

L-O

# Submissions to the draft 2021-2031 Ten Year Plan



## Q. Responding to Climate Change

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

We are facing a climate emergency and the QCLDC is not responding urgently enough in this 10-year plan to mitigate emissions of the district and become a carbon-neutral community. The objective to be a carbon-neutral economy by 2050 should be brought forward to 2025.

We need to prepare the community for change and act faster. We are lucky to live in a community that is keen to respond and make a change and the council needs to step forward and respond to climate change action now to keep the community motivated and transition!

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

Neither / Neutral

Please tell us more about your response:

I though safe reliable water compliant with the NZ drinking water standards would be a given and should already be in place.

If QLDC is no able to do this due to demand then limit the demand and increase cost to high users. The rates increase does not encourage water conservation at all. A metered user pays system would. Meter all water use with a user pays system. Make excessive use more and more expensive. Use revenue generated to meet the expected water standards. Limit development until you can keep up. Incentivise rainwater harvesting and grey water reused. Let our mains supply supplement onsite rainwater harvesting rather than taking the stormwater away and bringing treated water back.

## 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:

Both options on the transport plan are focusing only on the Queenstown and Wakatipu area. The district needs a comprehensive transport system throughout the whole district, including cycle path and public transport.

Safe cycle paths are necessary to make biking an attractive travel choice for our community. This should include bike lanes on the main roads like Wankaa - Luggate, Wanaka - Glendhu and Wanaka - Cardrona. The Wanaka active transport investment needs to be brought forward to 2021-2024.

Bus service is needed to connect the districts (Wanaka -Queenstown, Wanaka - Luggate, Wanaka - Hawea) to bring more flexibility to the community. All public transport should be running on electricity or hydrogen systems.

## 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:

First, reduce the number of cars and don't do the upgrade. If you do go ahead with upgrade make it user pays (local) and tolls for vehicles.

And implement user pays for water supply, rubbish, recycling, road tolls waste water.

## 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:

A user-pays system should be implemented for all council services and infrastructure where possible.

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

The Ten Year Plan is giving a good overview of the visions of the council for the community.

It is not outlining enough strategies how to implement action on climate change, transport and sustainable solutions. The plan is also focusing heavily on district growth, tourism and developments.

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

It is hard to see how this compares to the current situation. In general, I believe all developments should have effective cycleways, public transport access, safe footpaths and sufficient space for on-street parking mandatory to them being approved. The cost associated with connecting to and maintaining these assets should be charged in the development contributions.

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

# LANDSBOROUGH Stuart & Coleen

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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](mailto:letstalk@qldc.govt.nz)

Stuart and Coleen Landsborough.docx

Stuart and Coleen Landsborough



Submission

Phone



17.04.2017

## No jets to Wanaka

My wife and I moved to Wanaka in the 1970's. It was a small rural town of about 1,000 people. There was just a smidgen of tourism. The few tourist operators were just part-time and desperately needed more customers to make a viable business. If only they could double their visitor numbers - they would be alright.

Years went by and the visitor numbers doubled, but the trouble was that the population of Wanaka and the number of businesses doubled too. In fact, there were twice as many businesses and also twice as many businesses needing more customers.

So years went by again and the population of Wanaka doubled again, to the delight of some businesses. The problem was that once again there were twice as many businesses and many of them were not viable and they demanded more growth.

More years went by and the population of Wanaka doubled yet again, and more businesses were delighted, but the problem was that even more new businesses had arrived in Wanaka and some were not operating profitably so wanted more growth, demanding new growth. Now the cry is: "Let's build a new airport in the Upper Clutha region and we could get more growth and be more profitable. We need to double our population, then we will be alright!" Can you see where I am going?!!!! Double, double, double for ever for exponential growth, spoiling the product of Wanaka and Hawea.

We came to Wanaka five decades ago and loved the little town of Wanaka. We did NOT want to live in Queenstown because even then we thought it was being spoilt!

I have to admit that I did my own bit of spoiling of our region – I created Puzzling World and I too needed growth to make it survive. I got growth and did survive.

Wanaka is big enough now. We can't and don't want to stop some natural growth, but we have to resist stimulating exponential growth. We must create policies that are for the good of the whole town, not just businesses that come here and expect tourism to be stimulated just for their benefit.

Anyhow, times have changed. We have climate change, a horrific problem that will affect us all, especially our children and grandchildren. Because of this, my wife and I have decided NOT to do any long-haul travelling again, this includes visiting my brother and sister in England. We don't like this, but it is vital that we and others should think like this. We have already destroyed more than our fair share of the atmosphere with a number of visits to my family in England in the last fifty years. We will all have to sacrifice more and more to stabilise our precious planet.

WANAKA IS A LONG-HAUL DESTINATION FROM MOST OF THE REST OF THE WORLD.

So if my wife and I have this resolution, then, so too now, and in the future, will more and more caring people around the world react the same, to the point that almost certainly we will not need (and certainly don't want) a second airport in the QLDC region. Even if some people say we do, can't we try to retain our little bit of paradise in Wanaka for just a little longer? We can't keep doubling and doubling our numbers of visitors forever.

A few years ago, my wife and I were in a lovely quaint lakeside village in Austria – lovely but oh-so-crowded with coaches dropping hordes of tourists off to have a little look at this so spoilt village. A few weeks later we heard that this desperately overcrowded tourist village banned tour buses from the town.

We also visited an island off the northern coast of Norway a few years ago and the tour bus we were on was required to get a permit to visit this lovely quaint town which only allowed TWO BUSES A DAY to visit. It was lovely. The precedents are there.

The product of Wanaka that we have now is just beautiful, though a little crowded at times. Let us not spoil it just because some people in Queenstown ( and a few in Wanaka) demand never-ending growth needing yet another international airport to service it.

Stuart and Coleen Landsborough

## Q. Responding to Climate Change

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

The draft LTP fails dismally to make significant headway in addressing the carbon targets. This defies belief when, for example, Council approved a SHA in Lake Hawea. Most residents in the SHA will have to travel to work in Wanaka or further afield. Council is well aware that transportation is the largest contributor to CO<sub>2</sub> emissions (Vol2 Page 62) but there is nothing in the LTP which addresses this error of judgement by Council.

Critical to reducing carbon is an action plan. Apparently this awaits an Adaptation Plan which is to be developed in 2021. This would appear to be a leisurely timetable given the urgency to address the problem.

## 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 favour option 2. Another consideration not mentioned in the document is the prospect financial of support from Central Government given the scale of the task in front of the country as whole

## 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 favour option 2 for reasons not mentioned in the document, namely its more consistent with Vision 2025. In particular it aligns better with "Thriving People" and "Zero Carbon Communities". As outlined above, these visions are in need or significance support which is currently woefully inadequate in the draft plan. This will also enable substantive active transport investment in Wanaka to being brought forward to 2021 – 2023.

## 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:

I favour Option 2 for the reasons outlined in the document. However, I don't support major investment in facilitating cars coming into and going through the area. This is inconsistent with "Thriving People" and "Zero Carbon Communities".

## Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

I favour option 1 for the reasons outlined in the document.

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

### 1. Introductory comments

The introduction to the LTP by the Mayor and CEO urges us to "think about doing things differently" regrettably the LTP fails in this respect. In the main it is business as usual. To some extent this is because Council has no option especially in terms of infrastructure improvement, most notably three waters. However, there other areas of major expenditure, most notably transportation, where capital works can be deferred in part or whole. A striking feature of the plan is it failure to deliver in significant way on Vision Beyond 2050. This framework, in theory, provides the opportunity reshape the LTP. As I will demonstrate this opportunity has not been grasped. Indeed where it has been 'applied' is, at times, farcial.

A striking feature of the proposed expenditure is the bias against the Upper Clutha. For example the plan proposes to spilt spending on recreational tracks at 87% to Queenstown and 13% to Wanaka. Based on population this should be approximately 66% to 33%. It is not my expectation the expenditure exactly minor the population distribution (for example there is merit in linking small communities with larger, such as Lake Hawea with Wanaka. Nevertheless the current proposal does little for promoting "thriving people" and "reducing carbon" in the Upper Clutha

### 2. Vision beyond 2050

Vision beyond 2050 provides a direction for future planning. Vol 1 of the draft Plan has the following to say:

"The communities' Vision Beyond 2050, including the vision statements of Zero Carbon Communities | Parakore Hapori and Deafening Dawn Chorus | Waraki, hasnever been more relevant nor more essential. Planning for our generations to come is one of the most productive and critical things we can do." (p6)

Regretably the draft LTP often retrofits the vision to current activities and thus reinforces the notion of business as usual.

## 2.1 Deafening Dawn Chorus (Our ecosystems flourish and are predator free under Kaitiakitanga)

The issues of concern are evident in "Deafening dawn chorus". This vision is clearly retrofitted. For example, stormwater management, resource consents, water supply. While in theory there may be alignments with these activities they are at best tenuous.

For the vast majority of the District we do not have a deafening dawn chorus, in fact many do not hear a dawn chorus at all -let alone a deafening one. Moreover, using, for example, mechanisms via resource consent to maintain existing vegetation will not be sufficient to maintain existing birds in the absence of predator control. In the absence of a plan to enhance our biodiversity the District will never have deafening dawn chorus.

Budgetary provision needs to be made in the LTP for developing a plan to achieve a deafening dawn chorus and its roll out in following years. This need not be large budgetary item given the already existing high interest by voluntary groups in our community at enhancing biodiversity.

LTP has to some extent sold itself short in that there are existing activities that Council supports (e.g. revegetation of the Lake Hawea township foreshore). Nevertheless it is very telling that partnering with community groups is not mentioned under Partnering Opportunities (Vol 2 page 69)

## 2.2 Thriving People

A further illustration of the points made above is "thriving people". The retrofitting is at times laughable. For example, its difficulty to see, with the exception of providing for the disabled, how the provision of car parks facilities is ensuring people thrive (vol 2 P159). The link to Cemeteries (Vole 2 p148) is laughable Furthermore, the LTP in further delaying plans for active transport in the Upper Clutha fails to deliver in a timely many to this vision. To add insult to injury massive expenditure is planned on vehicle transportation in the Whakitpu Basin and no provision is made for public transport in the Upper Clutha area.

## 2.3 Zero Carbon Communities

The draft LTP fails dismally to make significant headway in addressing the carbon targets. This defies belief when, for example, Council approved a SHA in Lake Hawea. Most residents in the SHA will have to travel to work in Wanaka or further afield. Council is well aware that transportation is the largest contributor to CO2 emissions (Vol2 Page 62) but there is nothing in the LTP which addresses this error of judgement by Council.

Critical to reducing carbon is an action plan. Apparently this awaits an Adaptation Plan which is to be developed in 2021. This would appear to be a leisurely timetable given the urgency to address the problem.

## 3Other Projects (Consultation Document)

### 3.1 District wide rating on water supply and wastewater

I support the concept of District wide rating for these services since it will reduce the burden of low income families

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 is alarming that today water is being consumed by the community that does not comply with NZ drinking water standards. Water needs to be a priority.

In regards to climate change adaption - more needs to be considered.

There should be acknowledgement that in a post COVID world migration to NZ will increase. We have recently moved back to NZ from working abroad (COVID and Environmental Concerns) as want to support our families and communities and enjoy the safety and freedoms that New Zealand provides. New Zealand should maximise the value of the large number of overseas kiwis returning and consider employment opportunities for them. They should also consider that New Zealand is viewed as a safer haven for climate related impacts on citizens around the world, not just COVID. Central Otago has an opportunity to attract world leading Tech talent and venture capital here.

It is important that the QLDC does focus on water and we applaud the focus on this issue in the plan. We are concerned that immediate water issues have not been addressed and are caused about the lack of compliance on key water areas. I understand that the last time our water source was tested for herbicides / pesticides was 2018.

With the above in mind, QLDC should be looking at a broader diversification strategy that includes digital and remote workers. My husband holds a global role at a major international corporation and is working remotely from our Albert Town home – we have met many people in the Wanaka / Upper Clutha community that are now working remotely. This type of employment style should be encouraged as these remote workers directly invest in the local community and support local businesses. Digital infrastructure does not seem to be a priority in the plan and we urge it to be considered as well as networking groups to encourage innovation and development of local community talent. Focusing on growth in the knowledge sector could be an easy win that helps the district to move away from its historic focus on tourism.

With the growth of families and knowledge workers in the region, there should be increased support for startup digital opportunities in FinTech, RegTech, SDGTech and EdTech. Startup accelerations and new digital businesses should be encouraged to the lakes district and a focus on talent development occurring. Tech bridges between other countries, should be looked into. This region also has a greater opportunity to consider new sustainable finance products that could have international funding for sustainable finance instruments (Green / Blue bonds). More focus should also occur on biodiversity finance – the focus from QLDC seems to be mainly on pest eradication.

## 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:

## 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'd like to congratulate QLDC on their 10 year plan and for highlighting key issues affecting our region. Key issues on climate, the environment, biodiversity loss, transportation and well being have been considered and a good balance of policies have been put forward.

A few area's could also be considered around:

1. Climate and health migration (and the opportunities that provides New Zealand)
2. The future of work and digital / remote work
3. Sustainable finance

4. Well being and climate adaption
5. Equitable distribution of funding
6. Gender equality and opportunities for females

In regards to 1. There should be acknowledgement that in a post COVID world migration to NZ has increased (140,000). We have recently moved back to NZ from working abroad as want to support our families and communities and enjoy the safety and freedoms that New Zealand provides. New Zealand should maximise the value of the large number of overseas kiwis returning and consider employment opportunities for them. They should also consider that New Zealand is viewed as a safer haven for climate related impacts on citizens around the world, not just COVID. Central Otago has an opportunity to attract world leading Tech talent and venture capital here.

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With the above in mind, QLDC should be looking at a broader diversification strategy that includes digital and remote workers. My husband holds a global role at a major international corporation and is working remotely from our Albert Town home – we have met many people in the Wanaka / Upper Clutha community that are now working remotely. This type of employment style should be encouraged as these remote workers directly invest in the local community and support local businesses. Digital infrastructure does not seem to be a priority in the plan and we urge it to be considered as well as networking groups to encourage innovation and development of local community talent. Focusing on growth in the knowledge sector could be an easy win that helps the district to move away from its historic focus on tourism.

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We are concerned by the disproportionate amount of funding going to Queenstown apposed to Wanaka. With population growth and a shift in demographics to younger / non-retired individuals, funding towards community and youth engagement opportunities should be raised. It was quite alarming to see the significant allocation of funding going to the new Queenstown Arts Centre. I cannot see the rational for this to be prioritized, unless it would bring in significant revenue to the region. On a local level we support the submission by Aspiring Gymsports in Wanaka, 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 inline 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.

On point 5, it is evident that QLDC funds predominantly male sports. We would like to see increased investing in indoor sports facilities across the local government area. This will also support climate adaption strategies and citizens may need to spend more time indoors due to climate effects. I understand that increased funding for the Wanaka Rec Centre has been requested, but little acknowledgement given. We

would like to see this addressed as it already seems to be at capacity.

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

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QLDC submission.docx

I'd like to congratulate QLDC on their 10 year plan and for highlighting key issues affecting our region. Key issues on climate, the environment, biodiversity loss, transportation and well being have been considered and a good balance of policies have been put forward.

A few area's could also be considered around:

1. Climate and health migration (and the opportunities that provides New Zealand)
2. The future of work and digital / remote workers
3. Sustainable finance
4. Well being and climate adaption
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With the above in mind, QLDC should be looking at a broader diversification strategy that includes digital and remote workers. My husband holds a global role at a major international corporation and is working remotely from our Albert Town home – we have met many people in the Wanaka / Upper Clutha community that are now working remotely. This type of employment style should be encouraged as these remote workers directly invest in the local community and support local businesses. Digital infrastructure does not seem to be a priority in the plan and we urge it to be considered as well as networking groups to encourage innovation and development of local community talent. Focusing on growth in the knowledge sector could be an easy win that helps the district to move away from its historic focus on tourism.

With the growth of families and knowledge workers in the region, there should be increased support for startup digital opportunities in FinTech, RegTech, SDGTech and EdTech. Startup accelerations and new digital businesses should be encouraged to the lakes district and a focus on talent development occurring. Tech bridges between other countries, should be looked into. This region also has a greater opportunity to consider new sustainable finance products that could have international funding for sustainable finance instruments (Green / Blue bonds). More focus should also occur on biodiversity finance – the focus from QLDC seems to be mainly on pest eradication.

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region. On a local level we support the submission by **Aspiring Gymsports in Wanaka**, 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 inline 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.

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Regards, Julia Walker / Langley

# LECKIE Joshua

on behalf of: University of Otago

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

Please tell us more about your response:

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

PDF submission attached

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

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

## Submission on Draft Queenstown Lakes Ten Year Plan 2021-2031

To: Queenstown Lakes District Council ([letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz))

From: University of Otago

Date: 19 April 2021

### Introduction

1. This submission is on behalf of the University of Otago (**University**). The University has applied for resource consent to enable the construction and operation of an academic retreat and conference facility, to be known as Hākitekura, at Woolshed Bay. Specifically the location is at the properties with title references Lots 1 and 3 DP 452315.
2. The ability for the University to deliver the vision of Hākitekura is relied on the provision of infrastructure to the property.
3. In summary:
  - (a) Overall, the University supports the direction and contents of the draft Long Term Plan; and
  - (b) The University, however, wishes to raise serious concerns regarding the anticipated timing for wastewater and water supply infrastructure investment in Te Tapuae/Southern Corridor, the majority of which is currently allocated to 2030/2031. The University urges the Queenstown Lakes District Council (**Council**) to explore and consider faster alternative delivery and funding mechanisms to provide the required infrastructure sooner than currently programmed.

### Background and Current Plans

4. Established in 1869, the University of Otago was New Zealand's first university. Across its five campuses the University provides tertiary education to 21,000 students, and employs approximately 3,990 staff, including 1,740 academics. The University has received a plethora of recognition for its innovative research and standard of education.
5. In 2016, Dickson and Jillian Jardine (**Jardines**) gifted the University land, including several existing buildings, on the shores of Lake Wakatipu at Woolshed Bay. The University intends to use this generous gift to develop an academic retreat and conference facility for the 'meeting of the minds'. This will allow the University to further its research efforts and provide a space in which researchers can carry out and present their research. In February 2019, Ngāi Tahu gifted the University the name Hākitekura for the site, which honours a local tipuna.
6. The University has applied to the Council for resource consent to redevelop Lots 1 and 3 DP 452315 and construct and operate Hākitekura. The facility will be used by the University and its staff as well as being available for other national and international academic institutions and some limited private events.

### Feedback on Draft Long Term Plan 2021-2031

7. The University generally expresses overall support for the strategy and contents of the draft Long Term Plan. However, it wishes to raise concerns regarding the projected timing of infrastructure investment in the Te Tapuae/Southern Corridor and in respect of development contributions.
8. Overall, the University supports the strategy used by the Council in its long-term planning. The University appreciates the value of concerted long-term planning efforts, especially considering the uncertainties that the District faces in the coming years both environmental and economic.

The University further appreciates the gravity of the capital expenditure required to provide for the District's long term growth. Ultimately, the University supports the Long Term Plan's ambitions for sustainable growth within the District.

9. The University supports the Council's vision and allocation of funding for infrastructure to support growth within Te Tapuae/Southern Corridor, including at Homestead/Woolshed Bay. However, the University wish to raise concerns regarding the scheduled investment period for the infrastructure that is required to support planned and anticipated development in this area.
10. In short, there is a significant disconnect between the goals and vision of the importance of growth in this corridor and the timing of the funding of infrastructure to unlock that growth.
11. The draft Long Term Plan has earmarked an investment period for wastewater and water supply infrastructure for the Te Tapuae/Southern Corridor over 2029-2031, with the majority falling into 2030/2031. The draft Long Term Plan, however, correctly recognises that there is an appetite to develop Te Tapuae/Southern Corridor sooner than what the infrastructure investment presently allows. The draft Long Term Plan indicates an intention to explore alternative funding and delivery mechanisms that would enable such development to occur earlier. The University urges the Council to act on this intention and deliver alternative funding and delivery mechanisms to align infrastructure with the delivery of zoned or consented land.
12. In addition, Te Tapuae/Southern Corridor has been identified as a priority development area within the draft Queenstown Lakes Spatial Plan. As recognised by the draft Long Term Plan itself, as well as appeals on the Proposed District Plan, this is an area in which there is a considerable appetite for development as the land is suitably located for transport connections and has appropriate topography and amenity values for residential and other development, such as the Hākitekura project. It is critical that the Long Term Plan aligns with the Spatial Plan, as these are both strategic, guiding documents.
13. While the University appreciates the need to provide infrastructure investment in a manner which does not jeopardise Council's overall capital expenditure programme, given that development in Te Tapuae/Southern Corridor is identified as a priority and directly responds to Council's aspirations for sustainable growth, the University implores the Council to explore these alternative funding and delivery mechanisms.
14. Finally, the University considers it essential that the regime for development contributions in, and associated with, the Long Term recognises the fact that due to the delays in Council-led infrastructure investment for the Te Tapuae/Southern Corridor area, private schemes may be developed in the meantime. In the event a reticulated Council system is not provided earlier, when calculating development contributions for this area, there must be appropriate recognition of investment in any private schemes or treatment solutions.

### **Outcome Sought**

15. As set out above, the University seeks that the Council explore and consider alternative funding and delivery mechanisms for investment in wastewater and water supply infrastructure to enable development in Te Tapuae/Southern Corridor sooner than as currently anticipated in the draft Long Term Plan.

### **Hearing**

16. The University wishes to reserve its right to be heard in support of its submission at the hearing in Queenstown.

By its authorised agents:



**Lane Neave**

Joshua Leckie/Annabel Hawkins

Address: c/- Lane Neave

[Redacted]

Contact: Joshua Leckie/Annabel Hawkins

Telephone:

[Redacted]

Email:

[Redacted]

# LEE Mary

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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

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

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

Please tell us more about your response:

## 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.

Do we need to see someone badly injured before we fix the cycle routes for ourselves and children. My granddaughter was hit by a car on Ballyntyne road leaving an incomplete cycle track. Luckily its the front wheel that had be replaced as you can't replace grandchildren.

## 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:

# LEE MICHAEL

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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; i.e 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 fees 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

## 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](mailto:letstalk@qldc.govt.nz)

Submission on the LT1.docx

**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 not demonstrated a need to invest in the scheme.

(b) In particular:

(i) the Council has not demonstrated a 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);

(v) Council's plans are based on an expansion of the Mt Cardrona Station (MCS) water scheme, which will be vested in Council when operational. However, the MCS water consents specifically state that water can only be used for the MCS development. It cannot be used to supply Cardrona Village. It would be financially irresponsible for Council to set aside funds in the LTP for a water supply to Cardrona Village when it does not have ORC water consents that allow provision of supply to the Cardrona Village; and

(vi) 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.

# LEGNAVSKY Bridget

Climate Reference Group (CRG)

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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](mailto:letstalk@qldc.govt.nz)

Submission to the QLDC Ten Year Plan

From: Independent Climate Reference Group (CRG) to QLDC, – advisory and support to QLDC’s Climate Action Plan.

Contact: Bridget Legnavsky; [REDACTED]

We wish to be heard in support of our submission to the 2021-2031 Ten Year Plan.

## Introduction

We thank the Queenstown Lakes District Council(QLDC) for the opportunity to present our submission and for its efforts to address Climate Change by setting up the Climate Reference Group, developing a Climate Action Plan and resourcing ongoing work.

This submission provides a positional statement from the Climate Reference Group (CRG) on the Ten Year Plan and **takes a neutral stance**. The submission is to provide information on the direction the QLDC could consider if it is to progress its Climate Action Plan towards the Council stated goals and beyond 2050 vision. The CRG recognises the Council’s funding constraints in these COVID times but seeks in this submission to point out gaps in the Long Term Plan (LTP) that could potentially slow essential progress.

The overarching challenge we see for the QLDC is a lack of resourcing for planning and action towards its clearly articulated vision. QLDC declared a climate emergency in June 2019 and has created, along with the community and iwi, a set of shared vision statements that articulate bold steps towards biodiversity, resilience and carbon neutral communities. It has created a Climate Action Plan<sup>1</sup> that offers a credible pathway towards a future state of carbon neutrality. However, the investment outlined in this 10-year plan does not appear to match the outlined pathway. The CRG believes this mismatch needs to be addressed and that this will require specific resourcing.

