLSP 21) sets out the partnership's long-term approach to address these challenges providing a vision and framework for how and where the communities of the wider Whakatipu and Upper Clutha can grow well and develop to ensure our social, cultural, environmental, and economic prosperity. In order to grow well, five outcomes have been identified and these include:

- a) Consolidated growth and more housing choice;
  - b) Public transport, walking and cycling is the preferred option for daily travel;
  - c) A sustainable tourism system;
  - d) Well-designed neighbourhoods that provide for everyday needs; and
  - e) A diverse economy where everyone can thrive.
4. To deliver on the five outcomes of QLSP 21, the partnership developed a joint work programme focusing on 22 priority initiatives and six priority development areas. Work has been progressing on a number of the priority initiatives and priority development areas and this report provides the Planning & Strategy Committee with an update on how the progress of those workstreams.

### Analysis and Advice | Tatāritaka me kā Tohutohu

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#### **Spatial Plan Monitoring Report Update**

5. QLSP 21 implementation plan consists of 22 priority initiatives, and these are actively monitored via the QLSP Monitoring Report (**Attachment A**). This report is issued quarterly and discussed at the Grow Well Whaiora Partnership Steering Group meetings. The report dated 5 August 2024 has been used to inform this section and as such project updates will be slightly out of date.
6. Alignment with the Business Planning team continues to ensure monitoring reports are consistent in their approach.
7. Majority of the project updates are progressing on track with a green status. The exceptions are:

#### **Amber Status:**

- **Blue-Green Network** is amber due to extended timeframes.
- **Hawea Infrastructure Acceleration Fund (IAF)** – Queenstown Lakes District Council (QLDC) and Kainga Ora are finalising proposed amendments to the IAF Delivery Plan to reflect current project information. Once this variation is executed, QLDC expects the status presented in this report to return to green.
- **Spatial Plan 2.0 development** remains amber due to the delay in the Housing and Business Capacity Assessments work which informs this project.
- **NZUP Queenstown Package** - Stage 1 works include: the State Highway 6/6A (BP) intersection; the adjacent bus hub and the Howards Drive roundabout. Project status remains amber due to funding for stage 2 still to be confirmed.
- **Arterials Stage 1** - The project status is amber as due to the scale and stage of the arterials project there continues to be risk associated with time and cost.
- **Comprehensive Parking Management Plan** is amber due to resourcing. A new transport engineer is to be recruited.
- **Active Trail Route A7: Jacks Pt – Frankton** is amber as funding for this route has been put on hold until the GPS-land transport and National Land Transport Programme (NLTP) are operative. There is a risk to funding identified.
- **Active Trail Route A2: Shotover River/Kimiakau Bridge – Frankton** is amber as funding for this route has been put on hold until the GPS-land transport and NLTP are operative.

- **Travel Demand Management Programme** is amber as funding for the delivery of this programme through the Better Off Fund has now been redirected to water investment projects. Some funding for this programme has been secured in the 2024-2034 Long Term Plan (LTP).
- **Wanaka Network Optimisation Single Stage Business case** is amber as investment is at risk due to the draft LTP deferring the projects for 6 years. A decision is to be made on levels of investment.

**Red Status:**

- **Visitor Levy** remains red status due to uncertainty over timing and interface with other alternative funding and financing options.
- **Active Trail Route A8: Lake Hayes Estate - Frankton (South)** remains red due to the lack of funding to proceed.

**Joint Housing Action Plan (JHAP) Update**

8. The JHAP is one of the 22 priority initiatives, and the finalised plan was adopted by QLDC in August 2023 and subsequently endorsed by the Whaiora Grow Well Governance Group (Link to JHAP: [joint-housing-action-plan-final.pdf \(qldc.govt.nz\)](https://qldc.govt.nz/joint-housing-action-plan-final.pdf)). Work across the 34 actions is underway, including working with central government, local and nation-wide organisations, and across QLDC, to improve housing outcomes in the district.

*Community/Affordable Housing Stakeholder Deeds – Monitoring Update (JHAP action 4B)*

9. Over the period 2003-2019, QLDC negotiated 26 stakeholder deeds that require affordable and community housing contributions from residential housing developments. The deeds are all slightly different according to the different circumstances for each development and as improvements to the agreements were made over time. Typically in these deeds,
  - ‘affordable housing’ refers to a requirement to sell house/land packages at specific, more affordable prices, and
  - ‘community housing’ refers to sections or a financial contribution to go to the Queenstown Lakes Community Housing Trust (QLCHT) or other Community Housing Provider.
10. The intention of this work is to obtain full compliance with the deeds, or where required, to renegotiate any deeds that are no longer fit-for-purpose to ensure the best possible outcomes for the community. Overall, across the 26 deeds, compliance is high, and most developers have met their various obligations under the deeds:
  - 11 deeds are settled in full
  - 9 deeds are ongoing and have no outstanding contributions
  - 2 deeds require further information from the developers (Jack’s Point and Kirimoko)
  - 4 deeds have outstanding or upcoming requirements that are being actively followed up with the developers (Longview, Alpine Meadows, Three Parks, and Ballantyne Investments).

### Longview

11. On 19 September Full Council considered new prices proposed by the developer for affordable housing at Longview. Council did not agree to these proposed prices and instead agreed to increase the prices based on construction cost inflation. QLDC are now in contact with the developer about next steps.

### Alpine Meadows

12. The Alpine Meadows, Ballantyne Investments and Willowridge (Three Parks) Deeds are with the same developer.
13. Clause 6.4 of the Alpine Meadows deed requires the developer to “vest in the Council or QLCHT a multi-unit capable (for up to six housing units) area of land of 1,200m<sup>2</sup>. This land shall only ever be used by Council or QLCHT to provide for affordable accommodation units for the specific purpose of providing affordable accommodation for either workers or families within the Wānaka ward”. The developer has indicated a section will be provided later this year. Officers are following up with the developer to ensure any covenants on the title will not unduly restrict QLCHT in delivering community housing and to ensure compliance with the Deed.

### Ballantyne Investments

14. This deed requires land for 36 “Affordable Housing Units” to be set aside on the site. “Affordable Housing Units” are defined in this deed as “housing that is affordable to the Moderate Income Low Income households”, which can be delivered “by a range of methods chosen by the [developer], and may include rental as well as ownership accommodation.” The average size of the Affordable Housing Units shall be no less than 2 bedrooms, and must be covenanted to prevent the use of the land for rental or for sale as visitor accommodation (as defined in the District Plan).
15. Eleven Community Housing units are also required, defined as “residential land and/or housing stock owned, leased or otherwise managed through the Queenstown Lakes Community Housing Trust to ensure the long term provision of housing accommodation for low and moderate income households.”
16. To date the developer has not make any residential sections currently available for community or affordable housing sections. However, the developer has also indicated that they are open to discuss potential solutions that work for both parties. Officers continue to work with the developer to determine a way forward.