The key three challenges the CRG sees are:

- QLDC has not accounted for the carbon impact of its policies and work programmes.
- QLDC transport planning does not provide for the meaningful mode shift that is a key part of its carbon goals and also well signalled by both the Climate Commission’s 15 year blueprint<sup>2</sup> and the Government Policy Statement<sup>3</sup> - Transport.
- A lack of targets and support for rebuilding biodiversity which the CRG sees as crucial to climate change mitigation.

We understand that our district may not yet be ready for the comprehensive approach we are suggesting, but we believe people need to be given the choice between continuing the current trajectory of increasing emissions and reducing wellness or making the changes needed to achieve the outlined and agreed beyond 2050 vision statements.

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<sup>1</sup> <https://www.qldc.govt.nz/your-council/our-vision-mission/climate-action-plan>

<sup>2</sup> <https://www.climatecommission.govt.nz/get-involved/our-advice-and-evidence/>

<sup>3</sup> Government Policy Statement on land transport 2021/22-2030/31, retrieved from <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf> 15/04/21

## Resourcing for adaption to and mitigation of a changing climate

The CRG believes the mismatch between the vision, the Spatial Plan<sup>4</sup> (SP), the Climate Action Plan (CAP) and the LTP could be addressed by assessing the climate change risks of all work programmes and policies to support the prioritisation of the long-term outcomes of decarbonisation and resilience.

***To do this, the carbon impacts of all projects, policies and work plans would be reported and modelled alongside all financial reporting and modelling.***

Such a climate lens would provide meaningful insight into the climate impacts of individual projects, encourage improved choices by project planners articulated in the LTP and the CAP and a commitment to reduce greenhouse gas (GHG) emissions. It would mandate consideration of the climate impacts of infrastructure projects and make these transparent. By systematically evaluating each project's emissions, GHG footprint and resilience to the impacts of climate change, project planners will become increasingly familiar with key considerations, risks, and mitigation strategies, which will facilitate better decision making in both current and future infrastructure projects.

Such a climate lens could also be used to educate, inspire, and incentivise behavioural change.

We advise preparation for resourcing accordingly and believe this should not wait another three years. This could start with resourcing for a qualified and experienced QLDC team dedicated to sustainability and Carbon Accounting for all work-programmes in the district. The existing team is strong, capable and knowledgeable but under resourced for the task ahead.

### **The LTP and the CAP**

The CAP 2019 - 2022 states that “resources and budget to deliver the wider work programme will be sought through Council’s next 10 year plan process in 2021”<sup>5</sup> The CRG would like to see the resources and budget to deliver the CAP articulated in the plan along with progress mapping against the key CAP outcomes.

The Key Outcomes of the CAP are:

1. The community looks to QLD for leadership and action.
2. Queenstown Lakes has a low carbon transport system.
3. Built environment and infrastructure is climate responsive.
4. Communities are climate conscious and resilient.
5. Our economy and natural environment thrive together.

The CRG are revising Key Outcome 5, where the economy, and biodiversity/environment are to be separated into two new outcomes.

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<sup>4</sup> [https://www.qldc.govt.nz/media/goclrpu/7a-queenstown-lakes-spatial-plan-summary\\_mar21.pdf](https://www.qldc.govt.nz/media/goclrpu/7a-queenstown-lakes-spatial-plan-summary_mar21.pdf)

<sup>5</sup> QLDC Climate Action Plan 2019-2022 pg 10

CRG commends the Council for the action it is taking so far in establishing community partnerships, measuring carbon impacts, and working through the actions in the plan.

Below we specifically identify two singular gaps where progress will be slowed if changes are not made.

1. Transport: Road transport is responsible for 39% of the gross GHG emissions for the QLDC area<sup>6</sup>. The Queenstown business case funded through this LTP looks for mode shift that is so necessary that the transport network could fail if mode shift is not achieved. Such a shift is also a key mitigation strategy. The business case is looking for between 16 and 40% shift to public or active transport by 2028 and up to 60% by 2048 “if historic levels of growth continue.”<sup>7</sup>, and the SP identifies public and active transport as the main means of local travel in the next three decades. However, the LTP lacks the investment in the crucial early stages of the plan to support this shift. From the CRG perspective, this mitigating modeshift is required right across the district, yet Wanaka has no investment in this shift in the early years of the plan.
  - a. Key Outcome 2 of the CAP commits to a low carbon transport system. 2a states; Public transport, walking and cycling - everyone is first travel choice. The LTP is not enabling this action and must do if ‘everyone’ includes anyone who does not drive a car - for example, anyone under the age of 18.
2. Biodiversity and conservation estate: Biodiversity is well represented in the vision sections of the plan but seems to slip through the gap created by environmental management covered in the district plan and the addressing of carbon emissions and resilience to climate change. It needs its own space and its own set of targets that can be tracked back to the vision. Within this, the protection of the conservation estate is crucial as large amounts of carbon has been sequestered in the tussock grasslands and upland mires.
3. Solid Waste: This makes up 9% of total emissions according to the Tonkin + Taylor report (2018). While waste isn’t the largest contributor to emissions in our region, it is highly visible and as such provides great options for community education around consumer choices and climate change/biodiversity issues. Investing more heavily in reducing solid waste emissions offers an opportunity to not only reduce those emissions, but also to deliver on Keystone Action 4 of the Climate Action Plan.



Bridget Legnavsky

Chair, Climate Reference Group

14 April 2021

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<sup>6</sup> Tonkin + Taylor Ltd (2018). Green House Gas Community Inventory for the Queenstown Lakes District Council. Pg 5

<sup>7</sup> Waka Kotahi (2020) Queenstown Business Case /9. pg 103

# LEITH Amanda

Ngai Tahu Property Limited

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

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 PROPOSED QUEENSTOWN LAKES DISTRICT COUNCIL TEN YEAR  
PLAN 2021 – 2031 AND DEVELOPMENT CONTRIBUTIONS POLICY**

**To:** Queenstown Lakes District Council

**Submitter Details:**

Name of submitter: Ngai Tahu Property Limited

Address for Service: Ngai Tahu Property Limited

[REDACTED]  
[REDACTED]  
[REDACTED]

Attention: Amanda Leith

Phone: [REDACTED]

**1. Background**

Ngai Tahu Property Limited (NTP) has an interest in the former Wakatipu High School site on Gorge Road. This site is legally described as Lot 47 Deposited Plan 8591, Lot 13 Deposited Plan 8700 and Lots 6-7 Deposited Plan 8700. The site is indicated on the aerial map below.

NTP through its development company NTP Development Holdings Limited is working in partnership with the Crown to redevelop the site. NTP has obtained various resource consents for the redevelopment of the site and construction of between 300 – 400 residential units is planned.

Resource consent and building consent have recently been granted for the first residential building on the site which comprises 27 units. Completion of construction of this building is anticipated by the end of 2022.



**2. The submitter seeks the following decisions from the Queenstown Lakes District Council:**

Long Term Plan

Amend the Long Term Plan as follows:

- a) The planning and upgrade of Warren Park to be brought forward to the years 2021 – 2024.
- b) Works for the Fryer Street – Recreation Ground Pump Station Reticulation Upgrades be brought forward to the years 2021 – 2022.
- c) Funding be allocated to a shared active travel path along the length of Fryer Street.

Development Contributions Policy

Amend the Development Contributions Policy as follows:

- a) Allow for a Special Assessment to be undertaken for the NTP development.

### 3. Reasons for the submission

#### Warren Park

- The draft Long Term Plan schedules upgrades to Warren Park for 2029 - 2031. NTP seek that this be moved forward so that the planning commences in 2021 and the physical works occur in 2023 - 2024.
- NTP is open to working collaboratively with QLDC and contributing toward the preparation of a landscape concept plan for Warren Park.
- NTP agree with QLDC's Draft Parks and Open Space Strategy 2021 that Warren Park should be upgraded to be a Community Park, as the asset is an important amenity for surrounding residents and visitors to the area. Warren Park will also become more important as the Gorge Road area is redeveloped in accordance with the Business Mixed Use and High Density Residential zoning of the area.
- There are numerous developments within the wider Gorge Road area which have been recently consented, are proposed, or are under construction. Consequently, it is important that this key community asset be upgraded in a timely manner to reflect the increasing population in the area rather than in years 9 – 10 of the Long Term Plan as currently proposed.
- The timing of the Warren Park upgrade works should coincide with the conclusion of the use of Warren Park as a temporary laydown area by the Alliance undertaking the Inner Links project. This activity is currently proposed to conclude June 2023 according to the resource consent RM210142. This will reduce costs for QLDC.

#### Wastewater Upgrade

- The Fryer Street – Recreation Ground Pump Station Reticulation Upgrades are planned for 2023 – 2025 in the Long Term Plan, however these works need to be underway as soon as possible so not to delay the NTP development, which includes the provision of Kiwibuild housing.
- The Fryer Street – Recreation Ground upgrades will address an existing wastewater constraint along Robins Road which currently limits the number of residential units that can be developed on the former Wakatipu High School site to no more than 72 until the upgrade is undertaken.
- There have been a number of assurances provided by Council staff that the Robins Road constraint would not hold up the development of the subject site, however the timing for the upgrades keeps slipping and this is now putting the timing of the development at risk.
- Discussions with QLDC Consents staff have identified that they will not consent the construction of additional residential units (exceeding 72) or allow for the issue of titles for Stage 2 of the bulk title subdivision (consented under resource consent RM190805) until the constraint is addressed. As a consequence, this means that bulk titles for the majority of the sites, as well as the construction of future buildings (which can take between 18 months

and 2 years to construct), cannot even commence whilst the wastewater upgrade works are underway. This could cause a delay of two years or more to the development of the site. This is a critical issue for the development as NTP have a development agreement with the Crown to deliver 105 Kiwibuild units by 2025.

- The Gorge Road area is zoned Business Mixed Use and High Density Residential. To realise the development potential of these zones which are in close proximity to the Queenstown Town Centre, services and public transport, the wastewater upgrade needs to occur as a matter of urgency.

#### Active Travel Path Contribution

- Under the subdivision resource consent RM190805 for the site, a condition of consent was imposed requiring the construction of a shared path along Fryer Street for pedestrians and cyclists. This is in addition to the QLDC planned active travel network along the Gorge Road frontage of the site.
- At the time of the subdivision resource consent conditions being developed, the plan for the QLDC active travel network along Gorge Road was not yet developed. In light of this network and to ensure a well-connected system, the shared path along Fryer Street now makes less sense. NTP seek a discussion regarding this shared path to confirm whether it is still required.
- If it is determined to still be required, the demand for the Fryer Street path will not only be from the NTP development. Furthermore, there are existing structures within the road reserve which have been constructed by landowners which will require removal as part of the works. Consequently, NTP have been in consultation with QLDC staff about sharing the costs of the construction of the path.
- NTP seeks assurance that this shared cost is budgeted for in the Long Term Plan as part of the Wakatipu Active Travel Upgrades project.

#### Development Contribution Policy

- The NTP development of the site is being undertaken in partnership with the Crown. The Development Agreement that NTP has with the Crown for the development of the site requires the delivery of a minimum of 105 Kiwibuild units by 2025 in conjunction with a minimum of 195 market units. The development objective is to provide a master planned community of 300-400 residential homes, providing affordable housing targeted at first home buyers.
- The Government intention for development is to support affordable home ownership, which is desperately needed in Queenstown
- Requiring payment of full Development Contributions for the Kiwibuild units will affect their affordability.
- It is requested that Special Assessments be allowed for in the Development Contributions Policy for the development. This would allow for the Crown (and any Crown partner) to negotiate an agreed Development Contribution amount with QLDC under the *Local Government Act 2002* which takes into account the need for affordability.

4. The submitter wishes to be heard in support of their submission.

A handwritten signature in blue ink, appearing to be 'AL' or similar initials, written in a cursive style.

.....  
**Amanda Leith on behalf of Ngai Tahu Property Limited**

15 April 2021

## Q. Responding to Climate Change

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

QLDC needs to prioritise bike transport as well as bus transportation options. In Germany every street has a bike lane and has done for decades. We, however are back in the Dark Ages when it comes to bike transport. In Tokyo, the streets are alive with bikes as opposed to combustion engine vehicles. Transport is fluid and quiet with many bike transportation being the option of choice for transporting small children around. Despite freezing temperatures, transport in bike lanes and in the underground is the transport of choice. Bikes have enclosures for children to keep them warm. This is the way forward. E bikes are already becoming as light as regular bikes and bikes can go anywhere, making them friendly for bike lanes as well as tracks (as opposed to motorbikes or scooters which must travel in the same lanes as cars).

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

With e-bikes becoming the transport option of the future (as they become lighter/cheaper/more efficient etc.) bike lanes EVERYWHERE need to be an option. eg. Biking on roads and not just on tracks.

I support the lowering of the speed limit in Wanaka to 40kph as this is extremely helpful for cyclists.

## 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:

My priority is better equipping our community for climate change and to be ready for the demand for Climate Friendly policy as freak winds and flooding etc. come calling in our area. Council must be ready to respond with - 'we are moving forward with options for curbing carbon emissions as quickly as we are able to.....' Freak winds are coming to call this week and flooding could hit soon. I could go on re. snow fall etc. Council can and should prioritise bike transport and change this community forever away from the car transport option we currently have. We need to be able to get to work safely and bike lanes are the only we that we can safely get to our destinations. The Netherlands aims to be Carbon neutral by 2025. We are way behind. Their livelihood depends on the climate - and so does ours. What will we do when the lakes flood? When the snow doesn't come??

## 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:

In support of 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. 1104

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."

**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:

Definitely prioritise climate change policy's.  
No allowance of commercial jets into Wanaka.  
Stop developers and roading company's from applying black asphalt all over the place (far too big of a heat creator)it should be as light coloured as possible!

## 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:

## 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:**

No change to the Wanaka Airport!

No Jets!

Stop trying to turn Wanaka into a city!

And Queenstown for that matter.

Continued uncontrolled growth is not Sustainable and unacceptable!

**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:

Show real commitment to your climate emergency declaration and the urgent need for climate action. Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting.

## 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:

Deliver balanced funding giving parity to Wanaka area.  
Readjust unnecessary 40kspeed limits back to 50 on town streets outside the CBD.

## 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:

Stop allowing suburban developers to make section sizes less than 600 m2.  
The whole 'pack as many in as you can' greed ruins the essence of what a Town IS!  
And get development contributions in the way of developers vesting strips of there subdivisions into decent reserve space for enhanced community benefit.  
ie. Northlake,what a shame!  
As well as most of Universal developments projects.

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

Allocate development contributions toward the purchase of the Plantation 'Sticky Forest' Wanaka!

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

# LINDSAY James

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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

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:

The council should abandon the plan for expanding wanaka airport. The vast majority of the community are against it.

## 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:

Ratepayers outside of Queenstown CBD should not be paying for these services. Rate payers shouldn't be taking all the cost and costs should be recovered by targeted fees on visitors (hotels and tourist activities targeted rate of say 5%) or localised petrol costs

Ratepayers can't afford these massive expenses.

## 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:

The frantic rates increases for houses in the region Must stop. It's criminal for others benefiting from new services not to be contributing and rate payers can't be always picking up the tab when visitors co tribute nothing.

Target charges on tourists / those that don't have an address in the region

Fees should include ...

- regional infrastructure fee on arrival at the airport of say \$25 per domestic pax and \$100 per international arrival.
- 5% accomodation & tourist levy as proposed but instigate now
- 10cps petrol charge in the regional and use this against installing electric charging infrastructure

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

ONE: The regional needs to address the weeds and lack of resources available to care for around waterways. In areas on the banks of the Clutha there is considerable broom/gorse/Hawthorne that needs cutting out and regular maintenance.

TWO: The council should abandon the plan for expanding wanaka airport. The vaste majority of the community are against it. support the airport at Luggate instead.

THREE: lighting is needed on cycle trains from wanaka to Albert town on both sides of Mt iron. School kids not use.

## 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

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:

# LLOYD Nigel

Arthurs Point Community Association (APCA)

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

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:



# Arthurs Point Community Association

## Ten Year Plan Submission 2021 - 2031

### **1 TRAILS, TRACK AND TRAVEL**

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Firstly, Arthurs Point Community Association (APCA) would like to take the opportunity to thank QLDC for their efforts to date to deliver the first stage of the Arthurs Point Shared Path upgrade work. We are excited to see construction of the pathways nearing completion and to have the intersection at Amber Close and Atley Road re-prioritised with the new roundabout.

Further to this we are also grateful for the work to date that has gone into consultation, development of concepts, preparation and approval of the business case for the proposed Arthur's Point crossing upgrade. The pedestrian bridge, associated track upgrades and future new road bridge are vital pieces of infrastructure that our community needs to connect the various parts of the community, improve safety and facilitate access to Queenstown. APCA is extremely grateful for these efforts.

There are number of future projects that are in various stages of approval, funding and consenting. We are excited to see that the Arthur's Point Crossing (Pedestrian Safety Upgrade) is scheduled and funded for implementation in 2022 and that the road bridge replacement is within years 9 and 10 of the 10 Year Plan (Plan). We urge Council to maintain funding provisions for these key items.

APCA notes that there does not appear to be specific funding within the Plan for Stage 2 of the Arthurs Point Shared Path Upgrade project. However, our understanding is that this work has been funded to date from the "minor safety improvement" budget. Certainly it is APCA's view, the community's expectation and a logical conclusion that the second stage of this project will continue to be funded. We note that the parts relating to the Atley Road (Moa Track) upgrades will also be required to be completed as part of or in conjunction with the proposed Arthurs Point / Shotover River Pedestrian Bridge (2022).

These new projects, recent improvements to our neighbourhood and completion of route C5 of the Wakatipu Active Travel Network will finally provide the off-road active travel network that our community has been seeking for a long time. We are extremely grateful that these works have been funded and are to be completed early in the LTP cycle.

## 2 CRITICAL SAFETY & OTHER IMPROVEMENTS

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Following feedback from Requests for Services, community feedback and recurrent themes in our annual community survey, APCA requests that the following items are considered as a matter of urgency and funding provided within the Plan if so required;

### Pedestrian Crossing

APCA has previously requested a pedestrian crossing be installed on Arthurs Point Road near the junction of Morning Star Terrace and Mathias Terrace. While we understand that at the time the speed environment was not conducive to this we urge this to be reassessed in light of the recent speed limit reduction and necessary traffic calming measures as discussed below.

We request a safety assessment undertaken and case for a pedestrian crossing be reassessed as a matter of urgency due to serious safety concerns put forward by a number of members of our community. Concerns include the speed at which vehicles travel on this road despite recent speed limit reductions and the number of children using this crossing, particularly around the school bus pick ups/ drop offs and recent changes in regards to the school bus drop off locations and timing.

### Traffic Calming/Arthurs Point Entranceways

On behalf of the community, the APCA recently commissioned a Community Masterplan. This identified the following key suggestions for traffic calming to try and encourage road users to adhere to the speed limit while travelling on Gorge Road and Arthurs Point Road through the community.

- Create an entranceway sign/feature to clearly establish the commencement of the township which could be built from stone/recycled materials and incorporate historic elements and feature lighting.
- Narrow the carriageway between the village entrances and at the village core to slow traffic and clearly indicate a change of road character. The road edging or surface could be changed to signal to driver's that they have entered an urban environment and must slow down.
- Introduce native roadside planting including clusters of beech at both road entrances to clearly mark the extent of the town, enhance containment of the road edge and assist in traffic calming.

APCA request that QLDC provide funding for traffic calming measures be assessed and implemented in the Arthurs Point community to address the immediate safety issues related to excessive speed through the community.

### Bus Timetabling

Feedback has been received on the timing of the bus. The current timing of the public bus to Queenstown sees it depart prior to the arrival of the school bus and this presents a barrier to use for many Arthurs Point residents with children as they can not ensure their children are safely on the school bus and then utilise public transport. We would request that the relevant parties review this scheduling to ensure that children can be seen onto the school bus prior to the public bus departing.

### 3 RESERVE IMPROVEMENTS

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The community has regularly identified playground equipment and children's active recreation as a priority item during APCA annual surveys. Currently Arthurs Point has three small playgrounds located in Murdoch Park, McMillan Road and within the Bullendale development. These existing playgrounds cater well for younger children but there is little available in the community for children of 6-7 years and above. Arthurs Point has a significant population of primary and highschool age children who are only minimally catered for within Arthurs Point with recreational equipment.

APCA would like to see improved facilities to enable a wider population of young people to be physically active within the community. For example provision for upgraded playground equipment to include items such as monkey bars or climbing equipment. Development of a pump track would also be well received given the community has a strong participation in biking. This could potentially fit within the existing undulating topography along the existing path to Amber Close within Murdoch Park.

### 4 QLDC COMMUNITY FUNDING

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APCA would like to apply for QLDC's annual community funding grant of \$5,000 for the 2020/21 financial year if not already requested and received. In addition to this through the 10 Year Plan APCA would also like to apply for the \$5,000 funding allocation for years 2021/22, 2022/23 and 2023/24. APCA represents a standalone community that is not associated or linked with any other similar organisations.

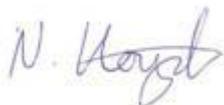
Within the last year our main project funded by previous QLDC grants was the Arthurs Point Masterplan which APCA commissioned Blakely Wallace Landscape Architects to undertake at a cost to date of \$6,000 + GST (receipt available if required). The focus for the years ahead is to develop detailed plans in relation to some of the key elements identified in this Masterplan and begin to implement these throughout the community.

#### Summary

Thank you for considering our submission on the 2021 - 2031 Long Term Plan. Should you require further information please contact us at the email below.

A representative from the Arthurs Point Community Association committee will endeavour to be available to speak at any hearings possible.

Regards,



Nigel Lloyd  
Chairperson on behalf of the Arthurs Point 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."

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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 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.

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

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- 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
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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:**

# LYTTLE Sarah

Turn Up The Music Charitable Trust

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

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

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



15 April 2021

### **SUBMISSION ON THE DRAFT TEN YEAR PLAN 2021-2031**

On behalf of the Turn Up The Music Charitable Trust please accept submission in support of the recent Three Lakes Cultural Trust submission as part of the Draft Ten Year Plan 2021-2031 which includes:

- Development of an Arts and Cultural hub/platform
- A space that has quality, fit for purpose and functional infrastructure
- Responds to overwhelming need for space due to growth in demand (and population)
- A programme that builds creative capacity that supports the development of an arts ecosystem in Queenstown

### **WHO ARE WE?**

Turn Up the Music is a non-for-profit charity that is committed to improving the lives of young people in our community through music. In conjunction with the overarching vision and purpose of The Three Lakes Cultural Trust we are committed to helping contribute and build capacity that supports the development of arts and culture within the Queenstown Lakes District.

Our aim is to increase the type and level of music teaching and activity year-on-year on a sustainable basis.

### **MUSIC CAN CHANGE AND LEAD TO BETTER LIVES. THE WIDER THE BASE OF OPPORTUNITY, THE HIGHER THE PEAK OF ACHIEVEMENT**

OUR VISION - Every Body is Musically Active

1. All young people are musically active
2. No one misses out on the benefits of being musically active, regardless of age, gender, ability, ethnicity, disability, etc
3. Every young person is able to access a safe, quality experience at their doorstep, within their neighbourhood and across their community

4. Communities are collaborating, generating ideas, and owning the creation of the environment and the promotion of opportunities, experiences for all young people to be active

Underpinning our work to support young people are the following core beliefs:

1. Musical activity contributes to better wellbeing outcomes for young people
2. A holistic approach develops all elements of music literacy, leading to active behaviours for life
3. The voice of young people should be at the heart of our work
4. We can have the greatest impact if we work with others and co-design solutions with young people and their communities
5. Working with diverse partners will meet the needs of more young people
6. Embracing innovation, including new technologies, will support new ways for young people to be musically active

#### **WHAT WE DO - OUR PROGRAMMES:**

With significant increase in demand we have developed a music education programme for young people in the District to be able to learn, play and perform music either individually or in groups. The benefits of music education are well-established and profound, providing skills that foster creativity, improvisation and adaptability as well as personal resilience and social connection. Music also creates unique and diverse communities.

**A cornerstone of the Trust's programme is its music school, which has been in operation for six years, providing after-school music education to hundreds of local children.**

We provide:

- individual and group tuition, with a focus in recent years on delivering group initiatives that are fun, diverse, and non-competitive
- a 'small strings' programme aimed at those keen to learn violin, a junior choir, junior and intermediate concert bands, song-writing programmes and music technology
- choir and a junior orchestra
- And have future plans for Small Hands preschool music for parents and toddlers, bucket or African drumming and a range of holiday programmes.