### Willowridge (Three Parks)

17. This deed requires land for 100 “Affordable Housing Units” to be set aside on the site, defined as “housing that is affordable to the Moderate Income Low Income Households”. Of this, a minimum of 50 units shall be delivered via the developer’s “kiwi first” scheme which has

selection criteria that prioritises local families and workers who are committed to the Upper Clutha area. The remaining affordable housing can be “delivered by a range of methods chosen by the developer including rental accommodation”. The average size of the Affordable Housing Units shall be no less than 2 bedrooms, and must be covenanted to prevent the use of the land for rental or for sale as visitor accommodation (as defined in the District Plan).

18. This deed requires a contribution of land for 40 “Community Housing” units, defined as “residential land and/or housing stock owned, leased or otherwise managed through the QLCHT to ensure the long term provision of housing accommodation at a discount to market value”.
19. As for the Ballantyne Investments deed, there are no residential sections currently available to be provided as community or affordable housing sections, but the developer has indicated that they are open to discuss potential solutions that work for both parties. Officers continue to work with the developer to determine a way forward.

#### *Community Hui – Housing*

20. On 10 October, QLDC and QLCHT are hosting a community hui to discuss local solutions to the housing challenge in the district, in line with JHAP action 6C, “facilitate a community group focused on local community solutions to housing”. The hui is open to the public and has been advertised in local media, and a number of targeted invites were sent to community leaders and relevant stakeholders

#### *Improving Housing Outcomes through Rates and Development Contributions Policies*

21. The Strategic Growth team is initiating a project looking at whether we can improve housing outcomes through the Rates and Development Contributions Policies, with a specific focus on short-term letting and providing financial support to Community Housing Providers such as QLCHT. This aligns with JHAP solution 3: “enable affordable housing choices through legislative and other tools”. A cross-Council team is now scoping this project, including input from the Policy, Finance, Legal, and Policy Planning teams. Regular updates will be provided as this project progresses.

#### **Te Tapuae / Southern Corridor Structure Plan (Note this project is being jointly led with Planning Policy)**

22. Priority Initiative 3 of the QLSP 21 requires structure plans to be developed for all the priority development areas. Structure plans will include, for example:
  - zoning,
  - infrastructure triggers (including social infrastructure and the blue/green network),
  - transport links/networks, and
  - financial information.

23. The key purpose of the structure plans is to provide a concise overview of the timings, dependencies, and types of infrastructure investment (renewal, enhancement, and growth) required to complete the priority development area and outline funding, timings, and risk/barriers. The plans will also include the social infrastructure needs of each of the areas and ensure the prioritisation of the delivery of affordable housing through a mixture of lot sizes and housing choice.
24. Structure planning is part of the District Plan process and as such is being undertaken collaboratively between the Strategic Growth and Policy Planning teams. The Infrastructure Strategy and Asset team also has a considerable role to play in this work. Any plan change or variation requires an analysis as to the appropriateness of zoning; the structure planning process assists with this, especially over multiple ownerships.
25. Te Tapuae / Southern Corridor is the first priority development area to be structure-planned through this process. Noting Te Pūtahi / Ladies Mile was structure-planned at the same time the QLSP 21 was developed. Funding is confirmed through Tranche 1 of the Three Waters Better Off Fund allowing the project to proceed at pace.
26. The draft project programme is contained in **Attachment B**. This will be updated once the initial natural hazard assessment has been completed and progress will be reported at each meeting.

#### Fast Track Approvals Bill

27. The Government has released high-level information on the 149 projects it has decided to list in the Fast-track Approvals Bill. RCL Homestead Bay Limited have been included in Schedule 2 of the Fast-track Approvals Bill. Officers are currently awaiting further information from the government as to the process for responding to these projects. The Bill is expected to be passed by the end of the year.

#### Consultation Process | Hātepe Matapaki

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#### **Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka**

28. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2021 because this paper is a noting paper
29. The persons who are affected by or interested in this matter are the Queenstown Lakes District Community.

#### **Māori Consultation | Iwi Rūnaka**

30. Kāi Tahu are part of the Grow Well Whaiora Partnership and as a result are involved in the implementation of the Spatial Plan Gen 1.0 and the development of the Spatial Plan Gen 2.0. This includes regular monthly meetings, attendance at workshops and the Grow Well Whaiora Steering and Governance Group meetings.

### Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

31. This matter relates to the Strategic/Political/Reputation risk category. It is associated with RISK10056 Ineffective provision for the future planning and development needs of the district within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.
32. The approval of the recommended option will allow Council to retain the risk at its current level.

### Financial Implications | Kā Riteka ā-Pūtea

33. There are no financial implications to this noting paper.
34. The workstreams discussed have current funding under the Long Term Plan, Annual Plan and through the Three Waters Better Off Fund.

### Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

35. The following Council policies, strategies and bylaws were considered:
  - The outcomes and principles of the Vision Beyond 2050
  - The QLDC Spatial Plan 2021
  - The QLDC District Plan
  - The Climate and Biodiversity Plan
  - The Destination Management Plan
  - The 2024-2034 Long Term Plan
  - The Homes Strategy and draft Joint Housing Action Plan
  - The 30 Year Infrastructure Strategy
36. This report doesn't contain any recommended options as it is a noting report, however the workstreams discussed is consistent with the principles set out in the named policy/policies.
37. These matters are included in the Long Term Plan/Annual Plan

### Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

38. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. This report provides an update on the implementation of the QLSP 21. Strategically planning for the growth of our communities is critical to achieving the outcomes of the QLSP 21.
39. The recommended option:
  - Can be implemented through current funding under the Long Term Plan and Annual Plan;

- Is consistent with the Council's plans and policies; and
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council.

**Attachments | Kā Tāpirihaka**

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A	QLSP August 2024 Monitoring Report
B	TTSC Structure Plan programme



# The Queenstown Lakes Spatial Plan Monitoring Report

AUGUST 2024

[www.qldc.govt.nz/your-council/major-projects/queenstown-lakes-spatial-plan](http://www.qldc.govt.nz/your-council/major-projects/queenstown-lakes-spatial-plan)

# Joint work programme

## Project Status Parameters:

### Green

- Project plan is in development or established.
- Key Milestones are being met.
- No project budget issue or risks to project.

### Amber

- Key Milestones have been missed by more than 3 months but less than 9 months
- Minor project budget issues identified
- Risk realised but minor and solution sought/being resolved.

### Red

- Key Milestones have been missed by more than 9 months
- Major project budget issues identified
- Major risks realised and either no solution forthcoming or there is a major threat to the project being fulfilled at all.