#### **COMMUNITY CHALLENGE – GROWING FINANCIAL HARDSHIP:**

Turn up the Music Trust is actively addressing and facing the effects of financial hardship. In the last three months we have seen an increase in scholarships by 33%, to cover tuition fees. There are now more than 30 scholarships to cover tuition fees and 50 instruments on hire to ensure no barrier to participation. All supported by generous donations. Next year, the Trust expects to receive between 100-150 requests for scholarships and 50-100 requests for instrument hire. As part of our vision we strive for no one to miss out on the benefits of

being musically active, regardless of age, gender, ability, ethnicity, disability or financial situation.

An example of costs are:

- Tuition - The cost of two-terms of group tuition is \$100. For 100 young children, that represents an annual cost of \$10,000. Individual tuition is more expensive with a two-term cost of \$500. For 30 pupils, this represents an annual cost of \$15,000.
- Instrument hire - The cost of instruments, on top of tuition fees, is prohibitive for many families, ranging from less than \$100 for a recorder or ukulele to \$300-400 for a violin or guitar to \$800-\$1,000 for a cello or trombone. The cost of hiring an instrument from the Trust ranges from between \$25-50 per year.

### **COMMUNITY NEED – FACILITIES:**

A significant barrier to participation is the lack of practice facilities – this is why we whole-heartedly support the TLCT submission to create a space that is fit for purpose, has functional infrastructure and responds to overwhelming need for space due to growth in demand. Increasingly, existing facilities and venues have become unable to adequately accommodate local groups.

We work with 12 teachers and over 130 children learning instruments or playing with our group sessions. We operate out of the High School 5 days a week with other teaching happening at Shotover Primary, Queenstown Primary, the Presbyterian church in Frankton and the Aba Church on Gorge Road.

**These venues are projected to cost approximately an additional \$11,000 per annum** with casual and limited length agreements. This adds in additional needs to locate funding, grants and administrative costs to the trust along with an ad-hoc nature to our teachers and students having to be spread across a number of venues which all range in quality and provision.

This fragmented approach does offer a variety of venues to widen our reach and make lessons available more widely geographically. However it also means that music lessons are seen as separate activities with few opportunities for the children to see and experience others making music. Crucially, we have no security of tenure on these additional spaces and permission can be withdrawn at any time for our usage. This affects us quite badly - at the moment our junior concert band are homeless as their venue was suddenly withdrawn at the end of 2020. 15 children have had their lessons interrupted or stopped for now.

Teachers who work with us also privately use other venues including QPACT, their own homes, and other school spaces. 99% would prefer to use a community space instead. reasons include: Teachers operating in a private venue are not covered by a Police Check and can't be monitored easily. There's little sense of excitement around coming on your own to a music lesson which is then 1:1 - it's a completely different

experience to be in a space with other music making and other children around. The sense of excitement and something purposeful really happening should be part of the fun of learning music.

The High School, whilst central and with bus stop close by and good parking, is far from ideal as a venue. 10 of our teachers are sharing the three practice rooms at the school so we also have to allocate teachers to a store room, the tech room and a counselling room. The main music space is an open balcony and not soundproof, with people regularly walking through or using it as a waiting area so is not easy to teach in. Drum teaching at the school is not possible as there's not a proper dedicated space which consistently has a kit set up. Access to the building is very difficult with the doors being automatically locked at 4:30pm each day - 5 minutes of every lesson is lost as teachers have to bring students down to the door and let the next child in. Parents / siblings are not allowed to wait inside the premises whilst their child is having a lesson because the school is a PPP and therefore a commercial property outside school hours. And disabled access is problematic as all the teaching spaces are upstairs but the lift only operates with a special staff fob, which outside teachers aren't given unless a special arrangement is made in advance.

Our aim is to grow by at least 3x in the next 5 years. The main restriction we face in this is venues to teach from. We need 10 practice room sized spaces (10 square metres is ideal with a piano or keyboard in the space) which are sound proof, for individual lessons, and 3 or 4 larger band room spaces for groups to meet and rehearse.

Local Government is responsible for the four wellbeing's – social, cultural, economic, and environmental and investment in infrastructure supporting arts and culture is deeply aligned to achieving these wellbeing's. More specifically, in the Queenstown Lakes District investment in arts and culture facilities also supports – the achievement of the Vision 2050 goals

- **Thriving People** | Whakapuāwai Hapori
- **Embracing the Māori World** | Whakatinana te Ao Māori
- **Opportunities for All** | He Ōhaka Taurikura
- **Breathtaking Creativity** | Whakaohoho Auahataka and
- **Pride in Sharing Our Places** | Kia Noho Tahī Tātou Kātoa.

## **SUMMARY**

There is significant global evidence that arts, music and culture enhance the quality of life and sense of belonging and wellbeing of our community. There is no better time in the community than now to ensure a strong emphasis is placed on the proven benefits of arts, music and culture

Turn up the Music Trust have a long term vision and focus on the following:

- Improved frequency, intensity, time and type of musical activity,
- Improved experience of young people (participants), teachers and supporters, and volunteers
- Increased variety of culturally distinctive pathways in musical activity for tangata whenua and all the people of the Wakatipu
- Improved system that is capable, diverse, trusted and reflects the objectives of the education curriculum and the Treaty of Waitangi principles of Partnership, Protection and Participation

Please help us and many of the other motivated and inspiring arts and cultural organisations in the community achieve our purpose and visions by prioritising arts and culture in the Ten Year Plan.

Yours sincerely,

Sarah Lyttle

**General Manager  
Turn Up the Music**

# MACLEAN STUART & PAMELA

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

Unnecessary , should be left to central government

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

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

We do not believe that the CBD should be extended to include residential properties in the Park, Brisbane, Hobart, and Adelaide Streets precinct just because of their relative close proximity to the town centre.

To imply that because of our location in relation too the town centre we will benefit the most from improvements is imaginative, misleading, and incorrect.

The beneficiaries of improvements in the main will be those living in the outer regions of Queenstown who travel into the town centre for many and varied reasons. These include work, entertainment, social, and other reasons. Roads footpaths and parking all used, to a great extent, by those living further from the town centre. It would appear that although we are inconvenienced by the above but accept it as a necessary Council now misguidedly believe we should disproportionately subsidize their wellbeing by paying a greater burden of the rate take.

As from the above it can be seen that those living closer in do not benefit from those living further out. Council have not been forthcoming in roading, footpath, and underground wiring upgrading in our street in the last 25 years at least. This while upgrading has occurred on further out parts of the district.

There is a huge difference of benefit for commercial, retail, and business properties with recovery of additional costs including tax relief that is not available to residential property owners. Is it the wish of council to drive residents further from the town centre and exacerbate the many commuter problems already in existence? A cynic could be excused for believing there are no councillors living in the suggested CBD area.

We believe all living in the district are all equal beneficiaries and as a consequence all pockets should be equally hit, that is all paying the same amount. No biased penalty for living closer to the town centre.

## [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:

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 QLDC 19 APRIL

I am going to be concise in the issues I consider important. 6 big moves.

- Implement “deafening dawn chorus”-Move the airport
- Transport: continue to expand cycle network as opposed to bus network, bus lanes are going to be impossible to implement on already narrow roads and bridges; shelve Mann street bypass (what a mess that’s going to be for years) and other big ticket projects like the 500 person seat theatre etc. Sunshine Bay and Fernhill are not expanding...so where is this bypass going exactly?
- Sale of land: do NOT sell events centre land- presumably to the airport- this is a very sneaky way of mentioning the possibility- and I presume this includes the heritage building on Events Centre Land? Just selling it to ourselves, or is there someone else involved?
- Rates: Do not increase rates on CBD which is on its knees already
- DQ: Disband DQ- we have enough tourism and its done by events or social media. Release 4m that could be available as a rates increase (yes I know its “collected” on behalf of DQ, but it is all perceived as rates)
- Water: Monitor and rate all water use immediately.

These are the 6 big moves I think council should effect as a 10 year plan. I am willing to talk to these via zoom as I will not be in Queenstown for the hearing or I can delegate my responses to someone who will.

We have had a huge shock- lets do a real reset and NOT hope for a return to previous levels.

Who exactly is begging for more and more of what we had?

WE were at breaking point as a community beset with over tourism. We do not want a return to the same accelerated levels of tourism. Most people want less, not more tourists. Here is an opportunity to make a proper stand for the community.

Many Queenstown people outside of tourism are flourishing and enjoying their rediscovered community and “owning” it- not sharing it with twenty tourists on a footpath. Building has not slowed down, film work is returning because its quieter and more accessible, tech is quietly booming.

One big bold ten year idea would be to actively consider what councils commissioner report aqcknowledgd was a great idea- move the airport.

Moving the airport would destress Queenstown and give away its role as the transport hub of the central south island.

We would see ourselves entirely differently and consider possibilities outside tourism. Tourism will always occur- both local, national and international tourists will still be a prminent part of our identity, but not the only part.

The plan below is a radical idea. It proposes moving the airport to Tarras and using the airport land for housing and other stuff.



The spatial plan calls for 17k new homes in QLDC. This plan can accommodate that and more. Depending on the intensity of development it could contain 40k people.

Moving the airport and freeing up the land beneath the airport can meet all the objectives cited in the spatial plan.

- Consolidated growth
- Public transport easily achieved

- **Sustainable tourism system.**

By moving the airport to a more “lakes district “location, tourism is spread throughout the lakes district enabling Queenstown and Wanaka to pursue alternative markets such as film and technology. It frees up the Frankton transport hub and allows it to settle and become the centre that the plan shows- not the donut plan that exists now with the airport taking centre stage.

- **Well-designed neighbourhood**
- **Diverse**

See 3 above. By creating a master planned township we can incorporate education, events, hospital care, conference centres, green space and roading into one carefully planned centre. Wow. Get away from NOISE!!!! MAke Frankton a pleasant place to be! Wow!

# FRANKTON, QUEENSTOWN

## OVERVIEW

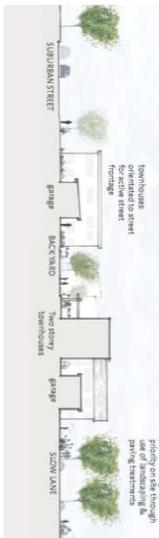
Frankton is a town of approximately 1,100 people, situated in the heart of the Queenstown region. The town is a mix of residential, commercial, and recreational uses. The town is located on the shores of Lake Wakatipu, which is a major attraction for tourists. The town is a mix of residential, commercial, and recreational uses. The town is located on the shores of Lake Wakatipu, which is a major attraction for tourists. The town is a mix of residential, commercial, and recreational uses. The town is located on the shores of Lake Wakatipu, which is a major attraction for tourists.

## LEGEND

- IN-HAS RUCTURE
- EXISTING ROADS
- PROPOSED ROADS
- PUBLIC PARKS / OPEN SPACE
- WATER
- PUBLIC - MAIN
- PUBLIC - SECONDARY
- SEMI PUBLIC - SPORTING
- SPORT
- EXISTING
- PROPOSED
- EDUCATION
- EXISTING
- PROPOSED
- HEALTH
- PROPOSED
- COMMERCIAL
- PROPOSED
- COMMUNITY
- PROPOSED COUNCIL BUILDING
- TRANSPORT
- PROPOSED
- RESIDENTIAL
- EXISTING LOW HEIGHT / DENSITY
- PROPOSED - MEDIUM DENSITY
- PROPOSED - MIXED USE
- COMMERCIAL/RETAIL & RESIDENTIAL
- HISTORIC
- EXISTING HISTORIC PRECINCT

- ## PROPOSALS
- 1 HIGHWAY DROPPED FOR PEDESTRIAN BRIDGE / STAIRS PROVIDING CONNECTION DOWN TO LAKE
  - 2 CENTRAL BOULEVARD WITH WATER, PAVING & PARK; NO VEHICULAR TRAFFIC, PEDESTRIAN ONLY.
  - 3 COMMUNITY PARK WITH KEY SCULPTURE / WATER FEATURE
  - 4 REDEVELOPED LAKESIDE PARK WITH NEW PLANTINGS (HEIGHT TO BETAIN RESIDENTIAL VIEWS)
  - 5 STAIRS DOWN TO BEACH TO IMPROVE PUBLIC ACCESS
  - 6 BANK & SPACE REPAIRED FOR PAVEMENTS
  - 7 PARK & RIDE
  - 8 FERRY LETTY
  - 9 GOLF COURSE FACILITIES (EXISTING)
  - 10 SPORTS HUB (EXISTING)
  - 11 RUGBY FIELD
  - 12 SPORTS FACILITIES
  - 13 EVENTS CENTRE EXPANSION
  - 14 SCHOOL
  - 15 HEALTH PRECINCT
  - 16 BUSINESSES
  - 17 OFFICES
  - 18 AIRPORT TERMINAL REPURPOSED AS COMMUNITY FACILITIES, OR OFFICES
  - 19 TRANSPORT HUB, BUSES, TOURIST OPERATOR TRANSPORT
  - 20 HELICOPTER / TOURIST OPERATIONS
  - 21 HOUSING LOTS
  - 22 REDEVELOPED AS HOUSING ONCE HOSPITAL RELOCATED
  - 23 HISTORIC PRECINCT

## SECTION A - TREE LINED STREETS



## PROPOSED MASTERPLAN



PLA  
Gillian MacLeod  
Architecture and Urban Design

jerram  
tocker +  
barron  
ARCHITECTS



Figure 1 Hobsonville and school

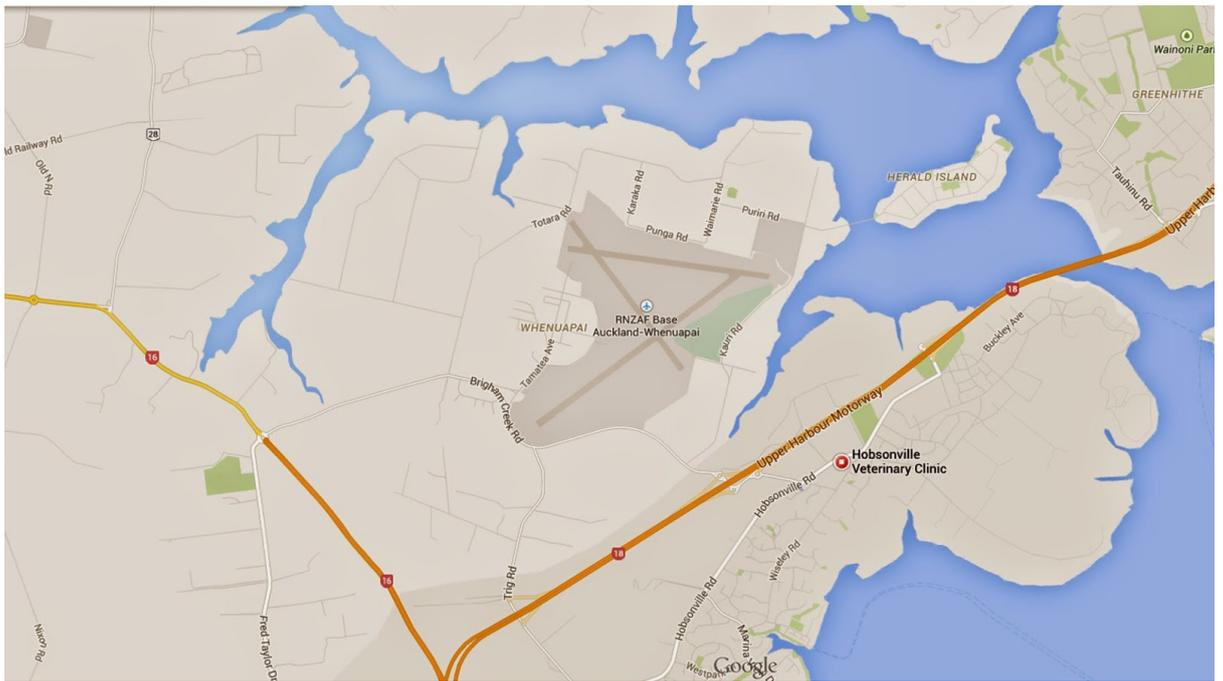


Figure 2 Hobsonville was an airport once, this is not new



*Figure 3 Hammarby in Sweden looks so good*



*Figure 4 Hammarby is called the most environmental friendly city in the world*



*Figure 5 Hammarby is called a sustainable city. This is what the green/blue way in our design could look like*

Kind Regards  
Gillian Macleod resident  
FNZIA  
B Arch M Urban Design (Hons)

## 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's response to climate change is over resourced and diverting funding away from infrastructure projects that would better service our environmental needs. It is also diverting commentary away from matters that are of more concern to citizens.

Please tell us more about your response:

Like all of us, Council needs to prioritise spending to fit the budget and cannot simply load rates at will, on ratepayers many of whom are having to make personal sacrifices to meet the ever growing cost of inefficient local government.

## 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:

Prioritising is important if Council is to bring its ratepayers along with it. Remember Council is us.

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

Neither / Neutral

Please tell us more about your response:

Council already has a rating differential on its property classifications and has never been particularly good on explaining the quantum. So until that happens I neither support or oppose.

## 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:

To get me on board you need to display both productivity and efficiency gains, and I see neither. So my cynical, and firmly held, view is that it is just another tax on ratepayers to support a growing and inefficient local government organisation.

**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:**

See set them, we pay them, do we have a choice? Can you demonstrate the Council has sought and obtained commitment to productivity and efficiency gains?

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

Yawn, heard it all before.

## 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 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:

# MAGILL Yolinde

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

It is absolutely gutting to read what council is proposing. The world is changing and fast- we need to move at least with it, and ideally ahead of it, but sadly this doesn't even come close. 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:

It is extremely important that 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. The residents, (including our children) the visitors, and the future people coming to the district deserve this - having walkways to the gate is simply tokenism - we deserve more.

## 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:

We are disgusted that the council has no care for climate change and is trying to push more and more tourists into Queenstown and Wanaka. Trying to expand the airport and build a second airport in Wanaka shows that the council has no care what so ever about polluting this beautiful region. There are 2 other international airports already capable taking jets into the region (Invercargill and Dunedin) and we do not need another airport. And the majority of Wanaka rate payers are against the airport and the council is just not LISTENING. So if this council wants to ACT and do something about Climate Change it has to STOP expanding Queenstown airport and STOP Wanaka airport.

Secondly, 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 \$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:

Yes I agree as our rates in the QLDC are already high enough!!!

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

QLDC 10 year plan is a very disappointing read for Wanaka residents. There is literally no budget located to any community projects that need funding within the short term. We are part of the fastest growing district and there is no budget for the Wanaka recreation centre which is a disgrace given that the WRC is already operating at capacity, only 2 years after its completion.

I also support Aspiring Gymsports submission. 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

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.

Secondly one of the most important and overriding statements we need to make is this: It's time the Council started to put its people first. We, the communities of ratepayers and residents who live, work and play here are the people you are here to serve. The views and wishes of our communities are paramount and as a local government organisation you have a duty to engage in active listening: this includes real and effective consultation and a willingness to take feedback from the community and act on it in good faith. So our first message is this: when you do engage - make sure that you listen.

Thirdly, 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.

Finally, a re-set for sustainable tourism and air services Surely our Upper Clutha Community has made itself clear? Priority must be given to the needs of local residents. A destination which strongly reflects the interests of its local community and invests infrastructure for its residents is far more likely to be an attractive destination to visitors in the long term. This has been Wanaka's strength since Covid, its attractiveness to locals and New Zealanders alike. Council needs to listen and then act on the concerns of our community rather than pandering to the very limited interests of developers, big business and outside corporates who simply want to drive the growth agenda with no regard to our community or the environment.

we also need to listen to the strategic goals of our national policy makers. This includes our Minister of Tourism's three imperatives: protecting and restoring the natural environment, ensuring the industry delivers high-quality tourism experiences, and striving to enhance the social licence, the public goodwill for tourism to continue operating in our communities."

We challenge the SP's assumption that we are remote. While attracting businesses "that diversify the economy depends on reliable air and land transport, communications and power." (SP 103) surely that air transport does not need to be 10 minutes away, especially in the case of the predominantly IT or film industries that are currently being promoted, and the existence of a jet capable airport less than 60 kilometers away in Queenstown.

As far as tourism is concerned, we are not remote and access is simply not an issue. Tourists have already decided to fly half-way around the world to get here and to drive for 2-3-5 hours through diverse and scenic landscapes along well maintained roads from Christchurch or Invercargill or Dunedin to reach Queenstown and Wanaka is an integral part of their trip. This is exactly what Tourism NZ advocates, encouraging greater regional distribution.

Ski tourists, whether from Australia or the USA, are used to driving 2-3 hours to access their winter resorts. Our relative "remoteness" is in fact one of our attractions and clearly has not hindered the extraordinarily high rates of both residential and visitor growth in our towns over our recent past.

Since Covid and prior to borders re-opening, existing airport structure has proved more than adequate to cope with domestic demand.

The dual airport vision is for the dual benefit of business and international visitors - not local residents.

My suggestion: Plan for a reset for sustainable tourism. Recognise that Council has a part to play in managing tourism growth and that your planning documents need to genuinely address issues of over-tourism and how to achieve sustainable destinations both for visitors and residents. Show real commitment to your climate emergency declaration and the urgent need for climate action. Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting. LISTEN TO THE COMMUNITY!

**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

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:

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:

N/A

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

Neither / Neutral

Please tell us more about your response:

N/A

## 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:

N/A

## 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:

Fully supportive of transport infrastructure Improvements throughout the region and in particular around the CBD area. However, the premise that CBD businesses should bear a greater cost for these improvements needs revision and benefit to the whole region recognized. Accommodation providers located within the CBD area shall see large increases in rates relating to this proposal. In addition, the visitor levy, previously discussed as a bed tax mentioned on page 9 of the consultation document will mean these businesses are unfairly targeted on multiple occasions. There is no recognition that these businesses in the CBD are also some of the hardest hit from COVID 19, and recovery to pre-pandemic levels are a number of years away.

## Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

N/A

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

Visitor Levy - If the introduction of the visitor Levy from 2024 follows previous direction which was a Bed Tax, this unfairly targets one industry sector over others. Although the accommodation sector does receive a one of the largest benefits from tourism, It is already highly regulated. A wider approach including wider tourism businesses should be looked at. A higher International Arrival Levy with funds distributed across the region would enhance the whole tourism experience, rather than target one sector which has been one of the hardest hit from COVID 19.

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

N/A

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

N/A

# MARASTI Pierre

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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:

Kia ora,

The Ten Year Plan seems to be living in an alternate reality where we are not on the brink of Climate and Ecological Collapse.

Yes Climate Change and sustainability are mentioned as aspirational parts of the plan, but it seems as if the necessary changes will happen by magic.

There is no tangible plan on how to incorporate Climate and Environment in the decision making process, there is no system in place to measure and monitor our emissions, there is no budget and there is no staff, especially at the managerial level in charge of making it happen.

As a country the latest numbers showed that in 2019 we increased our emissions by 2%!!! (67) And this when to have a chance at improving our future, we need to at least halve our emissions by 2030!

Our district is clearly part of the problem, with nothing in place to lower our emissions and no plan to steer away from constant growth in mass tourism (which will only happen until the next crisis anyway, COVID is only the premises of what is to come IF we don't change).

Here under you have a high level overview of where we're at and what needs to be done to give our societies a chance for survival.

The council's priority must be to use all the tools at it's disposal (resource consent, budget, ...) to make those changes happen at a local level:

### **The Climate and Ecological Crisis, what is the situation in 2021?**

Climate change is the final challenge of our era, it will either be the end of us, the collapse of our civilisation during our lifetime or it will mark the beginning of a new era were humans learn to live as a part of the ecosystem they depend on.

Our generation will witness radical changes, we don't have a choice, but we can decide if those changes will be positive changes that the whole of humanity will freely decide to embrace or if those changes will be caused by the death of our world.

We can't make the right decisions if beyond the numbers we don't face what our lives will look like if we don't act.

This is the world at 4°c of warming (1)

## A 4C rise in global average temperatures would force humans away from equatorial regions

### Canada, Siberia, Scandinavia, and Alaska

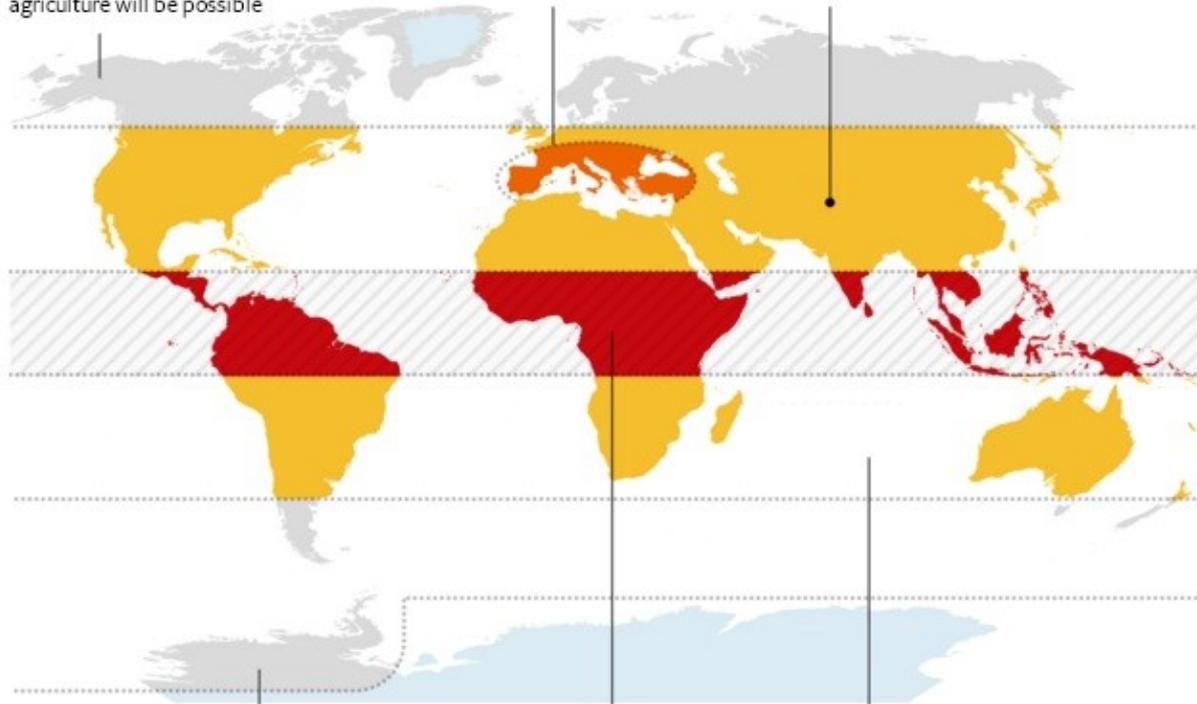
The vast majority of humanity will live in high-latitude areas, where agriculture will be possible

### Southern Europe

Saharan deserts will expand into southern and central Europe

### Hindu Kush, Karakoram and Himalayas

Two-thirds of the glaciers that feed many of Asia's rivers will be lost



### New Zealand, Tasmania, Western Antarctica and Patagonia

Some of the only habitable parts of the southern hemisphere - likely to be very densely populated

### Equatorial belt

High humidity causing heat stress across tropical regions will render them uninhabitable for much of the year. To the north and south will lie belts of inhospitable desert

### Oceanic dead zones

Coral reefs, shellfish and plankton will be wiped out by rising acidity and algae starving the oceans of oxygen. Without prey, larger sea life will decline rapidly

Guardian graphic

If we don't take radical actions, we are on track to create this world before the end of the century.

When you look at this map, you need to ask yourselves:

What will be left of the natural world?

Where will the people who used to live around the equator go?

And how will we feed the world population with so much desertified areas?

Do you think that the survivors in this world will live in peace? Do you think that they will enjoy the luxuries that we take for granted today?

I do not.

We cannot either be fooled into thinking that we still have time, this process has already started.

We are in the midst of a mass extinction (2), tens of millions are already being displaced by droughts, floods and famines (3). Around the world, extreme weather events are becoming the norm and are creating havoc (4), the oceans are rising (5), ...

Even here in our beautiful country, we start running out of fresh water, the recent drought in Northland are the premises of the desertification process (6), ...

How much longer can we cope with all those emergencies? They do add up:

Look at the people in Perth having to flee their homes in the middle of a pandemic because of wildfires that only got quenched by destructive floods. (7)  
And they are still better off than the people in Yemen who are dealing with a drought induced famine, cholera and COVID in the middle of a raging war. (8)

This is what is coming for all of us if we don't start an era of regeneration.

We have declared a "Climate Emergency" (9), yet we don't act as if it is an emergency.

If anything, the COVID crisis proves that we can change.  
When the situation requires it, we can transform the world overnight, we can shut the borders, we can shut businesses, we can go into lockdowns and worldwide we can make trillions of dollars appear out of thin air.

But when it comes to the Climate and Environmental crisis that threaten billions of humans and all other forms of life on this planet, the best theoretical plan that we can come up with here in Aotearoa doesn't even put us on track to stay below 1.5°C! (10)  
There is no solution as long as we will place economical growth on a parity level with a liveable climate, as if it was possible to keep having growth in a world that is falling apart!

We saw how a comparatively small event like the COVID pandemic impacted the economy (11), we will soon reach a tipping point where constant wild fires, drought, floods, pandemics, conflicts, ... will cost a lot more than decarbonising our societies! (12)

As Jim Skea, Co-Chair of IPCC Working Group III said:

"Limiting warming to 1.5°C is possible within the laws of chemistry and physics but doing so would require unprecedented changes," (10)

And that is what we need to do, the economy will have to adapt to the necessary changes, it is time to decide what is enough and to accept that infinite growth in a finite environment is impossible!

## **What do we need to do?**

### **-The first action we need to do is to communicate better.**

The Climate and Ecological Crisis are too big and too complex to be managed solely in a centralised manner. We need the full collective intelligence and energy of humanity to reverse the trend and to create all the needed solutions.

Therefore, like it has been done with COVID in New Zealand, the government must start by telling the truth, the general public must be aware of what is at stake.

People must know what will happen to them if we don't solve this crisis, they must be educated about the solutions and be empowered to become active parts in applying and creating those solutions.

It is a crisis that we will have to fight during the course of our entire life therefore the message will need to be constantly reinforced, both the dangers of environmental collapse and the positive effects of environmental action must be known.

People need constant access to data about how we're doing in the fight against climate change. We need to know in real time how much GHG our country is emitting, how much GHG our town is emitting, how much GHG we all are all personally emitting.

And we need to know if we are on track to avoid runaway climate change or if we need to do better.

There have been a lot of successful experiments using data and gamification showing that if people know how they are doing compared to the rest of their community, they change their habits to try and outdo their neighbours. (13)

This isn't to say that the government hasn't a key role to play, the government has to lead the effort, to legislate, to support the regenerative transformation, to police bad actors and to take care of social cohesion. Hard times are coming, either way it goes, the coming changes will be challenging and we need more than ever a government that will be here to support the most vulnerable.

To be freed of the influence of vested interest, the creation of citizens' assembly could prove to be very efficient as showed by previous experiments in Ireland, France or the UK, ...(14)(15)

Another really important element to the government action is the creation of an ecocide law, such a law is needed as a leverage against powerful lobbies and corporations. (16)

**-The second action we need is to bring down our emissions to zero as fast as possible.**

We need to cut emissions in all sectors at once which is why we need everyone to be part of the effort, but some sectors are easier than other to transform, so we should see results faster in those areas:

The low hanging fruits of climate action are energy, transport and building. All the technical solutions already exist to make those sectors carbon neutral, we just need to impose them, this will create jobs and doesn't need any transformation of our economic system which makes it the easiest part of the solution.

Then the most important sector is the food production, it is more complex to solve because we can't break farming, we all depend on food to live. But there are proven solutions too, especially around regenerative farming. Those practices need to be accelerated.

Industrial processes are both technically and economically challenging, but it doesn't mean that solutions don't exist, we need to make a choice between favouring profits or our survival to an existential threat.

Then there is waste and conservation, technically they are quiet easy to solve but there is no straight forward economical benefits to it and it requires behaviour changes as well. Nevertheless, large improvements in waste and conservation need to happen.

The most difficult changes will probably be to change humans behaviour, our societies and the economy. It is hard to exactly describe what these changes will be but they need to happen alongside all other changes.

Before going into details, we need to set some targets. In it's "1.5°C report", the IPCC states that:

" Global net human-caused emissions of carbon dioxide (CO<sub>2</sub>) would need to fall by about 45 percent from 2010 levels by 2030" (10)

Considering that the new CMIP6 models weren't used at that time, it is safe to assume that we need to reduce emissions even more. (17)

Waiting for the official advice of the IPCC on the CMIP6 models, we shouldn't aim at less than reducing our overall emissions by at least 50% before 2030.

Even so there is a good chance that it wouldn't be enough which is why all those targets must only be a bare minimum to achieve and we must strive to go beyond them.

## **-Building**

Out of the tree low hanging fruits of climate action, buildings are the centre piece.

A building can easily produce more energy than it uses through the installation of solar panels. A passive building uses 90% less energy than a traditional one. A building made out of wood can store a lot of carbon in its structure. A building can be fitted for electric vehicles.

The technology exist today to build at passive standard (18) (19), so we must move the building code to reach passive standard before the end of the decade simply by increasing energy efficiency requirements every year. Efficiency will need to be incorporated starting from the design of the building, for instance all roofs will need to have their main part facing North for optimal solar production (20). Every new house with a garage will need to be cabled to safely charge an EV.(21) (22)

We need to ban the use of gas, diesel and coal to heat new buildings, and this ban must happen right now as there are many other cleaner options. Retrofit must be encouraged as well for old buildings.

## **-Energy**

Previous governments had plans for our energy grid to be 100% renewable by 2020. It is scandalous that it hasn't happened yet! We are in a very privileged situation having already 80% of our electricity coming from renewables, all our hydro production can already be used as a battery to account for the intermittence in new wind and solar production by adapting hydro production to wind and solar production.

Even if we have some margin and we can safely start to add some more wind and solar to the grid, at some point we will need more grid scale storage:

Lithium ion batteries are working really well for frequency control (23) and "liquid air batteries" is a promising new technology (24) (25) that is already being scaled up in the UK. There are a lot of other grid scale battery technologies using gravity, flywheels, various chemical batteries, ... there are talks at the moment about pumped hydro, but I personally don't think that it would be the best solution because of the amount of freshwater needed, the environmental impacts and the scale of such a project when other technologies such as liquid air batteries seems to be so much easier to implement and a lot more scalable.

A more decentralised grid system would be more resilient too (26). We must, as well as having solar powered new buildings, encourage solar systems retrofit and support the creation of virtual grid scale batteries taking advantage of house battery systems. (27)

The government should invest as well into research to create a national clean electricity industry, examples of new technologies worth exploring are tidal electricity production (28), new methods of electricity storage (29), use of wooden towers for windmills (30), ...

On the other hand, bio-fuels must be avoided as much as possible because of their negative impacts on land use (31), water use (32) and air quality (33), and because they emit black carbon (34).

## **-Transport**

We need more active and public transport options, but public transport must be exclusively electric! (35) (36) Diesel buses are not part of the solution and the purchase of new diesel buses or trains or ferries must be banned immediately.

The number of private vehicles should be reduced, but to stop people from buying petrol vehicles that will poison us for the next 20 years, we need to offer an alternative.

To accelerate the adoption of EVs (37) (38) (39) (40) we need both emission regulations and a feebate scheme.

Strong emission rules will force manufacturers to offer a range of zero emission options to their customers, we can see in Europe that it is really effective and it would be really simple to just match the European regulations (41) (if manufacturers can comply with regulations in Europe there is no reason we should get more polluting vehicles here).

But the most important and most effective change is to set up a feebate scheme! (42)

Polluting vehicles must become more expensive and EVs must become cheaper. We can clearly see abroad that it works, Norway being the best example. China as well showed that as soon as they reduced their EV incentives, the demand fell (43) (not because people don't want EVs, but simply because fossil fuel options were becoming cheaper).

The adoption of EVs will be exponential as more people get to experience them but the early adoption of EVs will drive the development of the necessary infrastructure to be able to ban the sale of fossil vehicles by 2030. EVs are too expensive and we can't wait for a natural price parity, electrifying transport is not only a very direct way to reduce the use of petrol but it is as well a key element to make people change their opinion around petrol products and environmental awareness. (44)

Beyond cars, private jets should simply be banned from entering the country, nobody should be allowed to have such a massive personal carbon footprint.

As well any tools, vehicles or toys that is powered by fossil fuels should be phased out as fast as possible.

Lastly just as it is forbidden to advertise for tobacco, it must be forbidden to advertise for fossil vehicles. The city of Cambridge Massachusetts even made it mandatory to display a warning sign on all petrol pumps stating the dangers of petrol products to human health and the future of our planet, why can't we do the same? (45)

## **-Agriculture**

Agriculture is the biggest challenge of the 21st century (46) and not just for New Zealand.

We cannot live without food but we can't survive industrial agriculture either.

Even if industrial agriculture wasn't a massive emitter of GHG and the main cause of deforestation, nobody is denying today that intensive farming will render soils infertile

before the end of the century (47) on top of the fact that we are running out of elements like phosphorus (48) that are needed by industrial agriculture in the fertilisers it uses.

We need to switch to regenerative agriculture, there is no other long term solution!

There are plenty of examples of successful farms that are both regenerating their land while being profitable (49). Those farms here in New Zealand have reduced their animal numbers, they have stopped using petrochemical fertilizers, herbicides and pesticides, they have stopped importing feed and they are making more money!

Here in Wanaka we are getting our vegetables from the Wanaka Willow, a small garden in Albert town producing an amazing amount of food following permaculture principles!

There are enough successful examples to know that it works, if we need more studies to keep scaling it up, it is something the government must look into.

The government must fund university programs to study regenerative farming and to train a new generation of farmers.

We need to promote as fast as possible those regenerative practices, we need to regulate against bad practices, we need to progressively ban chemical fertilisers, pesticides and herbicides and mostly we need less livestock, there is no way around it.

As many examples have shown that regenerative practices and less animals can increase the revenues of a farm, there is no good excuse to not reduce livestock numbers in New Zealand.

We need to bring back old practices that were a lot more sustainable like fields being surrounded by native edges to be more sheltered from the wind and to create some wildlife corridors, creeks must be regenerated with native plants to stop leaching, this should be imposed by regulation.

We can as well imagine carbon credit incentives for farmers to regenerate native forest on parts of their land.

Farmers are at the front-line of climate change, they are the most affected by droughts, they are the most affected by floods but they have as well the opportunity to reverse the trend, to manage their land in a way that sequesters carbon instead of destroying their soils and polluting our water. We need to communicate a lot with the farming community about what they face and about the leadership role they can take in the decarbonisation and rewilding of our world.

## **Conservation**

Rewilding is the only efficient technology available today to remove carbon from the atmosphere.

We need more permanent native forests in priority, but I feel that we need more plantations too. What we need less of is grazed land.

Off course forestry must improve, the way it is done at the moment is very destructive, we need to create forestry with a mix of useful trees (no monoculture), taking into consideration their effect on the water reserves and we must embrace selective harvesting (50).

The reason we need sustainably managed forestry alongside permanent native forest is to replace high emitting materials such as concrete and steel (51), to build healthier structures that can last longer and offer better performance while storing carbon for as long as the structure is standing up (some research even showed that wood in a landfill doesn't decompose much (52) and keeps storing carbon for a long time).

Materials like CLT (Cross Laminated Timber) (51) can be used to build towers and some companies have started to build windmill towers out of wood (30) which in theory can be made even higher than their steel counterparts!

Another way to have more wood available for construction is to stop wasting wood by burning it, it doesn't make sense to send all this carbon back into the atmosphere after it

took decades for a tree to store it, not even talking about the black carbon (34) it emits and the air pollution it causes (33) (7 million people die every year worldwide due to air pollution!).

But even if we stop burning wood we probably need more plantations to support a low carbon building industry.

We need as well wetland regeneration (53), wetlands are not only a very important source of biodiversity but they can store more carbon than even forests, there should be special provisions as well to protect mangrove forests that not only store a lot of carbon but protect coastal areas from erosion too.

To summarize: we need in priority permanent native forests, we need to pay attention to regenerate other important ecosystems and we need more forestry, this can be achieved by reducing grazed land.

## **Waste**

The most important is to first minimize waste, we need to go back to a package free world, it is not hard, many options already exist, but we must legislate to make them the norm.

For a start, most single use plastic products should be simply forbidden as is the case already in many countries (54). But we need to go further and we must include single use packaging! (55)

Most day to day necessities can already be purchased in bulk with re-usable containers, whether it is food, soaps and shampoos, cleaning products, ... those products are already available but are often more expensive than packaged goods (56)!!! A tax on packaging could be a good start to accelerate this change. For packaging that cannot be avoided, they should all be made of non plastic, recyclable materials.

When it comes to emissions, the methane coming out of landfills is mostly caused by food scraps, we need specific collection bins for food scraps around the country (57) to turn them into compost and create a valuable resource out of what would otherwise turn into toxic waste.

A big part of our waste is coming from the building industry (58), a lot of it would be avoided if it was more expensive for builders to throw waste, a lot of recyclable materials are thrown with the waste simply because it is easier, we need instead to facilitate recycling and to make waste more expensive. Building sites in Europe are creating less waste than here in New Zealand, better training in waste management, waste avoidance and quantity surveying could go a long way.

Another source of waste are appliances and electronics, it is well known that companies selling them are artificially limiting the lifespan of those products through planned obsolescence. We must force manufacturers to have a longer warranty on their products to improve their quality.

Appliances and electronics are as well full of valuable materials, we must develop our onshore recycling capacities. (59) (60)

In general we must improve recycling, there are so many opportunities, just one example: tyres are a massive problem, we should first make it mandatory to retread worn out tyres and when they really are at the end of their life cycles, tyres can be used to make new roads (61). Just one example out of many...

We need as well to accept that consumerism (62) is part of the problem, we must favour an economy based more on services (health, education, well-being, ...) and with less goods consumption.

## **-Tourism**

As there is currently no foreign tourist in New Zealand, we have a unique opportunity to cap the number of visitors allowed in the country.

Flying to New Zealand isn't compatible with anyone's carbon budget and there is no future where we can stay under 1.5°C of warming with a mass tourism industry.

Cruise ships are another very polluting industry that should be completely banned from New Zealand and could easily be banned as it doesn't even create much revenue for the country.

### **-Industrial processes**

Most problematic industrial processes already have technical solutions, we can make steel with electricity (64) and hydrogen (65), we can replace polluting heating processes with electrical or hydrogen systems, ...

Better solutions are often more expensive until you reach economies of scale, but if you really understand where we are heading, the choice between maximising profits and surviving Climate Change should be quite obvious.

### **Economy**

A society cannot function without an economy and with 8 billion humans on the planet we cannot fix those planetary crises without functioning societies.

But the present economic system, capitalism that is based on infinite growth is one of the root causes of all our problems.

This is probably the most complex challenge of Climate action, it is so complex that unlike other sectors for which we can have quite a precise idea on how to decarbonise them, for the economy we will need to adapt as we go. The first thing that we need to accept though is that the end of growth is coming, whether it is voluntary or through a dramatic collapse remains to be seen, but growth will not last much longer.

The best clues as to what a sustainable economy might look like can be found in the Doughnut Economics concepts. (66)

### **Behaviour**

We will need more than just technical solutions to successfully tackle Climate Change, we need to grow up, we need to become more minimalist, more accepting of facts, more caring about our environment and about each other.

Changing behaviours can be both the most simple and the most complicated part of the puzzle, but it is a necessary part.

To create meaningful behavioural changes will require constant honest information coming directly from the government, a good template is how we communicated on the COVID pandemic which was key in our success.

I believe that having access to real time data on emissions at a national level, a regional level and at a personal level will be key in changing behaviours.

As demonstrated by many experiments, social pressure can be really powerful if you can compare your footprint to the rest of your community and if the benefits of the changes you are making are highlighted and rewarded.(13)

Finally, the creation of citizen assemblies is a powerful way to counter lobbying and the influence vested interests have on governments! (14) (15)

Thanks for reading my submission

Pierre Marasti

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## Q. Responding to Climate Change

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

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:

The option is supported on condition that rates are reduced accordingly once the programme has been completed in 2024

## 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 into the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

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

Contributions should include the costs of remediation work and compliance monitoring borne by rate/tax payers in previous developments undertaken by the Developer. Developers who have failed to meet compliance/consent requirements in previous developments should be made to pay those costs before they are allowed to commence new developments.

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

# MARSHALL Peter

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

Response per submission uploaded.

## 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:

Response per submission uploaded.

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

Neither / Neutral

Please tell us more about your response:

Response per submission uploaded.

## 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:

Response per submission uploaded.

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

Response per submission uploaded.

**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](mailto:letstalk@qldc.govt.nz)

Submission For The 2021 LTP and Spatial Plan.docx

## Submission For The 2021 LTP and Spatial Plan

Peter Marshall



This submission highlights how the proposed plan is out of touch towards the future and development of the Upper Clutha.

### POPULATION OF WANAKA

In the context of the Spatial Plan, the population growth assumption figures utilised are critical. The quantity of population in the Wanaka Ward will obviously create demand for housing and infrastructure and so it would have been thought that assumptions around population would have been deeply considered. It is therefore somewhat confusing and of tremendous concern that it appears that QLDC is choosing to implement growth assumptions that appear to contradict actual growth figures and are incredibly conservative. It is stated in that Spatial Plan, that all scenarios were informed by QLDC growth projections adopted in December 2018. It is not known how these growth projections were generated, but it is surmised that they have emanated from the May 2017 report prepared by Rationale, titled *QLDC Growth Projections to 2058* and/or data from Infometrics, which provide QLDC with annual reports on Population, or a combination of both. Infometrics prepare population data for QLDC and this data apparently is derived from census data and Statistics NZ population estimates. The Table below present Infometrics figures 2006 – 2020. Interestingly, the population growth averaged over the period as an annual percentage is 5.69%. The average annual growth over the last six years of that period is 7.87% per annum.

#### Wanaka and Surrounds

Year	Pop	% Change	Year	Pop	% Change
2006	7,350		2015	10,820	7.20%
2007	7,940	8.00%	2016	11,760	8.70%
2008	8,380	5.50%	2017	12,880	9.50%
2009	8,650	3.20%	2018	13,900	7.90%
2010	8,960	3.60%	2019	14,850	6.80%
2011	9,270	3.50%	2020	15,910	7.10%
2012	9,300	0.30%			<b>7.87% Aveg</b>
2013	9,500	2.20%			
2014	10,090	6.20%			
2015	10,820	7.20%			
2016	11,760	8.70%			
2017	12,880	9.50%			
2018	13,900	7.90%			
2019	14,850	6.80%			
2020	15,910	7.10%			
		<b>5.69% Aveg</b>			

The Spatial Plan Growth Assumptions state that a baseline population in 2018 is 12,300 and this is projected to increase to 24,400 by 2050. This increase reflects an average annual percentage increase of just 2.15% over that period. This raises the following fundamental questions;

- (1) Why is QLDC applying an annual growth increase of 2.15% for the 32 year period (2018 – 2050), when actual population figures for the 12 years prior to 2018 have an average of 5.69% and the 3 years previous to 2018 (2015 – 2017) had an annual average of 8.46%?
- (2) Why is QLDC using these figures for its Spatial Plan growth assumptions, when they are grossly contradictory to figures presented in the Ten Year Plan (TYP) documentation? On page 22 of the TYP (Vol 1) there are figures presented for Average Day Population. It is stated that that “of the average day population, around 81% is the usually resident population”. Using this percentage the usually resident populations can be calculated at 12,904 (2021) and 32,161 (2051) for the Wanaka Ward, based on the numbers supplied in the Table at the top of Page 22. In particular, the calculated figures of 32,161 at 2051 are almost 8,000 pax greater than the 24,400 for the same year period stated in the Spatial Plan! It is noted that the source of the figures in the TYP is *QLDC Demand Projections to 2053, July 2020*. This raises another question as to why are the Spatial Plan and TYP appearing to use different sources for population projections – particularly when clearly they are so divergent?
- (3) Why is QLDC releasing a Spatial Plan in 2021, that uses figures for 2018 (12,300) that do not appear to reflect other parties population figures? Infometrics have generated a figure of 13,900 and a review of 2018 Census data produces a figure of 13,041. In both cases these figures for 2018 are substantially greater (by 741 – 1,600) than the 12,300 that QLDC have used. Even if these figures are not perfectly accurate, would QLDC have not been better served to err on the side of caution, when two sets of data so completely conflict with the actual figures that QLDC choose as a baseline figure?