## 6 Joint Priority Initiatives

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS	
<b>OUTCOME 1: Consolidated growth and more housing choice</b>					
1. Review zoning and other levers to enable higher densities and more flexible use of land within the existing and new urban areas in appropriate locations identified in the Spatial Plan.	<p><b>NPS-UD</b></p> <ul style="list-style-type: none"> <li>&gt; This is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021.</li> <li>&gt; The NPS-UD directs QLDC to enable building heights and housing density commensurate with urban form. At present the Policy team is working through a Plan Variation to the District Plan to give effect to the requirements of Policy 5 and the wider directive of the NPS-UD.</li> </ul> <p><b>Work Completed &amp; In Progress:</b></p> <ul style="list-style-type: none"> <li>&gt; The submission period attracted 1222 submissions and 96 further submissions.</li> <li>&gt; Planners are currently drafting S42a reports and experts are preparing evidence to respond to the submissions.</li> <li>&gt; A panel of commissioners has been appointed to hear the recommendations: Jane Taylor (chair), Ian Munro and Lyal Cocks.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Aim for the Hearing to occur in the first quarter of 2025.</li> <li>&gt; Confirmation of evidence timeframe as well as provision of time for pre- hearing conferencing (if required).</li> </ul>	Green	QLDC led  Other parties: HUD, Kainga Ora, Kai Tahu	
2. Priority Development Areas (PDAs). Use the Grow Well Whaiora Urban Growth Partnership to improve alignment and coordination to unlock joint priority development areas:	<ul style="list-style-type: none"> <li>&gt; Ladies Mile</li> <li>&gt; Five Mile Urban Corridor</li> <li>&gt; Queenstown Town Centre to Frankton Corridor</li> <li>&gt; Southern Corridor</li> <li>&gt; Wānaka Town Centre to Three Parks Corridor</li> <li>&gt; Southern Wānaka</li> </ul>	<p>&gt; This is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021.</p> <ul style="list-style-type: none"> <li>&gt; The Te Putahi Ladies Mile Variation is a plan change to the Proposed District Plan that used the Streamlined Planning Process. The Variation proposes rezoning areas of Rural, Rural Lifestyle and Large Lot Residential Land to a Special Purpose Zone providing for a range of commercial activities, as well as open spaces and community facilities.</li> <li>&gt; The Variation was notified on the 27 April 2023 and a total of 124 submissions and 25 further submissions were received. A Hearing was held for the Variation in December 2023 and a Recommendation Report released in April 2024.</li> <li>&gt; The Variation is now subject to approval from the Minister for the Environment who will either accept or reject the Variation. There is no timeframe for this decision.</li> <li>&gt; TPLM transport triggers are not all within QLDC's power and are not yet included in planning / investment programmes by NZTA (speed, crossings, public transport priority lanes, signalised intersections)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Awaiting a decision from the Minister of Environment for the Ladies Mile Streamlined Planning Process.</li> </ul>	Green	QLDC led  Partners involved through QLSP Project Team