These questions are absolutely relevant as both lead to the heart of the concern and that is QLDC for some yet to be understood reasoning are using growth projections that (a) appear to start at a much lower baseline figure (12,300) than they should, (b) appear to use an annual growth rate that is significantly lower than the average annual increase that has been experienced in the Wanaka Ward for the last 15 years and (c) greatly contradict figures presented in the TYP. Individually and combined this will simply mean that QLDC has significantly underestimated likely future population growth and as a result future population numbers. Consequently, QLDC’s understanding of future demands is fundamentally impaired, and this will greatly impact all elements of the Spatial Plan that relate to people!

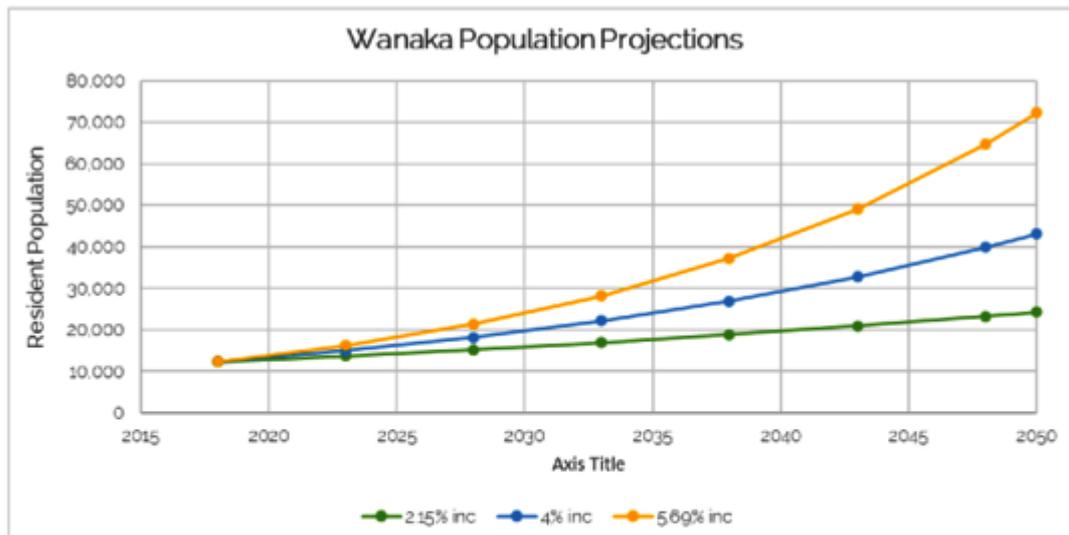
### **Implications of inadequate growth assumptions**

The implications of underestimating growth projections are enormous and the quantum that is involved in this case, is presented graphically below. The green line indicates the QLDC growth assumptions and at 2050 the population is projected to be 24,400. If the average annual growth percentage (5.69%) for the period 2006 – 2020 (orange line) is applied to projections the total population will be 72,275, which is triple what the QLDC projection is. Even if a mid-range percentage annual increase of 4% was applied to projections (blue line), the population would be 43,149 in 2050, which would be almost double the QLDC figures.

If projections are made using the Infometrics or Census figures for 2018, then even when applying the QLDC 2.15% annual increase, the population figures at 2050 will be greater by (1,300 – 3,000), which in itself is material.

## Summary

Population growth assumptions are central to QLDC, the Spatial Plan, and all other long term plans. It is therefore critically important that QLDC consider the rationale behind its projections and base line figures. It is not known what the rationale is behind what appears extremely conservative figures, but there appears little evidence to suggest that Wanaka will become less attractive to live in the future. In fact for at least the last 15 years, it has been one of the fastest growing District's in New Zealand. With the large scale roll out of fibre internet in Wanaka and increased flight numbers domestically and to the eastern sea board of Australia out of Queenstown Airport it is clear that people are better able to work remotely from Wanaka than ever before. Furthermore, Covid-19 has highlighted the versatility of working from home and therefore remote working is likely to become more widespread in New Zealand in the future. There also has to be consideration for the fact



that many ex-patriate New Zealanders' are returning to New Zealand as a direct result of Covid-19 and it is likely that this will see many people return to New Zealand who may wish to live in Wanaka (there is anecdotal evidence from local Real Estate agents to support this). Publicly there have been plans shared for airports at Wanaka and Tarris. Should one (or

both) of these developments occur sometime in the future it is more than likely this would have growth implications for Wanaka's population.

Finally, the evidence overwhelming points to the fact that the QLDC's growth assumptions for Wanaka are flawed and should be reconsidered. If historical growth continues, Wanaka's population could increase almost three-fold on QLDC projections. The risk for QLDC in not reviewing its growth assumptions is it will pursue a Spatial Plan that is destined to fail, because population growth assumptions are considerably too conservative. Can QLDC afford to be wrong on this critical topic?

## **Wastewater**

Once again, hind sight in this area proves the point that Council has created the debacle that now exists in Wanaka with Project Pure. If Project Pure had gone ahead on the original proposed site, the Hawea issue and all of the inherent expansions of the existing site would not be an issue. The existing site has the continuous cloud of Wanaka Airport and that won't just go away now or into the future.

How much has been spent on what was always going to be a failed proposal of pumping the Hawea sewage to the Project Pure site next to the Airport? Early costings were banded about of 7m to do that including the bridge across the Clutha. This is a further example of how out of touch Council staff are. My understanding is that the costings of this ballooned out to the 20m mark and the fundamental question of land access was never addressed at the very beginning. This once again goes back to the above paragraph of how Council has failed in relationships with land owners that has cost us dearly. How much was wasted on this failed proposal. The suggestion that the Public Works act may be used. Really!!!

So where is the solution for the Hawea sewage that was promised by engineering several years ago.

## **Water**

Below is the example of third world water that Wanaka gets delivered.



There is a solution to this problem that has been put to Council.

100 meters away from one of the Council intakes in lake Wanaka there is a water source that Wanaka people use to fill their drinking bottles. This source of water from the Cardrona Aquifer terminates along Lakeside Rd. There are 100s of liters a second running off into the lake.

The water is filtered and some of the best water you can get. Why not use it? At the moment, this water goes into the lake; it gets duck & grebe shit applied to it, a wee dose of Diquat at the right time, and then the final addition of lake snot just to complete the pollutive. Then it's given a nice dose of Chlorine just to make it all better to send off to the consumers.

There is enough water from this source to satisfy Wanaka's needs. For example, 120 liters a second is 10,368,000 per day. Wanaka water usage is 10,353,000 per day or 25,330,000 average over 3 days.

120 Liters a second is pretty much what comes off the Marina Terrace site alone.

The budget, as seen not broken-down Wanaka / Queenstown, is \$85,000,000 for water treatment and filtration.

### **Fees and Charges**

When you have a monopoly the quality of what is delivered must be able to be questioned. Us as consumers have no choice as to the quality or even the quantity of fees. We are unable to go to another supplier or even choose the internal quality of the people delivering and charging for a service.

What other business can just increase fees and deliver such with a like it or lump it attitude. Recent examples of the poor performance of planning staff bears example as to the quality of the staff that we are just expected to pay for.

Council must be held to account and cut its cloth to the times like everyone else. This does not mean a cut in services but an upgrade of quality.

Recent HR payouts and disputes within council must lay testament to the quality of management and the council culture.

Council needs to be accountable and justify fees not just charge to balance books. Where else can stand-over, almost extortive behavior be OK? The "pay up or we won't sign off" is common practice. Numerous examples are out there of fees being challenged and then reduced - sometimes by a lot. What does this say for the integrity and trust factor? Are fees "just bill it and see if they pay". The previous contract company Civic Corp was known to incent is employees to overstate hours. Has the culture changed?

When authorities have the right to bill the people there must be an element of trust that this is true and fair. The examples that are out there now of the quality of service and the truth and fairness are being challenged why do you feel it proper to just charge more.

## Active transport

How does council declare a climate emergency yet ignore the Upper Clutha from and budget and yet declare millions for the Queenstown network.

Major roading upgrades being done in Wanaka right now have totally ignored an active transport as part of the works. This completely smacks in the community face given the rhetoric that the Council expresses.

Let's look at the current state in just a few areas. Below is the access for pedestrians and cycle users to Ballantyne Rd and access to Three Parks. This has been the status for the past 5 years. The wee orange barrier markers were put up as it was pointed out the safety hazard as vehicles tended to undertake right turning vehicles into Golf Course Rd.





Here is the only piece of work that truly displays an active pathway. Zimer Frames from the retirement home to the medical center.



This is where the whole attempt falls apart. Look at a road crossing attempted 3-4 years ago but didn't quite get the memo to finish.



Now the true example of total lack of planning. This is a brand-new road that is full of cars from the relatively new Wanaka Medical center. This is apart from all the vehicles parked on the Cardrona Rd. On the reserve.

The total lack of planning and even understanding of the needs in the Upper Clutha is highlighted. The lack of perception and this is highlighted in our submission as to the Population expectation by Council.

The fact that Council can declare a Climate Emergency and yet not implement a plan for active and public transport in the Upper Clutha is a disgrace. To complete major works eg Ballantyne Rd upgrade without an active transport factor is negligent.

There are many other submissions I am sure that will have far more detail around the gratuitous lip service we are being given.

## **Waste**

The numerous examples of waste by council offices is rife. Why is it ok for council managers or officers to undertake work without due care. A recent example of this would be the Hunter Valley road repair.

The overrun of works compared to budget. An example right now would have to be the Ballantyne Rd job being run by council. When costs can slip by 30% or more how can we trust the abilities of the staff to manage such tasks.

There are more and more examples now of council losing in the courts and having costs awarded against them. Does this not state that there is a culture and quality issue with management?

### **Town Zoning**

With the section proposed in the Upper Clutha being approx. three thousand this will accommodate approx. 10,000 more people. Given the population anomaly this is going to be totally inadequate.

People moving to Wanaka are not all going to want to live in a high density Northlake type of environment.

My suggestion is that a large lot zone called the Eastern Corridor is established. This would run from the Eastern side of Ballantyne Rd to the Clutha River. This could be behind all the density up to the Cardrona and with an urban design overlay would be the jewel in the rim of the Wanaka urban area.

# MAYHEW David

Wakatipu Heritage Trust

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

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 Wakatipu Heritage Trust (WHT) applies for a community grant to support its activities. It has received such grant from Council annually since the WHT was established in 2012.

The principle objective of WHT is to identify, facilitate, support and promote, the conservation, restoration and development of historic heritage in the region in accordance with established conservation criteria for the benefit of the community. As such, its purpose fits with the heritage based outcomes of the Ten Year Plan and Vision Beyond 2050. For more information about WHT see its web page: <https://www.qldc.govt.nz/community/heritage-arts-and-culture/wakatipu-heritage-trust>

WHT's work is project based, with the current project being the restoration of the Bullendale Dynamo located on the lefthand branch, Skippers Creek, Mount Arum Reserve. This involves two stages: re-erecting the Dynamo equipment on timber supports within the area of the original powerhouse building; and constructing a new weatherproof building to house the equipment which replicates the design and shape of the original powerhouse building, at least in outline, footprint and roof profile; and prepare and erect interpretation panels. Last year was devoted to raising the estimated \$374,000 needed to fund the project. With the support of Heritage New Zealand Pouhere Taonga, this is now been achieved through grants from Central Lakes Trust, Community Trust South and New Zealand Lottery Grants Board. Skyline Enterprises Ltd donated timber for the project. This year construction has begun but will not now be completed until the Spring this year (say November 2021).

WHT is currently considering its future programme of work, focussing in particular on the historic dam/bridge over the Kawarau River.

WHT has no source of income other than grants. Administrative support is provided by its sponsors, the Department of Conservation and QLDC. WHT typically uses the community grant to fund initial stages of a project - e.g. feasibility studies; preliminary drawings - necessary before approaches can be made to large project funders such as those listed above.

## 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:

# MCALEVEY Anja

Waka Kotahi

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

Please tell us more about your response:

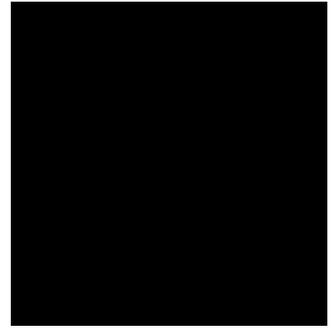
Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

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](mailto:letstalk@qldc.govt.nz)



14 April 2021

QLDC 10 Year Plan 21-31 Consultation  
By email: [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz)

Dear Sir/Madam

**Waka Kotahi submission on the draft QLDC 10 Year Plan 2021-31**

Thank you for the opportunity to submit on the draft QLDC 10 Year Plan 2021 – 31.

Waka Kotahi has appreciated ongoing discussions with QLDC staff during development of the QLDC draft transport programme for inclusion in the Regional Land Transport Plan (RLTP) and the National Land Transport Plan (NLTP). These plans are the mechanism by which a transport project becomes eligible for receiving national co-funding from the National Land Transport Fund. For transport projects to proceed they usually need to attract both national funding and local funding, therefore Waka Kotahi has an interest in the transport projects that are included in the 10 Year Plan. Specific comments on transport projects are below in Attachment One.

Waka Kotahi does not wish to speak at the hearings.

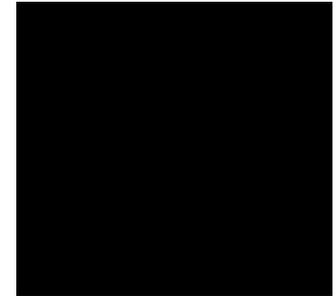
If you have any questions regarding the contents of this submission, please do not hesitate to contact Anja McAlevey on [REDACTED] or [REDACTED]

Yours sincerely



**Ian Duncan**

Acting Director Regional Relationships Canterbury / West Coast / Otago / Southland



**Attachment One: Requested changes to the draft QLDC 10 Year Plan 2021-31**

<p><b>Public Transport</b></p> <p>The Transport Capital Works table contains funding for Queenstown Public Transport Improvements, and for the Queenstown Public Transport Interchange. The consultation document presents these two projects as the preferred option compared to an Active Travel option. The Active Travel option is presented as a back-up option should Waka Kotahi Co-funding support not be available.</p> <p>We understand from the 10 Year Plan document that the Queenstown Public Transport Improvements (\$17.3m) relates to “improvements to the bus routes to deliver prioritisation for public transport” (p 22 Consultation Document). Could you please provide clarity on what roads this project is intended to cover?</p> <p>Public Transport Investment in this context relates to public transport infrastructure only. It would be helpful to note that public transport services are also critical to achieving economic, social and environmental outcomes in Queenstown, and these will need to be provided by Otago Regional Council.</p>	<p>P 119, Volume 1 P 22, Consultation Document</p>
<p><b>Active Travel</b></p> <p>Active travel routes from Queenstown CBD to Arthurs Point, and Lake Hayes Estate to Frankton are included in the Consultation Document as the alternative option to Public Transport investment but are not included in the Transport Capital Works table. Waka Kotahi supports the inclusion of these routes in the 10 Year Plan. They have both been put forward for inclusion in the RLTP and the NLTP and contribute to transport choice and mode shift away from private vehicles for work, school and recreational trips.</p> <p>We also note the inclusion of the Arthurs Point Pedestrian Safety project in the Transport Capital Works table. Can you please clarify what this project is and whether it relates to the Queenstown CBD to Arthurs Point active travel route?</p> <p>The Transport Capital Works table contains funding for Frankton Track Improvements. The transport components of this project have been endorsed via the Wakatipu Active Travel Network Single Stage Business Case to be delivered and funded by Waka Kotahi; it therefore does not need to be included in the QLDC 10 Year Plan unless QLDC wishes to make a contribution or pay for the project itself.</p>	<p>P 22, Consultation Document P 120, Volume 1</p>

**Waka Kotahi funding process**

P22, consultation Document

In the options presented for Public Transport and Active Travel, reference is made to Waka Kotahi funding availability. It may be helpful to include some notes to assist readers' understanding of the Waka Kotahi funding process. I.e. receiving central government funding via Waka Kotahi and the National Land Transport Fund is subject to:

- alignment with Government priorities,
- meeting Waka Kotahi's other investment criteria (timing/criticality of the project and cost-benefit analysis),
- being prioritised across all projects in New Zealand in a given activity class or "bucket" of funding, and
- then being subject to a funding availability check i.e. that there is enough funding available to do the project across the financial years concerned.

The above is the basic funding approach, and Waka Kotahi cannot guarantee future funding until a project has been formally approved for funding.

From a Waka Kotahi perspective, in a time of constrained National Land Transport Fund funding, unfortunately there may be some projects that do not prioritise high enough to progress with National Land Transport Fund funding in the timing expected. We also acknowledge Council has funding constraints of its own

**Parking and Travel Demand Management**

Waka Kotahi supports the inclusion of parking management and travel demand management projects in the 10 Year Plan. It does not appear that any funding is currently allocated to these projects in the 10 Year Plan document. The Queenstown Transport Business Case (QTBC) identifies these activities as important to achieving the required mode shift to relieve congestion in Queenstown. In endorsing the QTBC, the Waka Kotahi Board also endorsed the progression of a Travel Demand Management Single Stage Business Case in 2021-24. It would be helpful for QLDC to clarify its proposed approach to travel demand management in the 2021-24 period in particular.

It is important to acknowledge that active travel, travel demand management and public transport are all critical investment for Queenstown in the future, but at this point in time there are some decisions that need to be made around timing of investment.

# MCARTHUR Jo

n/a

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

The council has made no commitment to reducing carbon emissions in its Ten Yr Plan. Despite calling a Climate Emergency in 2019, this TYP has proved to be providing the opposite. The desire to reduce peoples reliance on personal vehicles is sabotaged by not providing any alternative. No public transport in the Upper Clutha, and a pushing back of active transport funding for safe cycleways and alternative routes.

The QAC claims to be carbon-neutral in 2050, but how can that be the case when they are advocating for plans to increase aircraft landings instead. COVID has done us a favour.

Council continues to build more roads, for more cars, creating more emissions.

Why not invest in an electric public transport system between Hhaweia and Luggate and the town. Subsidised to entice people and if revenue is needed, create parking fees. Or create parking hubs with direct busses into town. It takes time to change peoples behaviour. But at this point, there is no alternative in the UC.

## 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:

What ever is decided, it has to plan for the huge increase in population growth. Is this being taken into account.?

## 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:

Did I miss something.??? There was no mention of the congestion and traffic concerns that are developing in the U.C.

Does that mean no planning or funding is to be allocated to our region. Do you really want to see the UC hitting the same "wall" Whakatipu has, in the near future. You have not thought this one through and have not been fair in the allocation of funds (rates) to manage this problem..

## 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:

I still can't see a balance in the allocation of focus and funding. Why are all the rates being allocated to solving Qtwn problems?

## Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

If you got value for \$ in building and resource consents it wouldn't be a problem to increase the rates. As it is, these services are not good value for \$. Tighten this up first and reduce the expenditure

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

Where does wellbeing come into this?

How does QLDC support community groups that uphold the wellbeing and social integrity of the wider community. More funding needs to be made available for grants to be allocated to the community groups that uphold the wairua, whanaungatanga and social wellbeing of the communities. People not just buildings. he tangata, he tangata, he tangata.

The key concern I have is a disparity between the allocation of funding for projects between the Whakatipu and Upper Clutha communities. This does not take into account the projected residential growth of the U.C. if this isn't addressed now, the UC will inherit the same problems the Whakatipu area are now trying to address.

there is no commitment to active transport and public transport to reduce carbon emissions. There are only big projects being funded in the Whakatipu area. It is a disproportional and lacking vision in regard to projected pop growth in the UC.

Social wellbeing has been neglected.

PS.

Stop spending \$ on consultants.

Elderly housing is a private not public domain.

Bring active transport funding forward.

invest in electric busses for subsidised public transport in UC (like u did in QTWN)

## 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:

Engagement is not reflected in the outcomes for each community. UC has been disproportionately neglected.

No large project funding has been allocated in UC, in comparison Whakatipu has significant large projects in the plan.

This is a disrespectful TYP. a 'slight' to the UC region, the environment and the people wanting to ensure the UC doesn't make a mess of the future expansion, the way Whakatipu has (and is now trying to address).

I thought the TYP i's aim is to be visionary and future proof.  
COVID has offered an opportunity to rethink the priorities.

# MCCAUGHAN Bridget

Luggate

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## Q. Responding to Climate Change

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

The council needs to rethink its tourism strategy. Climate sustainable tourism means less tourists and less international tourists - that's what we need to be working to. We must focus on higher value tourists and less of them.

## 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:

Come up with some less expensive options, eg focus more on ferry services which require far less infrastructure.

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

Neither / Neutral

Please tell us more about your response:

Stop trying to spend so much money that we don't have!

## Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

**Please tell us more about your response:**

Is the revenue & financing policy fit for purpose? What are the actual costs of providing these services? Why is there no option for council to cut costs in provision of these services? I do not support funding this through higher rates and I do not support increases in fees and charges.

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

I do not support increasing QLDC staff numbers. I do support increased efficiency, better productivity, staff working from home and other cost cutting. Why on earth does it take so long to carry out relatively simple tasks? This is wasteful. The Luggate Hall is a great case in point - it has taken years, it is still surrounded by pointless and probably expensive hurricane fencing, there is now a temporary hall and at some stage there will be a permanent one. It is shameful. A private entity would have had this sorted in a year or so because it can't afford to be so wasteful. I do not support paying the living wage - there is no reason why council staff should be paid a living wage when many others in the district are not.

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

Whatever the rate of development contributions are, it is time that those funds were used to fund the infrastructure needed for developments.

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

## Q. Responding to Climate Change

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

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 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 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:

# MCCONNELL Danielle

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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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[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:**

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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:**

# MCGRANNACHAN Melissa

Kingston

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## Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

We along with the community wish for the original areas of Kingston to be connected into town supplies of water and wastewater in conjunction with the proposed plan.

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

## Q. Responding to Climate Change

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

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:



New Zealand  
Memorial Museum Trust  
– Le Quesnoy, France



14 April 2021

Long Term Plan Submissions  
Queenstown Lakes District Council  
Private Bag 50072  
QUEENSTOWN 9348

**Submitter:** New Zealand Memorial Museum Trust – Le Quesnoy

**Contact:** Rt Hon Sir Don McKinnon ONZ GCVO  
Chairman  
Email: [REDACTED]

## **SUBMISSION TO LONG TERM PLAN 2021-2031**

### **REQUEST FOR FUNDING SUPPORT FOR NEW ZEALAND MEMORIAL MUSEUM & VISITOR CENTRE, LE QUESNOY, FRANCE**

#### Background

In the closing days of the First World War, our soldiers on the Western Front, exhausted survivors of battles on the Somme, Messines, Passchendaele and from halting the 1918 Spring Offensive, had one last wall to climb – literally.

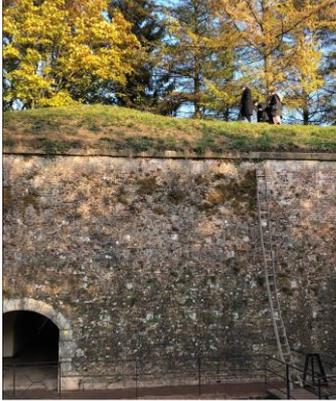
The small town of Le Quesnoy in northern France had been under German occupation since August 1914 and this was November 1918. Surrounded by a moat and a 17th century wall complete with ramparts, the medieval town was like a fortress that had survived many an invasion in the preceding centuries. It had one more force to reckon with. The New Zealand Division had arrived to liberate the town from the German occupiers, who continued to defend the ramparts using howitzers, machine guns and rifles. Orders had been given to the New Zealand troops not to shell the town, to avoid any casualties among the 1600 civilian inhabitants.

Instead, some 300 flaming oil drums were fired onto the ramparts to create a smoke screen obscuring the assault by New Zealand infantry using long ladders to scale the outer walls and inner ramparts. The liberation of the town was completed with the capture of over 700 German soldiers, against just on 500 New Zealand casualties including 142 dead - the liberation was achieved without



PATRON Rt. Hon. Helen Clark ONZ SSI PC  
TRUSTEES Rt. Hon. Sir Donald McKinnon ONZ GCVO PC (Chair), Maj. (Ret.) Mark Hall,  
Britson (Buddy) Mikaere., Rt. Hon. Sir Lockwood Smith KNZM, Jude Dobson

Charities Commission No: CC54965 [REDACTED] | [www.nzwmm.org.nz](http://www.nzwmm.org.nz)



the loss of a single civilian life. This is an achievement which the town and its people have never forgotten, even today - over 100 years later - which is now beyond living memory. They speak of the liberation with awe, still amazed that men would come from the far side of the world to free their town and citizens, to rescue them in their darkest hour.