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>3. Undertake structure plans for future urban areas identified in the Spatial Plan, including identifying infrastructure triggers needed to enable and sequence new growth areas. Ensure the development of future urban areas prioritise the delivery of affordable housing options.</p>	<p><b>Te Tapuae Southern Corridor</b></p> <ul style="list-style-type: none"> <li>&gt; Developing Te Tapuae - Southern Corridor structure plan continues to be the primary focus and is being developed utilising the funding awarded from the 3W Better Off Fund.</li> <li>&gt; All experts have now been onboarded for urban design, commercial, transport, landscape, ecology, natural hazards/ geotechnical analysis and infrastructure.</li> <li>&gt; Reports have been finalised for transport, urban design, landscape and commercial analysis. These are being reviewed by the wider project team, which includes all partners.</li> <li>&gt; Deferred investments for transport interventions district wide will significantly affect our ability to service growth. This is exacerbated by higher growth projections, and more intensified developments. Te Tapuae is also likely to see reductions in levels of service in the short term, and longer term the on-road networks will reach capacity before the 30 year horizon.</li> </ul> <p><b>Frankton</b></p> <ul style="list-style-type: none"> <li>&gt; A Structure Planning process is being undertaken at present in combination with the review of the following Operative Plan Special Zones (Frankton Flats A &amp; B and the Remarkables Park Special Zone).</li> </ul>	<p><b>Te Tapuae Southern Corridor:</b></p> <ul style="list-style-type: none"> <li>&gt; Planning &amp; Strategy meeting - 30 July</li> <li>&gt; Expert workshops with key stakeholders - August/ September</li> </ul>	<p>Green</p>	<p>QLDC led</p> <p>Partners involved through QLSP Project Team</p>
<p>4. Investigate the use of alternative funding and financing tools to accelerate infrastructure delivery.</p>	<p><b>Infrastructure Acceleration Fund Hawea</b></p> <ul style="list-style-type: none"> <li>&gt; QLDC and Kainga Ora are finalising proposed amendments to the IAF Delivery Plan to reflect current project information. Once this variation is executed, QLDC expects the status presented in this report to return to green.</li> <li>&gt; As previously reported, the increase in potential development area in Hawea and subsequent need to revalidate underpinning demand projections caused a delay in QLDC's wastewater pipeline detailed design work. This matter has now been resolved, with a resulting programme impact of 11 months.</li> <li>&gt; The water demand management project is progressing well and remains on track to be completed in accordance with the IAF Agreement.</li> </ul> <p><b>Better Off Fund</b></p> <ul style="list-style-type: none"> <li>&gt; Cabinet directed DIA to work in partnership with Crown Infrastructure Partners (CIP) and councils to review the status of current Better Off projects, including expenditure incurred to date and currently committed expenditure; and to then identify opportunities to redirect unspent Better Off funding to Local Water Done Well, increase investment in water infrastructure, or to help establish new water services delivery organisations.</li> <li>&gt; QLDC has subsequently decided to redirect \$1.477M of unspent Better Off funding to increase water infrastructure investment or to help establish new water services delivery organisations.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Water Demand Management: Contract for installation executed (August 2024).</li> <li>&gt; Wastewater: Detailed design completed and approved by QLDC (Feb 2025).</li> <li>&gt; Determine the water investment projects and apply to CIP - timeframe TBC</li> <li>&gt; Better Off funding remains for Te Tapuae Southern Corridor structure plan, Blue-Green network, Economic Diversification Plan implementation, Biodiversity Plans, Plant-Pest control work and Community Partnerships Plan implementation.</li> </ul>	<p>Amber</p>	<p>QLDC</p> <p>Other parties: DIA, HUD, KO</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>5. Establish a coordinated programme that draws together central government, community providers, iwi and council projects and initiatives to improve affordable housing outcomes.</p>	<ul style="list-style-type: none"> <li>&gt; The Joint Housing Action Plan is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021. Work is progressing on the 34 JHAP actions:</li> <li>&gt; Published updated 'Housing Challenge' A3s (action 1C)</li> <li>&gt; Commenced the winter season Manaaki communications campaign to support people to find a home in the district and encourage residents to let out a room (actions 6A, 6D)</li> <li>&gt; Held a full Council workshop on 18 June on the impacts of short-term letting on the housing market and potential alternative tools to mitigate this (actions 3E, 6A, 6B)</li> <li>&gt; Ongoing conversations with two developers on compliance with stakeholder deeds, and commissioned an independent report on building costs in Longview, Hawea (action 4B)</li> <li>&gt; Established new funding agreement for QLCHT to move to permanent arrangements instead of a grant (action 4D)</li> <li>&gt; Central government announcement on the Going For Housing Growth work programme, with consultation expected in early 2025 (actions 3B, 3E)</li> <li>&gt; Submissions opened for 'Making it easier to build granny flats', Residential Tenancies Act amendments, Overseas Investment build-to-rent amendments (actions 3B, 3E, 6E)</li> <li>&gt; Updates on Inclusionary Housing Variation, Urban Intensification Variation, Future Development Strategy/Spatial Plan 2.0 and Structure Planning provided separately (actions 4A, 8A, 8B, 9A)</li> </ul>	<p>Upcoming milestones in the JHAP implementation programme include:</p> <ul style="list-style-type: none"> <li>&gt; Ongoing Manaaki communications campaign: further website updates and media communications (actions 6A, 6D)</li> <li>&gt; Provide advice to QLDC on the Longview stakeholder deed house/land package provisions (action 4B)</li> <li>&gt; Provide advice to QLDC on the Longview stakeholder deed house/land package provisions</li> <li>&gt; Finalise Cost Benefit Analysis for affordable housing in Queenstown Lakes District (action 1C)</li> <li>&gt; Investigate QLDC levers to address rental shortage, e.g. a local act, rates, development contributions and developer agreements (actions 3B, 5A, 5C, 5D)</li> <li>&gt; Input into QLDC property review with analysis of options for QLDC land that provide affordable housing or improve housing outcomes (actions 2E, 5D)</li> </ul>	<p>Green</p>	<p>QLDC, HUD, KO, QLCHT &amp; Kai Tahu</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<b>OUTCOME 2: Public transport, walking and cycling is the preferred option for daily travel</b>				
<p>6. Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.</p>	<p><b>Queenstown Town Centre upgrades (CIP)</b></p> <ul style="list-style-type: none"> <li>&gt; After construction, there's a 2-year period to monitor and continue any ongoing maintenance or tweaks to what's been constructed. This is to ensure that everything is working as intended asknown as 'snagging'.</li> <li>&gt; It's challenging to provide a detailed programme of timing for 'snagging' work as its being reviewed and amended on a regular basis. Neighbouring businesses and properties are kept informed of any works that may impact them as the work is confirmed.</li> </ul> <p><b>Arterials Stage 1 Frankton Road</b></p> <ul style="list-style-type: none"> <li>&gt; The Sydney/Melbourne Street intersection will reopen on Monday 15 July, footpaths have been upgraded, light poles have been installed and the wall in front of St Joesph's school are complete.</li> <li>&gt; Successfully installed approximately 70% of power ducting in the ground, and completed the water supply main.</li> <li>&gt; Kerb and footpath construction work took place at the intersection of Frankton Road and lower Suburb Street.</li> </ul> <p><b>Suburb St</b></p> <ul style="list-style-type: none"> <li>&gt; The footpath has been upgraded on Frankton Road when walking down Veint Crescent.</li> <li>&gt; Begun preparations for the footpath and driveway from Alexis Motel and Apartments on Suburb Street towards Frankton Road.</li> <li>&gt; Started to install a flush concrete crossing at the intersection, providing a safe pedestrian crossing point. This will take three weeks to complete at the intersection of Frankton Road and lower Suburb Street.</li> </ul> <p><b>Dublin St</b></p> <ul style="list-style-type: none"> <li>&gt; The new streetlight at the intersection of Frankton Road and Dublin Street is now live.</li> <li>&gt; A further street light pole has been installed</li> <li>&gt; Dublin Street reverted to a left hand turn in and out only on Monday 15 July.</li> <li>&gt; Our crews have completed raising manholes, installed street furniture, and turned on the lights along Melbourne Street.</li> </ul> <p><b>Melbourne St</b></p> <ul style="list-style-type: none"> <li>&gt; Completed the channel drainage work in front of St Joseph's School.</li> <li>&gt; Fencing has been completed, hydro seed placed, and the final wall panel installed in front of St Joseph's school.</li> <li>&gt; Completed the last structural works on the retaining wall at the corner of Beetham and Melbourne Street and progressing with the remaining stormwater work in this location.</li> </ul>	<p><b>Brecon Street</b></p> <ul style="list-style-type: none"> <li>&gt; Decommission valve near Bavarian/Skyline and lower fire hydrant outside Bespoke Cafe</li> <li>&gt; Installation of new street signs along Brecon Street</li> <li>&gt; Garden bed maintenance</li> <li>&gt; Cleaning manholes / sumps / valves</li> </ul> <p><b>Isle Street West</b></p> <ul style="list-style-type: none"> <li>&gt; Installation of a raised speed hump across the road</li> <li>&gt; Installation of pram tactiles on the pavement</li> </ul> <p><b>Arterials Stage 1</b></p> <ul style="list-style-type: none"> <li>&gt; Shortly begin linking the wastewater crossings on Frankton Road, once all utilities are installed.</li> <li>&gt; Begin constructing the kerb and footpath from the lower Suburb Street intersection, along Frankton Road towards town, in the upcoming weeks.</li> </ul> <p><b>Suburb St</b></p> <ul style="list-style-type: none"> <li>&gt; Maintenance work is required on a short section of kerb and channel on the corner of lower Suburb Street and Park Street. This is expected to take approximately one week.</li> <li>&gt; Upper Suburb Street will close for two days on Tuesday 30 and Wednesday 31 July to install a light pole foundation on the corner of Frankton Road.</li> </ul> <p><b>Dublin St</b></p> <ul style="list-style-type: none"> <li>&gt; Within the next few weeks connect the power for the second light pole, so that can also be livened.</li> <li>&gt; Will return in spring to install a flush concrete crossing, similar to Suburb Street which will provide a safer crossing point for pedestrians</li> </ul>	<p>Green</p> <p>Amber</p>	<p>Ka Huanui a Tahuna (Alliance)</p> <p>Ka Huanui a Tahuna (Alliance)</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<b>OUTCOME 2: Public transport, walking and cycling is the preferred option for daily travel</b>				