The liberation of the historic walled town by the New Zealand Rifle Brigade just one week before the end of the Great War was a demonstration of Kiwi ingenuity and an act of courage. The story of Le Quesnoy is different from that of many other World War One sites – the town was liberated without being destroyed, and the residents were not displaced, and in that respect, it is a story of hope. The town was preserved intact and stands as a place where memories are lived and relived to tell the story to all who will listen; of the price that was paid for freedom in a war that stole much from our world.

### The Project

The NZ Memorial Museum Trust - Le Quesnoy (a non-profit charitable trust) believes it is time to build a permanent memorial to our soldiers who perished on the fields of Flanders and France in the “war to end all wars”. Indeed, it did not end all wars and many more New Zealanders lost their lives on European soil in the Second World War. Over 12,400 New Zealanders are buried in France and Belgium. It is appropriate that the sacrifice of a significant number of New Zealanders, who will remain forever in a place far from home, is acknowledged and remembered.



The Trust has had the opportunity to purchase a heritage property, the former Mayor’s residence and Gendarmerie (military police headquarters), in Le Quesnoy, which is directly connected to New Zealand’s World War One experience in Europe.

The Trust is working towards the vision of creating “a Kiwi place in France where memory and relationships are alive”. We are working towards this goal through the establishment of a Museum and Visitor Centre in Le Quesnoy where our story will be told across multiple platforms – through artefacts, interactive activities, movies, audio stations, an app and other media.



PATRON Rt. Hon. Helen Clark ONZ SSI PC  
TRUSTEES Rt. Hon. Sir Donald McKinnon ONZ GCMG PC (Chair), Maj. (Ret.) Mark Hall,  
Britson (Buddy) Mikaere., Rt. Hon. Sir Lockwood Smith KNZM, Jude Dobson

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The museum itself will include space for exhibitions and interactive activities, both digital and manual, designed to encounter and explore the stories of New Zealand's liberation of Le Quesnoy, New Zealand's contributions to the war in Europe, the history of the town of Le Quesnoy, an introduction to New Zealand's culture and heritage to Europeans, and the unique relationship that has developed between New Zealand and the French in Le Quesnoy.

### Our Objective

Through this project we seek to celebrate:

**Freedom** – which inspired our people to go to war

**Friendship** – the unique bonds which developed between the people of Le Quesnoy and New Zealand which are still strong 100 years on

**Future** – the opportunity to create a better future with a focus on how to avoid war

### Our Partners

To fully realise the link between past, present and future, we have engaged New Zealand's most respected professional museum experts to help shape and guide the concept through strategic planning and interpretative masterplanning. We have recently approved the Internal Experience Design Brief for the Museum and Visitor Centre prepared by museum experts Lily Frederikse, Tim Walker and Karl Johnstone. The Feasibility Study prepared by French company, Lamaya, was signed off last year and our Māori Advisory Group has provided a Māori cultural framework to inform the overall visitor experience.

We are in discussions with the French government about a potential partnership. They are very supportive of the project.

We have raised \$8M to date towards the \$15M total. Most of this has come from private individuals and businesses, who are on board with the vision of establishing "a Kiwi place in France where memory and relationships are alive". This is not just a project about remembering the past but focuses on the future, developing an experience which is cross-cultural, connecting across nations, through educational experiences and exchanges, offering an opportunity to reflect and learn from the past as we step into the future. As it is so beautifully expressed in Te Reo:

Ka mua, ka muri

We walk backwards into the future.

### Our Request

We have previously presented to your Mayor at the Regional and Provincial Council Sector meeting. We wish to request that you consider a funding commitment to this project as part of your Long-Term Plan.



PATRON Rt. Hon. Helen Clark ONZ SSI PC

TRUSTEES Rt. Hon. Sir Donald McKinnon *ONZ GCMG PC* (Chair), Maj. (Ret.) Mark Hall,  
Britson (Buddy) Mikaere., Rt. Hon. Sir Lockwood Smith *KNZM*, Jude Dobson

Charities Commission No: CC54965 [REDACTED] | [www.nzwmm.org.nz](http://www.nzwmm.org.nz)

**Our submission is to request that Queenstown Lakes District Council supports the project to build a Museum and Visitor Centre in Le Quesnoy with a donation equivalent to \$1 per resident of your district, to remember those who gave their lives in the World Wars to give us freedom.**

The funds are not required immediately and can be paid over the next three years. We are seeking a commitment from you towards the project at this point in time.

Soldiers came from this town and region as evidenced by your War Memorials. Their names stand in perpetuity here in our country. Their descendants live here and maybe even sit in this Council Chamber. Soldiers came from cities, towns and villages across New Zealand, not knowing what they were going to face on the other side of the world but stepping forward with a courage and belief in what was right and just and good for our country and our world. They went with a belief that tyranny and injustice threatened the very essence of our lives, threatened the freedom, friendship and future which, because of their sacrifice, generations that came after them have been able to enjoy.

In this day and time, we cannot even imagine what they must have faced on the battle grounds of Europe, but we can remember and honour them.

The NZ Memorial Museum Trust asks that you do just that through support of our project.

Thank you for the opportunity to make this submission which we hope will be favourably considered.



Rt Hon Sir Don McKinnon ONZ GCVO  
Chairman  
New Zealand Memorial Museum Trust



PATRON Rt. Hon. Helen Clark ONZ SSI PC  
TRUSTEES Rt. Hon. Sir Donald McKinnon ONZ GCVO PC (Chair), Maj. (Ret.) Mark Hall,  
Britson (Buddy) Mikaere., Rt. Hon. Sir Lockwood Smith KNZM, Jude Dobson

Charities Commission No: CC54965 | [www.nzwmm.org.nz](http://www.nzwmm.org.nz)

# MCPHEE Matt

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

Council is not looking through the prism of climate change and the declaration of a climate emergency when analysing growth enough. This shows through the lack of priority given to active transport and public transport projects, especially in the Upper Clutha. Specifically, pushing back funding for the Wanaka active transport network to later in than it was due to be delivered in the previous TYP.

Overall the talk and public perception of the council, and more particularly, the Mayor and CEO's talk of pushing for more Growth in visitor numbers flies in the face of the councils own climate emergency declaration.

## 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:

Funding should be provided as per the previous TYP timeline for the Wanaka Active Transport network

## 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:

The TYP is still very Whakatipu focused and the Upper Clutha gets looked over in funding volume levels as well as the priority of projects to implement.

Going forward more time for consultation and better consultation processes should be implemented.

I also support all the recommendations included in the Protect Wanaka group's feedback and recommendations on the TYP given to QLDC.

## 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:

The amendments appear to be mostly cosmetic and don't address the atrociously poor community engagement processes that the council currently uses. The council needs to make much greater efforts to engage with the community and then actually listen and act on that feedback. Along with this much greater transparency is required. This need to come from the top with the Mayor and CEO both guilty of obfuscation and willful misleading of the community in their public statements.

# MCRAE Pam

Friends of Pembroke Park

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

n/a

Please tell us more about your response:

n/a

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

n/a

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

n/a

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

n/a

## 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](mailto:letstalk@qldc.govt.nz)

**The following submission to the QLDC ten-year plan is being lodged by the Friends of Pembroke Park (FoPP) an Incorporated Society since 1996.**

Our submission is to call for Council to consider supporting a much greater allocation of funds in their annual budgets over the next ten years, to implement the objectives and policies of the Pembroke Park Management Plan which was ratified in 2007. To date this has not been realized.

Pembroke Park is an invaluable 10.506 hectares of significant and important open greenspace in the Wanaka township.

Pembroke Park hosts many large and small events each year and supports every facet of Wanaka's vibrant, growing community. Disappointingly, other than at the Skate Park corner Pembroke Park lacks most facilities required for a user-friendly memorable experience. There are no facilities elsewhere on the park or furniture other than two seats provided by the Friends of Pembroke Park and a member's family. Nor are there adequate footpaths, turf management, planting or tree maintenance.

It is incomprehensible that a park of this magnitude and significance which had its management plan ratified 14 years ago has not been afforded more generous budget consideration annually. It is imperative that the Council acknowledge and honour the Management plan now and, in the future, when considering the Ten Year plan. This to provide higher quality turf and amenities for the Wanaka community that will be in keeping with Parks in Queenstown and Arrowtown.

The Pembroke Park Management plan states the management objectives are that QLDC will manage and maintain reserves (referring to Pembroke Park and Bridgeman Green) as significant and important open space in the Wanaka Community.

We submit that QLDC make a greater budget allowance annually over the next ten years to specifically implement the following policies in the Management plan.

*1.2 Provide and maintain within the north eastern oval area of Pembroke Park a cricket block.*

*1.3 Minimise the impact of organised sport and events on playing surfaces by defining and enforcing maintenance requirements and recovery periods.*

*8.1 Encourage the establishment of specimen trees surrounding the reserves to provide shelter, shade, structure and form to the reserve and support the greening of the Wanaka town centre in general.*

*8.2 Place an emphasis on exotic trees that exhibit seasonal colour and/or flowering habit.*

Of particular concern to FoPP is:

*9.1 Provide a network of barrier free paths around Pembroke Park and on established desire lines across the park where turf is unable to be adequately maintained.*

This is vitally important to get a safe connection to town and beach inside the Park especially with Stage 2 of the Lakefront Development Plan introducing more lakeside parking and amenities in the lakefront reserve.

*15.1 Provide park furniture such as seats, rubbish bins, barbecues and drinking fountains and bicycle stands for the comfort and convenience of park users.*

High priority needs to be given to Park furniture for everyone's enjoyment.

The Friends of Pembroke Park care greatly about the park's management. They provide a positive connection between their members and Council. FOPP'S early focus (1970 – 2000) was to protect the park from development proposals that arose which challenged its recreation reserve status.

Please refer to the Friends of Pembroke Park website [www.friendsofpembrokepark.co.nz](http://www.friendsofpembrokepark.co.nz)

The Wanaka Community place a high value on the fact that Pembroke Park has been kept as an open greenspace and FOPP's energy is focused on supporting QLDC to enhance it and make it a magnificent user-friendly park.

## 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:

I don't think it is reasonable to spread the costs across the whole road network.

## 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:

# MCRAE Victoria

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

## 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:

As there could be 2 tourists to ever resident we cannot sustain the expense of infrastructure needed

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:

# MEDWAY Robert

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

Road transport accounts for 37% of our greenhouse emissions.

I don't think the current plan reflects this as a priority and would like to see the 16m dollar investment in Wanaka's primary cycle network and the wakatipu active travel network brought forward.

## 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:

Bring the 16.4 m for wanaka protected cycle ways forward immediately.

## 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 would like to see developers on new subdivisions required to link their sub divisions to urban cycleways.

**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:**

# MELTON Shane

Glenorchy

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## Q. Responding to Climate Change

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

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

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:

Queenstown desperately needs planning and action taken for a bypass of the CBD from Frankton Road to Glenorchy Road. Frankton Rd/Hallenstein St/Man St. Start purchasing property and removing roadside parking now.

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

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

Please tell us more about your response:

## Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

QLDC needs to retreat back to provide just core council services and reallocate those savings to large transformational roading and infrastructural changes, well overdue.

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

Queenstown should not relinquish Queenstown Event Centre land - except with caution because the Frankton roundabout will need re-routing plus Event capacity will only need to grown, going forward.

## 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:

As always a lot of waffle to read and I quote - "Councils have a role to play in responding to this from both an emissions reduction and mitigation perspective and with regard to climate change adaptation as the provider of vital infrastructure that underpins the daily lives of our communities". I don't think this even makes sense!

It tells me nothing as to what you intend to do, so I along with many others can bike to work safely in Wanaka. Recently you had a submission on Wakatipu Active Travel but nothing for Wanaka.

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

Neither / Neutral

Please tell us more about your response:

I collect my own water off the roof of our shed and house, as you do not service my property with town water

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

Neither / Neutral

Please tell us more about your response:

Once again not sure how my rates are benefitting me here in Wanaka. There is nothing in here to improve transport routes in Wanaka.

We need a roundabout at the intersection of Ballantyne and Golf Course Road. It would be a simple thing to instal and improve the flow of traffic instantly. It would also have the added benefit of slowing traffic coming towards town when golfers, walkers etc are crossing the road.

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

Neither / Neutral

Please tell us more about your response:

Once again this has no benefit to me, has the Council somehow forgotten they collect rates from Wanaka?

## 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:

Basically yes I support User Pays.

However I am betting that your problem dogs in the district are not registered and therefore you are targeting the wrong people by increasing this charge. It will only encourage more people to not pay a registration fee.

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

I can only reiterate that the Council seems to have forgotten Wanaka exists.

The only mention of Wanaka is the Lakefront Development which is not new, having been approved in 2016. The council has just been exceedingly slow to implement it.

## 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:

# MEREDITH Grant

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

Councils approach has been and continues to be very poor in the WANAKA Clutha areas. Projects and plans have been continually moved out that would greatly assist climate change. Case in point are the proposed safe biking lanes. QLDC has done very little of what it promised. Also the Airport plans are a joke and the veil of secrecy around these plans is unbelievable.

Time for the WANAKA/Clutha areas to be removed from the control of the QLDC, we'd be better off controlled by Cromwell.

## 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:

Very Queenstown biased, of little or no use to WANAKA/ Clutha district.

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

Neither / Neutral

Please tell us more about your response:

WANAKA/Clutha shouldn't have to pay large percentage for Queenstown tourist projects.

## 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:

I think it is unfair that one town gets more money than another, even though they are part of the same council. What happened to things being fair

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

This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years. Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

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

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

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

Please tell us more about your response:

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

Neither / Neutral

### Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my

family to safely bike between home, school, work, shop and play.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive

meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion

of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be

brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investme

nt.

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.

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

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 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:

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 Significance and Engagement:

# MEYER Susan

WSG

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

this should be at the forefront of any policy and should be part of the councils strategic plan. there should be clear documentation with action points that are dated to happen over the next 4 years.

1. there should be bio waste collected from home. education on recycling
2. Recycling should be promoted and supported with funding.
3. clean promoted by abolishing open fires ,
4. decrease noise pollution from aircraft and road traffic
5. promote greener pathways for transport via charging for parking, decreased parking , giving roads and road funding over to specified bike and trails separated from walking pathways.
6. limit growth
7. do not allow intensive farming
8. promote riparian planting around water ways

## 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:

this is all about Queenstown and again there is no focus on green pathways. promote greener pathways by creating designated bike trails that allow for continuous flow ( such as the cars have ) and seperate them from the foot paths. leave "car centricity" behind and change the focus to biking and walking. with the advent of electric bikes people can c now get to places quickly. limit the number of cars the commuters can take to town by creating parks for the cars for rural residence , control parking for camper vans in the same way and make it difficult for cars to use town so that they do park on the fringes and use public transport of bicycles

## 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:

leave 'car centricity' behind. stop promoting growth. focus on clean air sky and land

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

need to focus on climate change and if Queenstown wants to keep growing fine but promote less growth, less cars and less pollution in Wanaka

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

meet with locals on a regular basis. make time for the lobbyists such as Simon Telford

# MICLOUD Florence

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

Qldc response to climate change is way too shy to be an emergency response and is too focused on adaptation/resilience, not enough on our contribution which is huge, big houses, big cars, lots of travel and consumption.

Many cost effective simple actions and regulations changes can greatly improve our collective contribution and resilience.

- to actively promote local food production,

- procurement: electric car fleet is a good national initiative, all levels are important: from organic choices in the staff room to eco-cleaning products, paper savings or use of recycled paper, solar panels on the council roofs and so on. Not using any chemical as they require enormous amounts of energy just to be made. These are just a few of the many solutions sustainability experts have been talking about for a long time. Think "Is this action regenerative or plundering?"

- transport: every new subdivision must include a sustainable transport solution, bike lanes and separate pedestrian lanes, they are separate in Europe for a reason: safe therefore used. Buses, cheap and frequent. We need them more than car parks. You say

(page 14) you have an ongoing commitment to reducing reliance if private vehicles and at the same time, you postpone bike lanes (page 22), that's inconsistent.

Be creative and attractive with other lightweight public transport such as cable cars...

And the elephant in the room, not encouraging more international tourism, but finding other ways for our economy to thrive (many are resulting from initiatives mentioned above).

Climate change mitigation is everyone's job, at their own level and the council must show the way by mitigating their impact.

In terms of resilience, the most potent I believe is encouraging people to be more mindful = taking responsibility of their own practice (waste, water, transport, energy) by practicing the "polluter pays" and "user pays" principles, which magically also raises more fees.

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

Neither / Neutral

Please tell us more about your response:

It is a national regulations so we have to do it.

In terms of stormwater, I am disappointed to read page 18 that ratepayers millions will be invested in a bullock creek bypass whereas it was the duty of the developer to create it. At the time, along with many other people, I pushed the council to request it. The developers externalising the impacts of their activities must stop and it's the council role to impose it.

## 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:

Active transport is a priority for all the Vision points and community wellbeing.

## 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:

Of course users must pay what their use costs. Further than the fees mentioned on page 29, I support water meter and water paying, and rubbish bins payment. I have been told by a council staff that the three bins introduced in 2018 were chip ready to track (and enable charge) of the bins emptied by the trucks.

These two measures are easy, will raise income, will make users aware of their use and therefore limit it, making it more manageable for the council to provide the service and they are good for the environment. Win-win-win.

## 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:

I realise council have a mandate from the central government for many issues. But please do not forget that you also have a mandate to represent and serve us, community members, in the direction that we have repeatedly presented (previous consultations, Vision 2050 exercise, to name the latest ones).

I wish to continue to trust my local council for supporting me and my community.

Thank you for your good work.

Good luck with it all!

# MILL Charlotte

PMQ Ltd

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

Missing from the climate action consideration is the blatant disregard and lack of protection for planted trees in the district. If Council is serious about Climate Action, there needs to be more effort into protecting mature trees and constraints on developers to stop clear felling of stands of trees for financial gain. Council needs to encourage planting and incentivise those who keep mature trees on their land. Trees over 50 years old should be protected.

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 OPPOSE the Bed Tax "Visitor Levy". The formal accommodation sector already pays a rates differential to cover tourism related infrastructure. Council doesn't know how many properties are being used for short term visitor accommodation. First step is to bring RVAs under control (AIRDNA shows informal sector adds 70% more beds) and apply the same rates differential to all the informal short term rental properties. This combined with government allocation for 3 waters infrastructure would remove the need for extra funding.

In order to recover the fees and charges added while collecting the room tax which include Online Travel Agent (OTA) commissions (15%) , credit card fees (2-3%) and administrative costs to collect and administer the tax (1-2%) , the room tax will need to be 6.6 to 7%. This is an intolerable amount to increase room rates by especially in a post Covid environment. Large hotel chains may be able to absorb such losses, but small New Zealand owned accommodation businesses will suffer the most. Taxing room rents at a high level, is likely to drive up demand for campervans and freedom camping and decrease average length of stay in hosted accommodation in the District.

If a legislative change is required to collect extra tax from one sector, it would be no more complex and much more equitable to collect extra tax from other sectors as well.

Before a Bed Tax is introduced in 2024, there needs to be a revised assessment of the Resident to Visitor ratio. Infrastructure should be planned for daily loading, not annual loading.

## 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 declaratory acknowledgement back in June 2019 of a Climate Emergency is of worthwhile intent, but it is only a worthwhile thing if it is accompanied by active steps towards carbon emission reduction. The biggest drivers in our region is building and construction and transport. We need less of both if we are in any way serious about emissions reduction. Yet instead, we are planning for and indeed encouraging an exponential growth in both of these main drivers. This is because over the ten year period our forecast population growth is 70%. Beyond that is much much greater again. Add to that the number of tourist visitors, and the impact of them getting here by air or by ground transport and presto, you have created a massive increase in our carbon emissions. This is certainly not a pathway towards net zero carbon emissions by 2050. And to kid yourself that Queenstown Airport is going to get to be carbon neutral by 2050 because it will reduce paper waste and garbage etc but at the same time ignore the huge carbon emission from the aircraft and the associated vehicle emissions of the people they carry, well that is absolute delusion. No, the only way to respond to the pressures of demand driven growth and the huge carbon load it entails, is to plan to limit it. Limit it to a level which is environmentally sustainable, which will result in some genuine moves towards addressing climate change (rather than "adapting" to it).

## 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:

Choosing anything other than option one will put us even further behind the timeline than we are already. And given the likelihood of ongoing growth, we need to be stepping as fast as we can towards risk free water supply.

## 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:

Without wishing to comment adversely on the plan for spend within the Queenstown area, I want nevertheless to state the obvious; that the investment in Active Transport and cycle networks which is so desperately needed within Wanaka, and which has already been pushed back in earlier spending plans, has been pushed back to either the end of the current plan or off the end altogether. That is a real kick in the teeth for the Wanaka folk, who may well feel they are being poorly treated by such deferment.

I one hundred percent support the submission of Bike Wanaka on this subject, and would if I had the computer skills, reproduce all of their points in this submission. I do hope that you will regard this say so as being yet another number in support of Bike Wanaka's submission content.

May I also note that we need to have much more emphasis on walkways and cycle ways within our new urban developments. Recent developments have paid little more than lip service to these. They need to be mandated, not discretionary, and in numbers that are meaningful, if we are to transform to a reduced dependence on vehicular transport.

Finally, seeing as how our region is unlikely to be well served by public transport in the medium term, we still need to make adequate provision for carparking, both within the CBD areas and within our urban areas. This has not been the case in the past, and we need to continue to do work in this area (perhaps with even more emphasis following the Government mandate on parking which regrettably is a one size fits all rule). More Central parking provision (but not by pinching off reserve space), and better and more parking provision than recent urban developments have evidenced. (eg Shotover Country parking on the grass debacle)

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

Neither / Neutral

### Please tell us more about your response:

I live in Wanaka, so have no opinion.

## Q. Big Issue 4: Increasing User Fees and Charges

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

### Please tell us more about your response:

I am generally in favour of user pays.

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

It is my view that the Wanaka area (and probably other of the smaller localities outside of Queenstown) have received less attention than they deserve in relation to spending priorities, perhaps because of the bigger problems that Queenstown may have following serious under-estimation over many years of the cost of urban and tourism growth. Areas of concern include, but are not limited to, the cycleways and active transport provision within Wanaka as mentioned earlier in the submission. I believe it highlights, in a practical sense, that the rate of growth which we have experienced over recent years might be good for the tourist operators and the builders and developers, but it has serious downside for ratepayers in relation to future uncoded capital spend liabilities, quality of life for residents, and it is definitely unsustainably bad for our local environment and for our planet.

I cannot see any specific space to comment on Waste Management as per pages 32/33. I feel that it is a mistake to kick improved construction and organic waste developments out of the current plan. These are high environmental priority matters and should be included. I note with approval the initiatives that Council has recently taken within the construction community to advance this area, and we should continue to gain momentum in this space.

## 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:

Reading through the 10 year plan for the area, I see there is going to be an increase in the dog registration fee, and you have asked for our opinions.

I feel if the fee is going to be increased, then there should also be an increase in the facilities in place for dogs.

More dog bins would be a real help! We live in Arthur's point, Atley Downs, and the small park, and all of the walks around it, down to the river, or around the forest areas, are common walk areas for dogs and there is not one bin. Consequently I often find that people leave the poo as it is (which isn't as bad as) what I see more of, people who put the poo in a non biodegradable bag and then leave it in a bush!

My puppy Aiko is very social and would love a fully fenced dog park, where lots of dogs could all hang out and play, without the fear of them running in the road. I've spoken to people on the Queenstown Dogs Facebook page and a lot of others are also keen for this.

Please let me know what you think?

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:

Declaring a climate emergency is irrelevant if it is not supported by policy and action. There is no evidence of particular investment to reduce carbon emissions in the Wanaka/Upper Clutha and no clear mechanism to measure, offset, or reduce emissions. We own an established carbon forestry business trading as Carbon Solutions NZ Ltd and have considerable commercial experience in offsetting emissions and understand the impact of emissions through various consulting work and first hand experience. Councils Climate Action "plan" is inadequate and reactive rather than proactive. It should be a fundamental principal built into the Ten Yr Plan. As an example the dual airport strategy and QLDC promotion of tourism growth is the antithesis of good planning to mitigate climate change. Persevering with development of Wanaka Airport based on expansion of tourism in the Upper Clutha is contrary to local public opinion and demonstrates an arrogance and lack of commitment and response to climate change. There is no justification for another jet capable airport and that agenda should be thrown out.