<p>6. Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.</p>	<p><b>Arterials Stage 1 continued Melbourne St</b></p> <ul style="list-style-type: none"> <li>&gt; Capping beam construction near the Heartland hotel is underway, this work is to build the foundation for a concrete slab.</li> </ul> <p><b>Sydney Street</b></p> <ul style="list-style-type: none"> <li>&gt; Crews needed a bit more time to complete the ground preparation at the Sydney/Melbourne Street intersection. They have accomplished what they can for now, and it will open on Monday 15 July.</li> </ul> <p><b>Beetham St</b></p> <ul style="list-style-type: none"> <li>&gt; A small section of the wall on Beetham Street, which connects to the wall on Melbourne Street in front of St Joseph school is now complete</li> <li>&gt; Stormwater laterals and manhole installation are underway between Beetham Street and Melbourne Street.</li> <li>&gt; The structures team has begun pouring concrete and installing wall panels to support the pedestrian ramp access, which will connect to the new arterial road.</li> </ul> <p><b>Henry Street/Malaghan Street/Ballararat Street</b></p> <ul style="list-style-type: none"> <li>&gt; Installed power ducting along the main alignment of the arterial road. We are now moving forward with installing channel drains, which help drain stormwater, and irrigation lines to the tree pits.</li> <li>&gt; The low height schist walls are ongoing and compliment the cultural artwork beautifully.</li> <li>&gt; The installation of ground anchors for the retaining wall on Malaghan Street and Henry Street corner is ongoing, but progress has been delayed due to challenging ground conditions.</li> <li>&gt; Successfully cleared vegetation, and excavation has begun to prepare for a new retaining wall on the downslope part of Henry Street.</li> </ul> <p>Due to the scale and complexity of the Arterials project, it continues to face time and cost pressures.</p>	<p><b>Arterials Stage 1 Melbourne St</b></p> <ul style="list-style-type: none"> <li>&gt; The northern side of Melbourne Street will be quieter than usual for the next couple of months until a return in spring to complete the final asphalt surface, with approximately 60mm to apply to the road.</li> </ul> <p><b>Sydney Street</b></p> <ul style="list-style-type: none"> <li>&gt; Return in spring to finish the remaining road construction</li> <li>&gt; Install light pole foundations and prepare garden beds on the remaining three corners of the intersection. Pedestrian access will be adjusted slightly to facilitate the work.</li> </ul> <p><b>Beetham St</b></p> <ul style="list-style-type: none"> <li>&gt; Excavation and preparations for the installation of precast panels for Lower Beetham wall will commence by the Glebe Apartments.</li> </ul> <p><b>Henry Street/Malaghan Street/ Ballararat Street</b></p> <ul style="list-style-type: none"> <li>&gt; A few panels left to install on the upslope part of the Henry Street wall.</li> <li>&gt; Begin constructing a gabion wall below the new road. Soon after, ground excavation will start to form the new turn around bay on Ballararat Street above the new road.</li> <li>&gt; Start excavating the existing surface and establish new levels to prepare for the remaining section of new arterial road.</li> </ul>	<p><b>Amber</b></p>	<p>Ka Huanui a Tahuna (Alliance)</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>6. Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.</p>	<p><b>NZUP</b> Queenstown Package: &gt; Work on the Queenstown Package commenced on 4 April. These works comprise the following:</p> <ul style="list-style-type: none"> <li>• The State Highway 6/6A Intersection.</li> <li>• The Frankton Bus-Hub</li> <li>• The Howards Drive RAB.</li> </ul> <p>The works are programmed to take over 4 years.</p> <p>&gt; Setting up of full project office and compound at Grant Rd.</p> <p>&gt; Commencing works on Gray St / McBride St in July, initially for utility works and continuing onto permanent works.</p> <p>&gt; Progressing with deep stormwater and utility works in the Golf Course/Events Centre.</p> <p><b>Queenstown Public Transport Services</b></p> <p>&gt; The Queenstown Public Transport Business Case has been endorsed by all Way To Go Partner organisations.</p> <p>&gt; It sets out plans for a public transport system that will achieve the greatest mode shift towards public transport in the Whakatipu Basin over the next 30 years.</p> <p>&gt; The business case also identifies how the public transport fleet can be decarbonised by introducing electric bus technology.</p> <p>&gt; The implementation of the recommended programme is proposed to be staged over the next 12 years with service levels increasing towards the goal of walk out and catch frequencies (a bus every 15 minutes or better).</p> <p>&gt; Funding: options for future funding mix from fares, rates, central government, and other alternative sources of revenue.</p> <p>&gt; The following elements will be required for funding in the 2024-27 period:</p> <ul style="list-style-type: none"> <li>- Public Transport Service Improvements, ORC lead organisation, \$11.0M per annum</li> <li>- Stanley Street interim bus hub changes, NZTA lead organisation, \$0.6M</li> <li>- Frankton Bus Hub changes, Way to Go lead organisation, \$1.6M</li> <li>- Remarkables Park hub, ORC lead organisation, \$0.8M</li> <li>- Five Mile hub, ORC lead organisation, \$0.4M</li> <li>- Electric Bus Depot under preferred staging, ORC lead organisation, \$45.5M</li> <li>- Local intersection improvements, QLDC lead organisation, \$0.5M</li> <li>- Bus stop changes on local roads, QLDC lead organisation, \$0.6M</li> <li>- Bus stop changes on state highway network, NZTA lead organisation, \$0.6M</li> </ul>	<p>&gt; Gray St/McBride St work will run through to September 2025.</p> <p>&gt; Night closures of state highway routes, for installation of cross-highway utility relocation works (ie power). Commencing in August and running for 3 weeks.</p> <p>&gt; Completion of works on the new Golf Course access from Kawarau Rd by Christmas (presently in use to a temporary standard).</p> <p>&gt; Consideration for funding for improved Public Transport Services from 24-27 National Land Transport Programme - 31 August</p> <p>The indicative scope for the next phase is:</p> <p>&gt; Detail timetabling of the new public transport services.</p> <p>&gt; Further detailed investigation is required on the bus depot(s), including design on a preferred site, plus property procurement.</p> <p>&gt; Each of the supporting activities will require further work, e.g. design of bus lanes, local road intersections and bus stops.</p> <p>&gt; Investigation of off-line public transport route to supplement the bus and ferry based public transport network.</p>	<p><b>Amber</b></p> <p><b>Green</b></p>	<p>Waka Kotahi (with delivery through Ka Huanui a Tahuna)</p> <p>W2G - QLDC, WK,ORC</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
7. Complete and implement a mode shift plan for Queenstown including travel demand management measures.	<p><b>Travel Demand Management (TDM)</b></p> <ul style="list-style-type: none"> <li>&gt; Funding for the delivery of a TDM programme through the Better Off Fund has now been redirected to water investment projects</li> <li>&gt; A Single Stage Business Case (SSBC) was commissioned and approved by the QLDC Infrastructure Committee on 27 February 2024.</li> <li>&gt; Limited funding is available in the draft Long Term Plan resulting in most elements of the programme on hold. The team is not on track to achieve the deliverables and benefits identified in the SSBC unless further funding is identified.</li> </ul> <p><b>Comprehensive Parking Management Plan</b></p> <ul style="list-style-type: none"> <li>&gt; QLDC's Parking Strategy consultation is now complete</li> <li>&gt; Preparation of Wanaka, Queenstown and Frankton management plans are currently on hold waiting for a new resource.</li> <li>&gt; The Wanaka plan has been workshopped with the Wanaka Upper Clutha Community Board.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Tender to go live for Policy Review workstream</li> <li>&gt; New transport engineer to be recruited</li> <li>&gt; Wanaka, Queenstown and Frankton parking management plans to be completed.</li> </ul>	<p>Amber</p> <p>Amber</p>	<p>QLDC, WK, ORC</p>
8. Investigate and protect the extension of the Frequent Transit Network to Remarkables Park and the Southern Corridor.	<ul style="list-style-type: none"> <li>&gt; This priority initiative will be undertaken in conjunction with: <ul style="list-style-type: none"> <li>- Priority initiative 3: Undertake structure plans for future urban areas identified in the Spatial Plan.</li> <li>- Priority initiative 6: Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>&gt; Project to be commenced.</li> </ul>	<p>Not Started</p>	<p>QLDC, HUD, WK, KO, key landowners &amp; developers</p>
9. Complete the Wakatipu and Upper Clutha Active Travel Networks.	<p><b>Wanaka Network Optimisation (Single Stage Business Case)</b></p> <ul style="list-style-type: none"> <li>&gt; Investment in the SSBC is at risk as the draft LTP has deferred projects for six years.</li> </ul> <p><b>Schools to Pool route</b></p> <ul style="list-style-type: none"> <li>&gt; All remaining tasks on the Schools to Pool pathway from Rata Street through to Hedditch Street in Wanaka are now complete</li> <li>&gt; Crews continue to work on sections of the pathway near SH84 and Ballantyne Road. If weather allows, most of this work will be completed by mid-July 2024.</li> <li>&gt; Stages 1, 2 and 3 of the Schools to Pool route were funded by Waka Kotahi NZTA's Transport Choices package.</li> </ul> <p><b>Whakatipu Active Travel Network (WATN)</b></p> <ul style="list-style-type: none"> <li>&gt; WATN is an ongoing programme that will take several years to complete. It is an integrated network of trails for walking and cycling that connects to public transport, providing a genuine alternative to getting around by car.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Decision to be made on levels of investment.</li> <li>&gt; An update on the activation of the signalised pedestrian crossing on SH84 will be shared soon.</li> <li>&gt; In the future, the raised table at the intersection of Ballantyne Road and Ardmore Street and sealing of the footpath along Golf Course Road will be completed, once temperatures allow.</li> <li>&gt; Majority of the confirmed route construction is aimed for 2024 - 2027. The routes without funding will be re-confirmed and submitted for funding consideration for the LTP/RLTP/ NLTP processes.</li> </ul>	<p>Amber</p> <p>Green</p>	<p>QLDC, WK, ORC</p>



PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>9. Complete the Wakatipu and Upper Clutha Active Travel Networks.</p>	<p><b>Route C5: Arthurs Pt - Queenstown</b>            &gt; The completed route starts at McChesney Bridge and follows Gorge Road towards Queenstown, traveling through rural and urban areas. It links in to the Matakauri wetland trail then recommences along Robins Road, adjacent to the Recreation Ground, finishing at the intersection of Memorial and Camp Street.</p> <p><b>Route B2: Fernhill - Queenstown,</b>            &gt; Work to upgrade Thompson Street in Queenstown is now complete. Improvements included footpath widening, crossing points, new signage and lighting to provide a genuine alternative to getting around by car between Queenstown and Fernhill.            &gt; Currently, there is no funding available to construct further improvements on Cameron Place in Fernhill and beyond</p> <p><b>Route C7: Lake Hayes Estate - Shotover River/ Kimiakau Bridge,</b>            &gt; Detailed design is complete for the above route. Currently no funding available to construct the improvements.</p> <p><b>Route A2: Shotover River/Kimiakau Bridge - Frankton</b>            &gt; A scope change to allow for the new bridge has been approved by Waka Kotahi and funding is in place for design through to construction. Geotech, including boreholes to test foundation options for the bridge, will be undertaken in the first half of next year. Design plans will also progress, and consenting applications will be prepared. This will be followed by community and Mana Whenua engagement.</p> <p><b>Route A3: Joe O'Connell Drive - Frankton Track</b>            A temporary path has been installed between Joe O'Connell Drive and SH6 to provide a pedestrian and cycle connection alongside the state highway until the future SH6 / 6A intersection improvements are constructed. The pathway continues to the existing signalised crossing where it crosses to the Frankton bus hub. A further path is planned via Stewart Street, connecting Frankton Village to Frankton Beach.</p> <p><b>Route A7: Jacks Pt - Frankton</b>            &gt; Route A7 Southern Corridor to Frankton has been put on hold until the GPS and NLTP are operative. NZTA will then have a clearer picture of available funding and government priorities for walking and cycling projects.</p> <p><b>Route A8: Lake Hayes Estate - Frankton (South)</b>            &gt; The connection from Lake Hayes Estate (Widgeon Place) to Frankton (South) A8 will now be placed on hold due to the A7 route no longer connecting to A8 route via a new crossing over the Kawarau River, and the lack of funding to proceed.</p>	<p><b>Route C5:</b>            &gt; Completed</p> <p><b>Route B2</b>            &gt; Secure funding</p> <p><b>Route C7</b>            &gt; Secure funding</p> <p><b>Route A2:</b>            &gt; Complete design plans and prepare consenting applications.            &gt; This will be followed by community and Kai Tahu engagement.</p> <p><b>Route A3:</b>            Progression of a detailed design for the path via Stewart Street has been deferred until greater certainty of affordability for critical aspects of the active travel programme.</p> <p><b>Route A7:</b>            &gt; The draft GPS outlines that funding for walking and cycling should focus on areas with existing high activity, and projects are expected to contribute to economic growth and productivity.</p> <p><b>Route A8</b>            &gt; On hold due to lack of funding.</p>	<p><b>Complete</b></p> <p><b>On hold</b></p> <p><b>On hold</b></p> <p><b>Amber</b></p> <p><b>On hold</b></p> <p><b>Amber</b></p> <p><b>Red</b></p>	<p>QLDC, WK, ORC</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>10. Investigate establishing Upper Clutha and Sub-Regional public transport networks.</p>	<p><b>Upper Clutha</b></p> <ul style="list-style-type: none"> <li>&gt; The Upper Clutha Community Shuttle Trial final report was issued in November 2023 by Community Networks/LINK. More information can be found here: <a href="https://www.communitynetworks.co.nz/shuttle-trial">https://www.communitynetworks.co.nz/shuttle-trial</a></li> <li>&gt; Following consultation of the draft ORC LTP, the final plan has agreed to an Upper Clutha business case instead of the proposed Wanaka public transport trial. The cost of the business case will be brought forward to year 1 and funded by an Otago-wide rate.</li> <li>&gt; A Public and Active Travel Advisory Group, comprising members from both Councils, has been established to advise on public and active transport matters.</li> </ul> <p><b>Sub-regional</b></p> <ul style="list-style-type: none"> <li>&gt; The Otago Regional Council adopted LTP specifies an investigation and trial of a public transport service between Alexandra, Clyde, Cromwell and Queenstown.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Begin Wanaka public transport business case - Y1 of LTP (2024/25)</li> <li>&gt; Investigate and trial public transport service between Alexandra, Clyde, Cromwell and Queenstown - Year 3 (2026/27) of adopted ORC LTP</li> </ul>	<p><b>Green</b></p> <p><b>Not started</b></p>	<p>QLDC, WK, ORC</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<b>OUTCOME 3: A Sustainable Tourism System</b>				
11. Develop and implement a Destination Management Strategy to align decision making and development with sustainable development principles.	<p>Destination Southern Lakes has continued to work alongside the Regional Tourism Offices and QLDC to:</p> <ul style="list-style-type: none"> <li>&gt; Contract a supplier to complete the Optimal Visitation project</li> <li>&gt; Refine a Roadmap to Decarbonisation</li> <li>&gt; Distribute funding via Love Queenstown/ Love Wanaka funds</li> <li>&gt; Evolve tourism marketing to align with the plan</li> <li>&gt; Boost industry capability including Electrification and software solutions</li> <li>&gt; Help refine the economic diversification plan</li> </ul>	> Work alongside Griffith University on the Optimal Visitation project - mid 2025	<b>Green</b>	<p>Destination Southern Lakes</p> <p>(Destination Management Office)</p>
12. Implement a levy on visitor accommodation across the Queenstown Lakes.	<ul style="list-style-type: none"> <li>&gt; The levy would be used primarily to fund the capital expenditure attributable to visitors.</li> <li>&gt; Awaiting formal notification from Minister and/or Ministry officials.</li> </ul>	> DIA and MBIE officials to provide formal response to Mayor Lewers.	<b>Red</b>	QLDC and DIA
13. Develop and implement a Tourism Travel Demand Strategy to encourage the use of public and active modes by visitors.	> This priority initiative is integrated with priority initiative 7: Complete and implement a mode shift plan for Queenstown including travel demand management measures.	> Project has yet to be started. Will form part of the Travel Demand Management programme.	<b>Not started</b>	QLDC, WK, ORC, Kai Tahu
14. Investigate establishing a sub-regional public transport network that provides for both local residents and visitor needs.	<ul style="list-style-type: none"> <li>&gt; This priority initiative is integrated with priority initiative 10: Investigate establishing Upper Clutha and Sub-Regional public transport networks.</li> <li>&gt; The Otago Regional Council adopted LTP specifies an investigation and trial of a public transport service between Alexandra, Clyde, Cromwell and Queenstown.</li> </ul>	> Investigate and trial public transport service between Alexandra, Clyde, Cromwell and Queenstown - Y3 (2026/27) of adopted ORC LTP	<b>Not started</b>	QLDC, WK, ORC, Kai Tahu

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<b>OUTCOME 4: Well-designed neighbourhoods that provide for everyday needs</b>				
15. Develop open space network plans to deliver the Blue-Green Networks.	<ul style="list-style-type: none"> <li>&gt; The Blue Green Network (BGN) is the grouping of all the waterways, water bodies, parks, open spaces, and connections that deliver a variety of educational, recreational, ecological, cultural, landscape and health benefits.</li> <li>&gt; Kai Tahu have completed a Blue Green Network Kai Tahu values report.</li> <li>&gt; A Wananga (the third for the Blue Green Network Plan) on the report was held on 14 May.</li> <li>&gt; Work on the Blue Green Network Plan began in April 2023, and is progressing well. The first draft Open Space Network Plans for each of the Priority Development Areas and Settlements have been completed by Boffa Miskell.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; QLDC to provide input on the draft Open Space Network Plans.</li> <li>&gt; Finalisation of the Blue Green Network is expected to happen later this year to align with the Spatial Plan Gen 2.0, after the 2024 Housing and Business Capacity Assessment (HBA) and the Council's Long-Term Plan (LTP) have been progressed.</li> <li>&gt; This is amber project status due to delays in timeframes.</li> </ul>	Amber	QLDC, Kai Tahu
16. Complete, update and implement QLDC Community Facilities, Parks and Reserves and Community Wellbeing strategies and plans.	<p><b>Community Facilities Strategy - Implementation</b></p> <p><b>Four Court Indoor Centre (QEC)</b></p> <ul style="list-style-type: none"> <li>&gt; Council has set aside \$250,000 for design work.</li> <li>&gt; Construction of the indoor centre is part of a draft masterplan which is currently out for consultation in the draft LTP.</li> </ul> <p><b>516 Ladies Mile</b></p> <ul style="list-style-type: none"> <li>&gt; Demolition of the property started Monday 17 June and will end on Tuesday 30 July. It will be used to accommodate the growing need of sport fields and recreational space in the district.</li> <li>&gt; The draft Long Term Plan 2024-2034 (LTP) includes a proposal to bring forward development of the 516 Ladies Mile site.</li> </ul> <p><b>Parks and Open Spaces Strategy - Implementation</b></p> <p><b>Progress on the Parks Capital Project Programme</b></p> <ul style="list-style-type: none"> <li>&gt; Toilet in Northlake, Toilet Shotover Country Sports field, Marine Parade Toilet</li> <li>&gt; Wanaka Stage 5 Marina pathway construction</li> <li>&gt; Glenorchy Marina reserve upgrade</li> <li>&gt; Stoney Creek Carpark Wanaka lakefront shared pathway</li> <li>&gt; Lismore Park Development Plan</li> <li>&gt; Mount Iron Reserve Management Plan</li> <li>&gt; Peninsula Bay Development Plan</li> </ul> <p><b>Subdivisions and new reserves</b></p> <ul style="list-style-type: none"> <li>&gt; Continue to work with P&amp;D and developers on quality subdivision outcomes</li> <li>&gt; Implementation of 2021 Strategy and DC Policy for reserves</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Tender document to go out - August</li> <li>&gt; Consultation on draft LTP ends on 28 July. Deliberations will be held end of August.</li> </ul> <p><b>Completion of key capital projects:</b></p> <ul style="list-style-type: none"> <li>&gt; Wanaka Stage 5 marina pathway construction – October 2024</li> <li>&gt; Glenorchy Marina reserve upgrade – November 2024</li> <li>&gt; Draft Mount Iron RMP presented to Wanaka-Upper Clutha Community Board for endorsement</li> <li>&gt; Draft Reserve Management Plan to be shared with the public - mid 2024.</li> <li>&gt; Final Mount Iron Reserve Management Plan presented to Full Council for adoption - late 2024</li> </ul>	<p>Not started</p> <p>Green</p> <p>Green</p>	<p>QLDC</p> <p>QLDC</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>16. Complete, update and implement QLDC Community Facilities, Parks and Reserves and Community Wellbeing strategies and plans.</p>	<p><b>Parks and Open Spaces Strategy - Implementation (continued)</b></p> <p><b>Supporting and undertaking environmental initiatives with volunteer groups</b></p> <ul style="list-style-type: none"> <li>&gt; Autumn 2024 planting at Horne Creek with local primary school, which will be ongoing.</li> <li>&gt; Planting at Shotover Wetlands with local primary school.</li> <li>&gt; Support of Wakatipu Reforestation Trust at their five keystone planting sites on QLDC Reserves.</li> <li>&gt; Support of 24 other Reserve enhancement groups undertaking weed removals and native plantings on QLDC land in Wakatipu.</li> <li>&gt; Support for site preparation at 20 key Te Kakano planting sites in the Upper Clutha, ongoing planting and maintenance at these sites.</li> <li>&gt; Support for the Upper Clutha Wilding Tree Group to carry out pest plant removal from QLDC reserves including wilding conifer removal from Mt Iron.</li> <li>&gt; Support for work in the Albert Town Lagoon by the Albert Town Community including clearing pest plants and replanting with native riparian species</li> <li>&gt; Support for the Urban Catchment collaborative project involving WAI Wanaka, Te Kakano and ORC.</li> </ul> <p><b>Community Partnerships Plan</b></p> <ul style="list-style-type: none"> <li>&gt; Community Partnerships Plan has successfully received funding from 3 Waters Better Off fund (\$250k). Funds will be utilised towards the Accessibility Audit and the Creativity and Cultural Strategy.</li> </ul> <p><b>Creativity and Cultural Strategy</b></p> <ul style="list-style-type: none"> <li>&gt; April/May 2024 - Community feedback on draft strategy (gathered via engagement from 18 March – 19 April 2024) was incorporated into final strategy and implementation plan.</li> <li>&gt; The final version of the Te Muka Toi, Te Muka Takata  The Creativity, Culture and Heritage Strategy for the Queenstown Lakes District was endorsed by Council on 27 June 2024 (Council Report).</li> <li>&gt; QLDC Community Fund 2024-2027 allocations approved by Council on 27 June 2024, including three years of operational funding for: <ul style="list-style-type: none"> <li>- Three Lakes Cultural Trust \$100k annually</li> <li>- Lakes District Museum \$100k annually</li> <li>- Te Atamira \$85k annually</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>&gt; July-Sept 2024: Key partners QLDC, Three Lakes Cultural Trust (TLCT) and Lakes District Museum, scoping detailed work programme, project management approach and communications plan for 2024-2026; planning for delivery of key actions in the first two years of the strategy implementation plan, including monitoring, evaluation and reporting.</li> <li>&gt; Overarching strategy programme management and key reporting will be managed by TLCT - the Regional Arts Organisation (RAO) - in collaboration with key partners. A key action this quarter is to incorporate the heritage sector and QLDC into the RAO governance model.</li> </ul>	<p>Green</p> <p>Green</p> <p>Green</p>	<p>QLDC</p> <p>QLDC</p> <p>QLDC and partners</p>
<p>17. Develop a Grow-well Design Guide to improve the quality of built form and embrace Kāi Tahu cultural values.</p>	<ul style="list-style-type: none"> <li>&gt; This priority initiative has not yet commenced.</li> <li>&gt; Funding is available to commence this project. However project is contingent on resourcing, with the focus on Blue-Green Network completion first.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Project scoping discussions to be held between Kai Tahu and QLDC.</li> <li>&gt; Project plan to be initiated once resourcing allows.</li> </ul>	<p>Not started</p>	<p>Kai Tahu, QLDC</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<b>OUTCOME 5: A diverse economy where everyone can thrive</b>				
18. Develop an Economic Diversification Plan (EDP)	<ul style="list-style-type: none"> <li>&gt; The Economic Diversification Plan is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021</li> <li>&gt; The draft Diversification Plan was refined in light of the consultation feedback received and shared with key stakeholders.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Seek endorsement for the plan from key stakeholders, ending with Council endorsement on 1 August</li> </ul>	Green	QLDC, MBIE
19. Support the Otago Regional Economic Development Network to continue to deliver regionally connected initiatives.	<ul style="list-style-type: none"> <li>&gt; Otago Regional Economic Development (ORED) contracted an expert in Strategic Doing to continue building this collaboration methodology across the region</li> <li>&gt; Film Otago Southland supported an Otago Film makers collective and continued to work on location access.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Work with Kanoa and Business South to help prioritise Regional Infrastructure funding</li> </ul>	Green	QLDC, MBIE
20. Review and update the zoning of centres and major employment locations in the District Plan to be consistent with the Spatial Plan.	<ul style="list-style-type: none"> <li>&gt; This priority initiative aligns with priority initiatives 1 and 2. It is integrated within implementing Policy 5 of the NPS UD and the Priority Development Area work.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Initiate development of structure plans for all PDAs (except Ladies Mile)</li> </ul>	Green	QLDC
21. Establish a Queenstown Lakes utility infrastructure providers forum to improve coordination with Spatial Plan outcomes and resilience of the networks.	<ul style="list-style-type: none"> <li>&gt; QLDC has completed working with power utility providers Transpower, Aurora and Powernet to determine the potential electricity demand in the QLD region out to 2050. This has been a collaborative exercise to determine an appropriate development path for the region to meet future electricity demand, work to date has focused on developing an updated long-term forecast. The next steps are to engage with the community and work is underway to begin consultation.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Consultation exercise.</li> </ul>	Green	QLDC
22. Identify and ensure the efficient operation of main freight routes by developing a Network Operating Plan.	<ul style="list-style-type: none"> <li>&gt; Expansion of the Network Operating Frameworks and business cases to elevate the current understanding to a District Wide level.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Subject to funding availability.</li> <li>&gt; Undertake a Business Case Analysis</li> </ul>	Not started	QLDC, WK, ORC