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

Neither / Neutral

Please tell us more about your response:

Need to revisit based on an independent review of population growth projections and potential rate increases. And by independent I mean not an organisation selected by the Council to deliver the right answer. The Scope of Reference should be prepared after consultation with relevant stakeholders. And by consultation I mean not telling the public what is intended, which is a common failing of local authorities.

## 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:

Need to revisit based on an independent review of population growth projections and potential rate increases. And by independent I mean not an organisation selected by the Council to deliver the right answer. The Scope of Reference should be prepared after consultation with relevant stakeholders. And by consultation I mean not telling the public what is intended, which is a common failing of local authorities.

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

Neither / Neutral

Please tell us more about your response:

Need to revisit based on an independent review of population growth projections and potential rate increases. And by independent I mean not an organisation selected by the Council to deliver the right answer. The Scope of Reference should be prepared after consultation with relevant stakeholders. And by consultation I mean not telling the public what is intended, which is a common failing of local authorities.

## Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

I support the funding of services by user fees and charges and not by increasing rates.

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

The biggest issue I have with the Ten Year Plan is that it is prepared after countless hours of work by paid staff and the public have very limited time to read and understand the policy & settings and to make submissions.

Based on my personal experience making submissions, there is a problem common to local and Government authorities in that they normally have an agenda that they are determined to proceed with, even if that means alienating themselves from the communities they are there to serve. Unfortunately that is my experience also with QLDC. Staff are often transient, inexperienced, and isolated from the impact of the policies and settings that they promote. QLDC cannot continue to ignore the views of communities, which is very poor governance and bad for any district. Upper Clutha is unique and needs to be protected from poor planning & decision making. It causes me to question the integrity of Council.

## 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:

See notes above. Engagement and Consultation will result in change and informed & wise "best practice" decisions if properly conducted.

In particular I am very concerned that policies are persevered with that are based on unsustainable growth. There is a huge conflict of interest when decision makers are involved in the tourism sector and are actively promoting Tourism growth at the expense of quality of life, quality of environment, and a sustainable future. 2020 should have taught us all that, and that future projections are just that and may be totally wrong.

Any developments that compromise the quality of life of the community must be reviewed and evaluated carefully with full stakeholder input, and not driven by a "council knows best" agenda.

# MONGSTON Tina

Central Lakes Family Services Inc

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

Central Lakes Family Services (CLFS) believes this is a good start and realize there is a lot more that needs to be achieved to have this underpinned in the region and to keep this in the forefront of peoples thinking.

Community forums that provide free education to our people including composting, waste management in construction, Rethinking Rubbish and Recycling Campaign, Facebook messaging regarding recycling education, waste minimization fund, promotion of public transport , etc have all been excellent achievements.

As an organisation we support QLDC's stance on climate change and are also making considerable efforts to reduce our carbon footprint.

We support the the past and future efforts in QLDC's response to climate change crisis.

## 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:

CLFS supports option 1 as outlined in the plan. Safe water infrastructure is paramount to the wellbeing of our community. This directly effects health outcomes, mental health outcomes and is a vital necessity for basic living standards.

## 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:**

CLFS supports option 2.

Active travel promotes improved overall health outcomes including physical health and social & mental well-being. This also supports environmental outcomes that QLDC are trying to achieve.

There are many benefits other than health including reduction of congestion with increasing pollution, it promotes better concentration so education and work so school and work performance is improved.

As a service we are supporting our staff to either use active travel methods or public transport.

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

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

**Please tell us more about your response:**

The changes made do benefit the entire Wakatipu population, not just the CBD.

As a service we have had and still do have many many clients that work and reside in the CBD. These are generally people that work in tourism, hospitality and retail services that keep the backbone of the community operating.

Option 1 has the potential for these rental properties to be charged a higher cost of living which will in turn effect our essential workers which are generally already underpaid.

Also if we encourage active travel those that reside in the CBD are more likely to be utilizing these methods of travel and the residents that live outside of the CBD will be using the roads.

## **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:**

We support option 1 as it will lesson the rates and financial burden on the majority of the community population.

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

Central Lakes Family Services is a social service provider with offices in Queenstown, Frankton, Wanaka and Alexandra. The majority of the work we provide is in the Wakatipu followed by Wanaka and we have a team of 20 staff providing essential services for our communities most vulnerable. All of the staff minus 1 live in the QLDC catchment area and this reflects where the demand for our work is needed.

We provide a range of practical and therapeutic services for families and individuals that are struggling with mild/moderate mental health, family and sexual harm interventions, parenting support, social workers in schools and have recently appointed a mental wellness navigator.

All of our staff are professionally trained and hold relevant degrees and/or experience who are registered with professional bodies.

Due to the impacts of COVID-19 we are experiencing our busiest ever time of service delivery and are well aware that this is just the start of the recovery process for many. We are expecting the impacts in this region to remain until at least 2025 at a minimum.

As a service we have adapted and been flexible to meet the needs of the community including implementing the social workers in schools for 5 years and the Mental Wellness Navigator for 2 years. We have robust technology and have been able to move our services online to allow us to continue working in the event of another lockdown.

Mental Health, anxiety in children and their parents have increased significantly in our presentations and we are working across the community to better promote prevention, early intervention and crisis work.

We have successfully positioned Central Lakes Family Services to respond across all of these areas and are working alongside a number of government, non-government services and businesses.

QLDC has acknowledged the social and financial toll the pandemic has had on our residents and migrant population, the increase of unemployment and the associated mental health issues, all of which Central Lakes Family Services have been heavily involved with in supporting the people of our community.

It is imperative that QLDC continues to provide assistance to the essential NGO services that have worked tirelessly to keep up with demand. We are asking that our service is supported by QLDC by providing financial support to cover our lease expenses.

With the plans that QLDC wants to achieve as outlined in the 10 year plan we need our people to be well supported to live a well balanced lifestyle including mentally, physically, culturally, spiritually and overall family wellness. We have a strong focus on providing a voice for our children and one thing the pandemic has highlighted for us is that there are many children and youth struggling due to the the additional pressures and stresses their parents are facing.

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

Overall QLDC is managing through very challenging times and also through a pandemic where for many there were unexpected costs both financially and mentally.

We need to “re-build” humans before we as a community can move onto building the business and economic side of the community. Building “people infrastructure” needs to be a priority if we are looking at having a well-functioning working population and community. There are basic needs that need to be addressed to allow productivity in the workforce, community, homes and schools. Having the support available for the workforce, parents, children, youth and employers from the NGO sector will be pivotal to keep the wellbeing of the community strong through the recovery process.

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

Although COVID-19 has impacted the social wellbeing and mental health of this community, many of issues we are dealing with were raised in the 2006 QLDC Social Wellbeing Strategy. These are not new issues, just more due to a global pandemic. In 2006 there was a great deal of community consultation and the issues raised are exactly the same.

We can use this is an opportunity to make positive change right across the QLDC region and weave social wellbeing into every part of these policies. This does not equate to extra funding but a shift in thinking and new ways of ensuring that every person has the opportunity to engage and feel a sense of belonging and making a contribution to our community.

When people are overloaded, undervalued, stressed, anxious or working multiple jobs they need consultation processes simplified across many platforms.

## Q. Responding to Climate Change

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

Council's proposals and actions fail to be consistent with their declaration of a climate emergency. The priority should be to limit growth in activities such as tourism and "urban sprawl" which are inconsistent with the declaration, and focus on active transport, restoration of green space, sustainable local production of food, etc., that are the essence of a sustainable community.

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

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

Please tell us more about your response:

It's been obvious that council has neglected to maintain water infrastructure for many years. There have been far too many leaks, outages and sewage spillages. Investing in health and the environment is a high priority.

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

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

Please tell us more about your response:

The priority should be to reduce the numbers of cars on the existing roads by limiting growth of population, numbers of visitors (tourists) and promoting active transport and public transport. Council seem determined to assume that growth is inevitable (or even desirable) when growth is under our control.

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

Neither / Neutral

**Please tell us more about your response:**

The LTP is far too focused on Queenstown Town Centre, as the proposal for this targeted rate makes clear. If the LTP were designed to benefit all ratepayers equally, then targeted rates become unnecessary and this division is not created. The priority needs to be moved to projects that benefit climate, environment and community in general, rather than those focused on the town centre, which essentially means on the tourism industry.

## **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:**

In general, I agree that users should pay for services that are used by a relatively small proportion of ratepayers, and therefore that the costs of those services needs to be recovered by adjusting fees as necessary. However, when these are council-supplied services, such that the user has no choice of supplier, there also needs to be transparency and independent auditing of those services to make sure users are getting value for money.

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

It has taken me several hours to read the 40-page consultation document and complete this survey. I haven't read any of the 172-page and 263-page volumes that accompany it, for obvious reasons. The vast majority of ratepayers simply will not have the time or capacity to do even the limit review that I have done. The survey is therefore strongly biased towards those who have a vested interest in the projects that are funded, which largely means businesses. There needs to be a much simpler way to provide feedback on priorities aimed at the general community.

A ten-year plan that is reviewed every 3 years is, in modern times, much closer to a 3-year plan than a 10-year plan. The world is changing rapidly and the council can either choose to accept that, or will be forced to accept that. The next pandemic is more likely to be 3 years away than 30, and climate change events will be even more common than that. Assumptions based on extrapolations from the past 30 or 50 years are meaningless. It is therefore critical that we act in the next 3 years as though we really are in an emergency situation, not as though everything will return to an old normal (which was not a good normal anyway).

At a more detailed level, other comments are:

1. Council needs to cut its costs and become much more transparent and accountable. The recent issues with procedures, costs and values of contractors in particular are unacceptable, as are the ongoing issues with the levels of litigation that the council gets involved with.
2. The proposed rates rises are huge in the present climate, especially given the low levels of inflation and interest rates. Council needs to look much harder at how to reduce these. It can't justify an ambitious investment plan when the required rates increases are so high.
3. Lakeview is a significant capital works cost, especially over the next 2-3 years. I don't remember having the opportunity to provide feedback on this, and would certainly have protested against the project. The last thing Queenstown needs is a copy of the current town centre especially at huge cost to the ratepayer. I would like to see evidence of community support for this project, and also would like the spending on this to be reduced and deferred as much as possible.

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

I support standardisation of water charges.

Whether or not I support the sale of event centre land depends on the use to which that land can be put compared to the current limitations on usage. I certainly would not support the sale if it meant a change of usage from a community facility for sports or arts to private commercial or residential use, for example.

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

See earlier comments on climate change and the practicality of community consultation via current methods.

# MOORE Jim

Novotel Queenstown Lakeside

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

All businesses and individuals should be doing what we can to reduce the impact of growth and normal living on our environment and protect what we have. There does appear (not exclusive to QLDC) to be a focus on legacy projects and grandstanding on some projects while not achieving basics - we need to focus on both eg waste minimisation, recycling.

## 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:

Delivering infrastructure raises a larger question as to whether now, post covid, is really the right time to be doing the Lakeview project - at a time when the community is demanding a Tourism Management Plan that results in a slow down on tourism this site will add to this issue, continued on a separate page

## 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:

On separate page

## 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:

On separate page

## 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:

Fees should be increased on a user pays rather than to the general rate payer base

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

The lakeview site should be reconsidered as to whether the timing is right to invest in this at huge costs to the ratepayers at a time when the community is questioning growth, questioning the specific growth of tourism and while the industry is trying to regrow.

## 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:

## Responding to Climate Change

Ensuring that Queenstown continues to be recognised as a clean and sustainable destination and place to live is vital for the ongoing success of the district. Efforts to maintain this should be well supported by all policies that QLDC puts into place.

There currently appears to be some focus on creating cycle ways and taking away carparking in the CBD - while it is aspirational to have more people cycling the reality is that the quantum of people that can ride a bike is small.

If QLDC wants to get people out of cars other forms of reliable transport, at times that work, need to be a focus as well as the park and ride hubs and other activities - these should have been worked on first before the carparks were taken away achieving both outcomes.

There is no point having nice cycle ways if you do not have a vibrant CBD where people can get to and workers have no way to get to work ( many work outside the 7am-10pm public transport timeframe)

## Delivering safe water

(Cont)

It appears to add more costly infrastructure projects when council says they have insufficient funds, there are already traffic issues that are not resolved, there are water issues that are not resolved and Lakeview will only add to these issues not make them better. The cost to fix the issues would seem to be taking away from much of the benefit of selling the land.

These costs appear to include

- \$4.5m in lakeview plaza (pg 68)
- \$1.4m in rockfall mitigation (pg 68)
- \$1.2m water supply for lakeview (pg 89)
- \$2m waste water servicing for lakeview (pg 94)
- \$3.8m for storm water servicing for lakeview (pg 110)
- \$20.6m of Lakeview roading (pg119)
- \$1.9m of other infrastructure upgrades (pg 137)

All of these costs for Lakeview at a time when growth is being questioned and there will be more than enough hotels, and transport is an issue.

**QLDC**  
**19 APR 2021**  
**QUEENSTOWN**

## Transport Needs

Improving the bus timetable - frequency and hours would potentially improve the situation.

Covid has disproved the myth that the transport issues were only tourism related – many of the issues are being caused by increased number of subdivisions. Additionally many of these houses were built for short term letting causing more issues to traffic in certain pinch points in the district.

This rental increase is impacting suburban areas and increasing the issues with transport as more tourists need a car when staying in these options. If short term rentals were managed and hotel accommodation was supported this would reduce these issues as most hotels have on site parking. Clearly there are other issues including housing affordability when tourism does come back that should be taken into account.

Other policies such as the fact that businesses do not need to supply car parks or minimum car parks makes the situation worse than it should be.

From a funding perspective 65% of the cost being picked up by a very small CBD base while 35% is picked up by a much larger proportion of the population seems out of proportion.

The 94% for pedestrianisation benefit for this small population needs to be tested - this adds \$10.5m to the rates of a small group - it is hard to see that the people of Queenstown Hill or Fernhill use only 6% of this expense – regardless of this it is hard to understand how everyone in the district will only benefit by 6% as it is the downtown area where people work, visitors come and locals use the bars and restaurants. Having the downtown area of Queenstown have better spaces (including Lakeview if it progresses) will benefit a larger proportion of the community than 6%.

- it is noted in option 2 that there is no way to split a differential rate fairly across the town but that is exactly what differentials do - eg the CBD accommodation providers already pay more for transport than anyone else

**QLDC**

**19 APR 2021**

**QUEENSTOWN**

## General Comments

If some of the legacy projects such as Lakeview were slowed down then less funding would be required. These projects appeared to make some sense in 2019 but in the current environment look to be trophy projects which could be brought back when times improve – it will be at least 5 years before this is the case and possibly longer – with some doubts as to whether more hotels should be built on this land at all> Council enabling more competition when there is a current oversupply and more being built at a time when the community wants less visitors is wrong.

Transport should be continued to improve the flow of traffic but funding for this needs to be relooked at.

To be looking to add the cost of a visitor levy (be tax) to one small portion of the tourism industry at a time when their rates also appear to be growing significantly is neither fair nor reasonable and should be reviewed. As an accommodation business in the CBD the rates are already significant and on top of this to take on a bed tax which cannot all be passed on will be a further burden to the owners of the business and is excessive and inequitable. A true Visitor Levy would encapsulate all tourism operators and all businesses that benefit from it - a targeted rate would be fairer than a straight bed tax for this.

## 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 increasing these infrastructure upgrades but it comes at a significant cost to us ratepayers. As international travel and tourism open up we need to tap into this to help develop our infrastructure otherwise we'll be paying for everything.

## 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 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:

Are these increases on top of the water increases we would see in Wanaka? If so we would be looking at 8.1 to 14.4% increases total? This is massive. It seems that Wanaka consistently gets put on the back burner for projects such as Active Transport when the money is there to invest, yet there is no issue with making huge increases in rates. I would like to see the decision making for Wanaka be equal with Queenstown.

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:

# MUMFORD Jules

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

Meet the commitments for better cycling paths in Wanaka within a much tighter timescale, the current milestones are too long. Some paths are inconsistent "on/off and on again" (Anderson road example) and are dangerous and confusing.

Please get on and invest in this area, no climate control plan can be serious without focussing on cycling....

Plus if we cannot recycle pet #1 plastic (other than clear bottles) as we need an additional machine to screen for these, then go buy one....

## 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:

Meet the commitments for better cycling paths in Wanaka within a much tighter timescale, the current milestones are too long. Some paths are inconsistent "on/off and on again" (Anderson road example) and are dangerous and confusing.

Please get on and invest in this area, no climate control plan can be serious without focussing on cycling....

## 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:

# MURRAY Keith

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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:

Dear team,

I, like most others I know, am completely opposed to ongoing housing growth and increase in tourist numbers which is what seems to be planned. This is not sustainable and where is it going to end? You can't keep expanding for ever and the district is already too overcrowded. It's time to stop the growth before the very things that are cherished by locals and visitors alike are ruined by overcrowding.

It's not impossible to stop the growth- it has been done very well with Arrowtown. You need to listen to the people who live here, not just the business voices who are of course always clamouring for more houses, more visitors.

I feel very hopeless sending this, because ongoing growth seems like a foregone conclusion. Please stand up for what is right for the people who live here, for the district, and for the planet.

## 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:

# MUSKER Janet

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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:

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 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:

# NEILL Sarah

Wanaka Alpine Lodge

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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

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:

## 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 strongly oppose the introduction of a bed tax. I also dispute the validity of the process used to assess public support for such a move.

The region needs more money for infrastructure to meet the needs generated by visitors and regional growth, and it is not unreasonable for visitors to contribute to this, however a bed tax would create inequities, unreasonably burden some businesses in the administration requirements, and become an enforcement headache.

Many businesses and ratepayers in the district benefit from visitors to our area, to single out accommodation as a collection point for a visitor levy is unfair and places an unreasonable additional burden on these businesses. It is small business owners who will be most adversely affected as they do not have the scale to absorb this. Nor are they delegated tax collectors.

The opportunities for visitors to avoid these additional charges through use of non-registered, non consented short term visitor accommodation further disadvantages small legitimate accommodation business owners, and creates a impossible enforcement challenge. How will the bed tax be applied to visitors in campervans? Do we really want more campervans in our region, or more unregistered short term visitor accommodation?

Given the consultation questions asked and the options proposed the public support for a bed tax was inevitable. The process was flawed. It was the only option that allowed both ratepayers and businesses (other than accommodation), to shift the burden of infrastructure costs away from themselves. Little wonder the result.

I urge the Council to consider the issues of equity and fairness as well as practicality including the foreseeable problems with enforcement, and the likely unintended consequences of such a tax.

Instead lets increase the IVL at the border, and do a better job lobbying government to get an appropriate share to fund visitor infrastructure.

Given COVID19 it is time for a rethink and this issue should be part of that bigger discussion.

## 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:

# NELSON Chrissy

Makarora

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## Q. Responding to Climate Change

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

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 member of the Makarora Community I would like to see the speed limit reduced to 40kph on the village residential streets (including Weka, Kea, Kaka and Kiwi streets in the southern village and School ad Rata Roads to the north west).

Also the Main Road speed limit in the southern village needs to be reduced as well, to at least 80kph or slower. It is a straight stretch of road and is used by motorists to pass slower traffic after following on the winding road on the side of the lake. Hence, speeds sometimes exceed 100kph.

To back up these two requests I would like to point out the following:

The residential streets are quite narrow and do not support a 100kph speed limit.

There are no footpaths and this is a safety concern considering the increase in the number of permanent residents in the valley.

I first arrived in the valley in 2003. At that stage the southern village was mainly holiday homes with the number of permanent residents numbering less than thirty with six of these being children. Currently permanent residents number nearly sixty with the number of children now eighteen.

Please give these requests your careful consideration.

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

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

## Q. Responding to Climate Change

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

Very important to prioritise and supply climate change

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

## 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. 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](mailto:letstalk@qldc.govt.nz)

Submission by CP Group on QDLC 10 Year Plan 2021\_2031.docx

**Submission by CP Group Ltd ultimate owners of Mercure Queenstown Resort Sainsbury Road ,  
Fernhill , on the Visitor Levy proposed in Queenstown District Lakes Council 10 Year Plan 2021-  
2031.**

1. The Visitor Levy is not explained in any detail. How it will work or what will be the costs on accommodation providers?
2. We cannot presume that a visitor levy can be passed through to the end consumer or guest. Meaning this will be an additional cost on accommodation providers on top of recent minimum wages increases and increased sick leave entitlements. So it is important that costs are known and a consultation process is carried out with those ratepayers most likely to be affected.
3. Now is certainly not the time for new taxes, when tourism, the most significant part of Queenstown's economy has been decimated by border closures. All accommodation providers have exhausted their financial reserves during the extended border closure period and do not need an additional cost burden as they attempt to get back from the edge of financial collapse. It is noted that many providers have already ceased trading.
4. Bed taxes or targeted rates on accommodation providers are not equitable as they ignore the other parts of the tourism economy – restaurants, shops, tours, that benefit from local and international tourists. Accommodation providers only receive a smallish portion of the total visitor spend.
5. Building of new roads should not fall on a small proportion of the ratepayer database. Money for roads, should if part of state highways come from NZTA, and for local roads should come from a local or regional petrol tax such as Auckland City has instituted.
6. A proposed visitor levy , even if only 5% of room rate, will on top of GST collected by central government make Queenstown one of the most taxed resort destinations in the world. Now is certainly not the time to increase taxes as there is no certainty that past visitor levels will be achieved for many years.
7. All tourists to Queenstown pay GST @ 15 % on all their expenditure and unlike NZ residents receive no benefits in return. Central Government should assist Queenstown on major capital projects given the very small ratepayer base of the district and the key role that Queenstown plays in drawing overseas tourists to New Zealand.
8. The 10 year plan talks of \$162m being collected over the last 7 years of the plan. This is \$23m per annum. That is a lot of additional cost for local accommodation providers to bear. It is nearly double the amount being rated by Auckland Council which most ratepayers are struggling to pay in these depressed times. This rough calculation will mean that approximately 10 % of Queenstown's rates will be levied off approximately 2 % of ratepayers.
9. If there is to be any visitor levy then the present differential rate on Accommodation should be removed so there is not a , "plus plus plus charging regime", by that we mean multiple levels of additional charges on accommodation providers.
10. Additional revenue should come from a levy on all travellers through Qtn airport; perhaps a differential levy for domestic versus overseas arrivals. A regional petrol tax will spread the cost equally across all users of the roading network. These two measures will widen the revenue base and provide more equity.

Terry Ngan

Prakash Pandey

## Q. Responding to Climate Change

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

Please tell us more about your response:

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

PDF submission attached

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

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

**Submission by CP Group Ltd, ultimate owners of Mercure Queenstown Resort Sainsbury Road , Fernhill , on the Visitor Levy proposed in Queenstown District Lakes Council 10 Year Plan 2021-2031.**

1. The Visitor Levy is not explained in any detail. How it will work or what will be the costs on accommodation providers?
2. We cannot presume that a visitor levy can be passed through to the end consumer or guest. Meaning this will be an additional cost on accommodation providers on top of recent minimum wages increases and increased sick leave entitlements. So it is important that costs are known and a consultation process is carried out with those ratepayers most likely to be affected.
3. Now is certainly not the time for new taxes, when tourism, the most significant part of Queenstown's economy has been decimated by border closures. The Trans-Tasman travel bubble starting 19 April 2021 will not replace all the other 60% of total overseas visitors from "long-haul" destinations. Also, new hotel accommodation supply which opened in Queenstown in the past 3 years (including Holiday Inn Express, Ramada, Wyndham and Mipad hotels and Airbnb accommodation) has created an "oversupply" situation whereby occupancies have been approximately 30% during covid pandemic and net income after ownership costs to be barely positive or incurring losses and forced some hotel owners to close their hotels. All accommodation providers have exhausted their financial reserves during the extended border closure period and do not need an additional cost burden as they attempt to get back from the edge of financial collapse. It is noted that many providers have already ceased trading.
4. Bed taxes or targeted rates on accommodation providers are not equitable as they ignore the other parts of the tourism economy – restaurants, shops, tours, that benefit from local and international tourists. Accommodation providers only receive a smallish portion of the total visitor spend.
5. Building of new roads should not fall on a small proportion of the ratepayer database. Money for roads, should if part of state highways come from NZTA, and for local roads should come from a local or regional petrol tax such as Auckland City has instituted.
6. A proposed visitor levy , even if only 5% of room rate, will on top of GST collected by central government make Queenstown one of the most taxed resort destinations in the world. Now is certainly not the time to increase taxes as there is no certainty that past visitor levels will be achieved for many years.
7. All tourists to Queenstown pay GST @ 15 % on all their expenditure and unlike NZ residents receive no benefits in return. Central Government should assist Queenstown on major capital projects given the very small ratepayer base of the district and the key role that Queenstown plays in drawing overseas tourists to New Zealand.
8. The 10 year plan talks of \$162m being collected over the last 7 years of the plan. This is \$23m per annum. That is a lot of additional cost for local accommodation providers to bear. It is nearly double the amount being rated by Auckland Council which most ratepayers are struggling to pay in these depressed times. This rough calculation will mean that approximately 10 % of Queenstown's rates will be levied off approximately 2 % of ratepayers.
9. If there is to be any visitor levy then the present differential rate on Accommodation should be removed so there is not a , "plus plus plus charging regime", by that we mean multiple levels of additional charges on accommodation providers.