PROJECT	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<b>GENERATION 2.0 OF SPATIAL PLAN (FUTURE DEVELOPMENT STRATEGY)</b>				
Spatial Plan Gen 2.0	<p>&gt; Development of the Spatial Plan Gen 2.0 spatial scenarios has paused until the Housing Business Capacity Assessment is developed enough to provide interim results on plan enabled and infrastructure ready capacities. The HBA work is in progress but awaiting infrastructure capacity information which is likely to be provided in approx. September.</p> <p>&gt; In the meantime, a review of the current Priority Initiatives is underway to inform the next set of Priority Initiatives for Spatial Plan Gen 2.0. This will form a separate report to be discussed with the partners.</p>	> Subject to HBA results being available	Amber	QLDC, ORC



[www.qldc.govt.nz/your-council/major-projects/queenstown-lakes-spatial-plan](http://www.qldc.govt.nz/your-council/major-projects/queenstown-lakes-spatial-plan)



Q3 2023

Q4 2023

Q1 2024

Q2 2024

Q3 2024

Q4 2024

Q1 2025

Q2 2025

Q3 2025

2035

2045

Indicative timeline

STRUCTURE PLANNING

ONGOING DEVELOPMENT

Urban Design

Commence Structure Plan & Stakeholder Engagement

Peer Review of existing information

Working Draft Structure Plan

All Consultants Workshop

Full Urban Design Analysis

Draft Structure Plan for consultation

Landscape

Peer Review of existing information

Full Landscape Analysis

Three Waters

Gap Analysis

Full Three Waters Options Analysis

Three Waters Servicing Plan

Southern Corridor New WW Scheme (LTP 2028 -2034)

Southern Corridor New Scheme WS (LTP 2026 -2034)

Natural Hazards

Gap Analysis

Hazard Assessments - Greenfield sites

Risk Analysis

Commercial

Gap Analysis and Peer Review of existing information

Ecology

Gap Analysis and Peer Review of existing information

Full Ecological Analysis

Transport

Gap Analysis and Peer Review of existing information

Transport Experts Workshop

Full Transport Analysis

ORC/QLDC Public Transport Detailed Business Case (Approved June 2024)

Southern Corridor Network Optimisation (LTP 2032-34)

A7 Active Travel Route - Jacks Point to Frankton (NZTA)

Cultural

Iwi led assessment - Ki Uta Ki Tai Actions

Incorporate Ki Uta Ki Tai Actions into Structure Plan

Social Infrastructure

Southern Corridor Community Facility Needs Analysis

Blue Green Network ( including Te Tapuae Southern Corridor case study)

Southern Corridor Community Centre Planning, Library Planning, Pool Planning, Recreation Facilities/Indoor Courts (LTP 2033/34)

Primary School (MoE)

High School (MoE)

District Plan Process (TBC)