10. Additional revenue should come from a levy on all travellers through Qtn airport; perhaps a differential levy for domestic versus overseas arrivals. A regional petrol tax will spread the cost equally across all users of the roading network. These two measures will widen the revenue base and provide more equity.
11. Destination Queenstown levies a targeted rate on commercial ratepayers which was increased in 2019.
12. It is important if in the event a bed tax is introduced, a targeted rate should also not be levied on commercial accommodation owners and non-accommodation owners.



Terry Ngan

Director – Hotel Operations

CP Group

19 April 2021

# NISBET Colleen

Aspiring Gymsports

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

Please re-prioritize active transport funding in Wanaka. Create a cycling town not a car town and reduce emissions from quick trips naturally

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

Prioritize Active Transport Wanaka - do not defer funding and start ASAP on completing a bike network

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

Neither / Neutral

Please tell us more about your response:

## Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

Re-prioritise Wanaka's share of the Community Facilities Budget (33/66) and help fix Wanaka's immediate need for expanded indoor sports facilities. eg \$61m on QEC Redevelopment vs \$1.6m on a new little pool in Wanaka isn't fixing a few things in the short term. And \$24m on more soccer and rugby fields isn't going to fix our growing Youth Short term lack of indoor facilities.

I support Aspiring Gymsports proposal for a larger indoor Youth Community & Sports Hub - please help find a solution and include it in the budget.

<https://aspiringgymsports.co.nz/qldc-submission?fbclid=IwAR2MZg-Z9judN7ephoZ9tQeQHtuJqgDOSPEC0qKOSolqX-KhdcsBbCjFZ1Y>

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

None

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

None

## 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](mailto:letstalk@qldc.govt.nz)

ASG Submission\_10 Year Plan 12 April 2021\_Julie\_Final.docx

# Aspiring Gymsports Response to QLDC's 10 Year Plan

## Our Position

Aspiring Gymsports (AGS) appreciates the support from QLDC in the last annual plan by way of a \$15,000 contribution to our annual commercial rent of \$60,000. This has allowed our not-for-profit community sports club to continue operating in what has been an exceedingly difficult few years within its otherwise very successful 19 years of operation.

ASG has been working with QLDC for over 4 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).

ASG 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 \$24 million invested in new outdoor fields at the oxidation ponds, Ballantyne Road. We are concerned that the reclamation/preparation part of this work at \$5.6M is coming from the Community Facilities budget when clearly it is an infrastructure project that should be funded from the wastewater capital expenditure. ASG 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 \$20,000 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 ASG to continue to rent a commercial facility until such time an alternative fit for purpose facility becomes available. ASG considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining "high profile" turfs 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 rent. 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.**
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**
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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.**

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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. Although 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 Councils and the Community Boards priorities 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 are grateful recipients of Sports Otago's Tū Manawa Active Aotearoa Fund, allowing us to purchase much needed new equipment. Like Tū Manawa, QLDC could also align itself with the goals of New Zealand's Strategy for Women and Girls in Sport and Active Recreation by supporting Aspiring Gymsports need for a fit for purpose facility and encouraging more girls and women to participate in sports for life.**

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 supportive of the aims of the *National Strategy of Women in Sports NZ* and therefore yet again place a disadvantage and barrier to women in sports generally.

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The following Community Facilities budget highlights the inequity between Queenstown and Wanaka expenditure and the ongoing investment in predominantly male sports such as Rugby:

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Lakefront Development Plan	\$8,608,317	Now
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\* 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*

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**And** "Disadvantages (of adopting the strategy): Item 29 *The Community does not believe the Council has listened to them.* But Council staff recommended adopting the strategy anyways (pg 10).

**So why would the community spend the time with consultations when they are going to be ignored or trivialised?**

# NISBET John

Aspiring Gymsports

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

Active Transport in Wanaka needs to be prioritized. I support Active Transport Wanaka's submission.

## 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:

Active Transport in Wanaka needs to be prioritized - so that we do not become a car centric town

We need public transport options - especially Hawea, Luggate to Wanaka.

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

Neither / Neutral

Please tell us more about your response:

## Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

I support Aspiring Gymsports submission, attached and feel that there is inequality in how Community Funds for Sports and Recreation are being spent more heavily in Queenstown vs Wanaka. I feel Wanaka's immediate youth sporting indoor needs are being ignored in this budget.

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

None

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

None

## 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](mailto:letstalk@qldc.govt.nz)

ASG Submission\_10 Year Plan 12 April 2021\_Julie\_Final.docx

# Aspiring Gymsports Response to QLDC's 10 Year Plan

## Our Position

Aspiring Gymsports (AGS) appreciates the support from QLDC in the last annual plan by way of a \$15,000 contribution to our annual commercial rent of \$60,000. This has allowed our not-for-profit community sports club to continue operating in what has been an exceedingly difficult few years within its otherwise very successful 19 years of operation.

ASG has been working with QLDC for over 4 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).

ASG 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 \$24 million invested in new outdoor fields at the oxidation ponds, Ballantyne Road. We are concerned that the reclamation/preparation part of this work at \$5.6M is coming from the Community Facilities budget when clearly it is an infrastructure project that should be funded from the wastewater capital expenditure. ASG 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 \$20,000 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 ASG to continue to rent a commercial facility until such time an alternative fit for purpose facility becomes available. ASG considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining "high profile" turfs 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 rent. 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.**
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.**

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This leaves us with many questions around the Councils and the Community Boards priorities 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.

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**So why would the community spend the time with consultations when they are going to be ignored or trivialised?**

# NOBELL Franco

The Kiwi Kit Community Trust

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

In order to respond to Climate Change, we will promote change behaviours in the community, running a "Migrant community garden", in collaboration with the "Queenstown community gardens", where we will facilitate a plot for the migrant community, in order to learn and connect through gardening. A space to understand how to compost and grow organic seasonal food, while we create new friends and connect with the whole 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:

.

## 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:**

In accordance with Volume One. Draft, Ten Year Plan 2021-31, The Kiwi Kit Community Trust will like to contribute and engage with the community, with the following goals:

#Thriving people  
#Disaster- Defying Resilience  
#Embracing the Maori world  
#Opportunities for all

-----

#Thriving people  
WHAKAPUAWAI HAPORI

1) We will co-create with stakeholders an “ Ethnic festival” where every Ethnic Community will be able to show their culture. This will be an event, where every community member will be able to participate, feel welcome and enjoy seeing their culture being expressed to the whole community.

2) Psychological First Aid to the migrant community, in collaboration with New Zealand Red Cross.

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#Disaster- Defying Resilience  
HE HAPORI AUMANGEA

1) We will collaborate with New Zealand Red Cross in a program about “Disaster prepare for the migrant community” for everyone under a temporary visa holder in QLD.

In order to understand the gap in the community, please see the information below, extracted from the Quality of life 2020:

(...)

## PREPAREDNESS

### RESIDENTS THAT ARE PERSONALLY UNPREPARED FOR AN EMERGENCY

-More likely to be on an essential skills visa (60%)

Quality of Life 2020 Report. [PDF]. (2020, December). Queenstown: Queenstown Lakes District Council. pages 75, 76

(...)

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#Embracing the Maori world  
WHAKATINANA TE AO MAORI

1) We will do activities and workshops linking the Maori Community and the migrant community, learning about Te Ao Maori, Waiata and Te reo Maori.

As one of the Core values of The Kiwi Kit Community Trust is: WHANAUNGATANGA / Sense of Belonging & Connection.

We would like to engage the migrant community with the Maori Culture.

We have done 4 workshops in the community, "The Great Migrant Brainstorm" the main purpose was to know what the community needs. More knowledge of the Maori Culture was something that came up a lot, most of all the migrant community would like to know more about the Maori Culture and we believe this will be very useful to engage the migrant community with Maori Culture.

In order to understand the gap in the community, please see the information below, extracted from the Quality of life 2020:

(...)

Although not a significant number of respondents commented on this, there was certainly a greater focus this year on Maori culture. The majority of these comments encouraged greater integration of the Maori culture in the district. This was primarily encouraged through greater use of Te Reo and greater recognition of Maori culture generally.

"I would like Maori art/ language/culture represented more in public spaces and communication, similar to what North Island communities offer."

"We need to do more in respect to normalising Maori culture and making it part of everyday life."

Quality of Life 2020 Report. [PDF]. (2020, December). Queenstown: Queenstown Lakes District Council. page 58.

(...)

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#Opportunities for all  
He ohaka taurikura

1) Skilled Migrant fair.

One of the community needs that came in "The Great Migrant Brainstorm" was the need for the migrant community to show ~~their~~ skills, most of the attendants said, they

feel they are not using all their skills due visa conditions, lack of english knowledge and lack of ethnic diversity in leadership position in organizations and companies.

We will run an event where the migrant community would be able to show their skills, studies and what they can offer to the community.

We will invite the whole community including employers to meet them and see what a skilled migrant can offer to their organisations and the community.

In the same fair, we will run workshops, where members of the migrant community will:

- Share their professional skills
- Explain how their profession is done in their home country
- Teach the community how to do something, how to create, play music, or just learn something fun.

## State of impact (+)

Community and stakeholders progress report - April 2021

### 3 months

operating as a grass-roots movement, growing organically step-by-step, listening to our community and collaborating with agencies and stakeholders, to co-create the biggest positive impact at Queenstown Lakes District.

*"We are a local charitable trust on a mission to unite the whole community, celebrate diversity, empower and support migrants in the Queenstown Lakes District, through events and ongoing programs in order to fill the gaps needed across the community."*

— THE KIWI KIT COMMUNITY TRUST

#### Done and dusted

As migrants and volunteers, we saw the gap in the community where we live. We had started the connections with the migrant community, ethnics groups and agencies, we offered to be the bridge, in order to engage and connect the whole community. We facilitated 4 sessions of "The great Migrant Brainstorm" in QLD, our first project offered, where we heard the voice of our community.

 **100%** | **Incorporated as a Charitable Trust Act 1957. 21/09/2020**

The Kiwi Kit Community Trust 50049921 NZBN:9429048654333

 **100%** | **Went online webpage**

[www.thekiwikitcommunity.org](http://www.thekiwikitcommunity.org)

 **100%** | **Launched Facebook page**

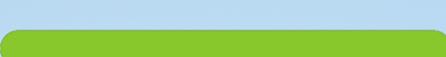
[www.facebook.com/thekiwikitcommunitytrust](https://www.facebook.com/thekiwikitcommunitytrust)

 **100%** | **Introduced in the Interagency meeting at Queenstown.**

 **100%** | **Introduced in the Hui at Dunedin.**

An event hosted by the [Office of Ethnics Community](#). Met with [Hon Andrew Little](#), the lead Coordination Minister for the Government's Response to the Royal Commission of Inquiry's Report into the Terrorist Attack on Christchurch Mosques. Met with [Hon Priyanca Radhakrishnan](#), Minister for the Community and Voluntary Sector.

 **100%** | **Introduced in the Combined Funding Clinic at Queenstown.**

 **100%** | **Achieved "The Great Migrant Brainstorm" event at Queenstown**

58 total attendees - (Included 11 Agencies + 8 staff members, involved)

 **100%** | **Achieved "The Great Migrant Brainstorm" event at Wanaka**

32 total attendees - (Included 4 Agencies + 7 staff members, Involved)





## Now and Next

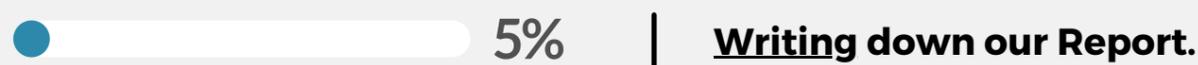
Nowadays we keep receiving feedback, situations, challenges and dreams from the whole community and stakeholders. We realised that there is a lot to do and as well we have plenty of support from agencies, organisations and members of the community. We feel that we are in the right place, at the right moment. Together we can make a bigger positive impact.

Below you can see our road map.



We will collect data from main organisations that care for the migrant community and added to a final report, including information from:

- New Zealand Red Cross, Youth Engagement Research Report
- Salvation Army, State of the Nation Report.
- QLDC Quality of Life Report.
- Inclusive Aotearoa Collective Report.
- Queenstown Lake Multicultural Council, survey.
- Royal Commission of Inquiry into the terrorist attack on Christchurch masjidain on 15 March 2019, Report.



We aim to create a "live report", to show how the migrant community is going and evolving at QLD. The report aim is to share the voice of the community, expressing situations, challenges and dreams.



# NORMAN Ian

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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

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 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:**

Targeted differential rates are inline with how all other NZ councils . They are an effective and fair mechanism as those who benefit the most pay the most.

**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:**

# NORTHLAKE INVESTMENTS LIMITED

## Northlake Investments Limited

Northlake Investments Limited

Wanaka/Upper Clutha area

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### Q. Responding to Climate Change

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

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.

## SUBMISSION

To: QLDC Long Term Plan (LTP)  
About: Aubrey Road Wastewater Upgrades  
From: Northlake Investments Limited

15 April 2021

### Aubrey Road Wastewater Upgrades

Northlake Investments Limited (NIL) notes that it is not clear from the QLDC's draft LTP that there is funding allocated for the physical works required to upgrade wastewater pipes to meet projected demand in Aubrey Road, between Outlet Road, the Gunn Road Roundabout and toward the Albert Town #2 pumpstation.

All the wastewater modelling previously commissioned by QLDC, that NIL is aware of, shows that this Aubrey Road line needs upgrading to allow for upstream flows. This has been known since 2012 at least.

Rationale reported conclusively to QLDC in 2016 that there was insufficient capacity within the 300mm and 375mm diameter trunk mains at that time as shown below.



NIL has been in discussion with QLDC staff on a regular basis for the last five years on the requirement for these upgrades. Capital works funding to address this capacity issue have been included in previous long-term budgets. Assurances have also been received from QLDC staff previously that these works were funded and programmed. Development contributions have been paid in anticipation that these works would be carried out.

This issue potentially affects all upstream owners, infill development in the Aubrey Road area and all undeveloped land zoned by QLDC for development, including most recently through the District Plan Review process.

These upgrade works are required now.

Clarification is sought that the Aubrey Road wastewater upgrade works are in fact funded and included as an immediate priority in the LTP document.

# NUMAGUCHI Annabelle

Shaping our Future, Inc.

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

SoF is submitting a report generated from our Wellbeing Forum March 2021 for consideration. The WaterTask Force report will follow shortly.

The pdf document has been emailed directly to letstalk@qldc.govt.nz.

Thank you for your attention to this matter.

## 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:

SoF is submitting a report generated from our Wellbeing Forum March 2021 for consideration. The WaterTask Force report will follow shortly.

The pdf document has been emailed directly to letstalk@qldc.govt.nz.

Thank you for your attention to this matter.

**See "Appendix A" (at the back of this document) for additional submission document**

## 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:



## SoF would like to be heard on LTP submission

### Background

*Shaping our Future is an independent, apolitical, non-profit organisation created to give every person in the community the opportunity to have a voice in shaping our communities' future proactively, equitably and sustainably.*

*We work with the community and governance to create a viable long-term vision and roadmap for the future on relevant topics as our district goes through rapid change.*

*Our aim is to bring together our community to discuss their hopes and dreams for the future, assess current big issues and explore innovative solutions without being constrained by a pre-determined outcome.*

*Shaping Our Future has been supported by QLDC and driven by our community since our inception in 2010.*

### Activities and Outputs 2018 to 2021

1. 2018 Wakatipu Freshwater Forum
2. 2019 Upper Clutha Freshwater Forum and Report
3. 2020
  - a. Work of Shaping Our Future curtailed due to impact of COVID-19.
  - b. Substantially new board and new chair, November 2020.
  - c. Review of previous forums, reports, and business model to inform future work.
  - d. Wakatipu Water Report progressed.
4. 2021
  - a. Wellbeing survey and forums in Wanaka and Queenstown, March 2021.  
Supplementing wellbeing/Quality of Life surveys and reporting conducted by QLDC. Report attached for your information.
  - b. NPS-UD On-site Parking Rule Meeting Facilitation, March 2021.
  - c. Wakatipu Water Report finalised April 2021.

### Headline Activities for the next 3 years

#### 1. Community Forums

Use of inclusive and forward-thinking community consultation processes to capture and report on community aspirations around the following proposed topics:

- |      |   |
|------|---|
| 2021 | Community Wellbeing - Forums March, report attached.<br>NPS-UD Comprehensive Parking – Facilitated Discussion March, Summarised meeting notes provided to participants in April.<br>Destination Management –Forums late 2021, (Facilitating Community input into QLDC/DQ/LWT Destination Management process). |
| 2022 | Diverse Growth – Forums early 2022.   |
| 2023 | Local Climate Action – Forums early 2023.   |
| 2024 | Sustainable Connected Communities – Forums early 2024.  |

#### 2. Community Visioning

Advocacy and interventions with local and regional stakeholder organisations to progress the key recommendations arising from community consultation and forums in a timely manner. Reports will be scheduled with QLDC processes.

Trials of virtual forum techniques and improving engagement with under-represented sectors of the community.

- |         |   |
|---------|---|
| 2021-22 | Hawea and Kingston (Following requests from community associations) |
| 2023-24 | On request from community associations without community plans      |

Shaping Our Future Funding Submission 2021-24  
 QLDC Long Term Plan 2021 to 2031



SoF would like to be heard on LTP submission

Requested Funding 2021 to 2024

To enable Shaping Our Future to carry out its crucial role in gathering, forming, and sharing community sentiment, aspirations, and desires into the future, even more effectively than we have in the past, we request a sum of **\$60,000** for each of the next three years.

Our financial position and budget provided below details the breakdown of where funding would be used, ie facilitation of forums and workshops; operational support for forums including organisation of forum, surveys and co-ordinating and driving task force responses to ensure satisfactory conclusion is reached in a timely manner.

Thank you for your consideration of our request.

The current financial position of Shaping Our Future is included below.

Table 1. Shaping Our Future Financial Position as at end of March 2021.

**Earnings statement**

Shaping Our Future Inc

	Actual Jul 18- Jun 19	Actual Jul 19- Jun 20	Forecast Jul 20- Jun 21	Budget Jul 21- Jun 22	Budget Jul 22- Jun 23	Budget Jul 23- Jun 24
<b>Revenue</b>						
QLDC Funding	60,000	60,000	20,000	60,000	60,000	60,000
Grants	0	0	15,000	5,000	5,000	5,000
Interest Income	1	0	0	0	0	0
Other Income	0	57	0	0	0	0
<b>Total Revenue</b>	<b>60,001</b>	<b>60,057</b>	<b>35,000</b>	<b>65,000</b>	<b>65,000</b>	<b>65,000</b>
<b>Operating Expenses</b>						
Accounting Fees	700	900	900	900	900	900
Bad Debts	575	0	0	0	0	0
Bank Fees	0	8	0	0	0	0
Executive Support	50,930	40,532	11,780	46,000	48,000	50,000
Event & AGM Costs	0	403	233	500	500	500
Forum Costs and Facilitation	10,984	2,595	10,126	12,000	12,000	12,000
General Expenses	399	390	200	250	250	250
Marketing/Advertising	1,015	630	1,000	1,000	1,000	1,000
Seminars, Conferences & Meetings	349	0	0	0	0	0
Subscriptions	803	799	974	1,004	1,060	1,126
Telephones	0	0	100	240	240	240
Travel - Local	1,401	649	400	750	750	750
Website, Computer support	60	60	4,015	1,500	1,500	1,500
<b>Total Operating Expenses</b>	<b>67,216</b>	<b>46,967</b>	<b>29,727</b>	<b>64,144</b>	<b>66,200</b>	<b>68,266</b>
<b>Surplus/Deficit</b>	<b>(7,216)</b>	<b>13,090</b>	<b>5,273</b>	<b>856</b>	<b>(1,200)</b>	<b>(3,266)</b>
Opening cash				17,500	18,356	17,156
Closing cash			17,500	18,356	17,156	13,890

Shaping Our Future Funding Submission 2021-24  
QLDC Long Term Plan 2021 to 2031

SoF would like to be heard on LTP submission



A handwritten signature in blue ink that reads 'Vanessa van Uden'.

Vanessa Van Uden  
Chair  
Shaping Our Future Board

A handwritten signature in blue ink that reads 'John Glover'.

John Glover  
Secretary  
Shaping Our Future Board



## Wellbeing Forum March 2021

### **Use of this information and Disclaimer**

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### **Wellbeing Forum – Monday & Tuesday 8-9 March, 2021, Wanaka & Queenstown**

Four sessions were held in the two communities as well as running a 10-minute survey in conjunction with the forum. The information contained in this report is a summary of the raw data received.

If you have any questions or would like further information please contact Shaping our Future at [executive@shapingourfuture.org.nz](mailto:executive@shapingourfuture.org.nz)



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## Executive Summary

Shaping our Future (SoF) facilitated a Community Forum asking the communities in Wanaka and Queenstown to prioritize issues that contribute to the wellbeing of residents. The purpose of this forum is to contribute further towards influencing QLDC's Ten Year Strategy and to identify areas of further exploration that SoF can facilitate in the next three years.

The forum was held on 8<sup>th</sup> and 9<sup>th</sup> March 2021 with almost 40 attendees and 135 respondents to the online survey. Attendees of forum events were also encouraged to take the online survey. Respondents to the survey were approximately 70% female, 70% NZ European/8% Maori/20% Other and over 90% Citizens or Residents of New Zealand. The link to the results of the survey in their entirety can be found at <https://www.surveymonkey.com/stories/SM-8N7NBB9C/>.

Attendees were asked to undertake a range of facilitated individual and group exercises in world café style. Topics were grouped under the following headings:

- Social wellbeing
- Cultural wellbeing
- Economic wellbeing
- Environmental wellbeing

The forum took place almost exactly 1-year after the initial national lockdown in response to the Covid-19 pandemic of 2020. At the end of 2020, QLDC ran a 40-minute survey on the Quality of Life; with such rapidly changing circumstances, and particularly the local economic impacts from the loss of international tourism, SoF felt there was real value in more deeply understanding community perceptions of wellbeing.



**Key themes emerged from the information and are summarised below:**

### **General Wellbeing**

- Cohesive long-term vision, values and purpose
- The need for economic diversity
- Housing affordability / Cost of Living
- Access to quality healthcare

### **Social Wellbeing**

- Community connection
- Housing affordability
- Access to quality health care, mental and physical
- Managed versus uncontrolled growth

### **Cultural Wellbeing**

- Collaboration with diverse voices
- Opportunities for expression

### **Economic Wellbeing**

- Need for diversification
- Less reliance on tourism
- Ability to earn a good living
- Satisfying job opportunities

### **Environmental Wellbeing**

- Environmental Sustainability / Climate change response
- Ensuring water quality
- Biodiversity retained

## Wellbeing - The Ideal Future

Attendees were asked to provide one word that described their ideal future. The results are presented in the wordle below (the larger the word the more often it was mentioned), with the following words emerging as the most mentioned, “Collaboration, Community, Connection/tedness and Regenerative”.



## Discussion on Wellbeing-Issues and Success Factors

Attendees were asked to discuss four topics in small groups: Priority Issues, Express a Vision in a Single Word, Identify Factors that Lead to Success and Create Headlines for 2030 that Would Indicate a Successful Outcome.

A summary table is included below, using Bold font to indicate ideas that were mentioned three or more times:

### Queenstown Sessions-Discussion

Priority Issues	Vision-Single Words	Success Factors
<ul style="list-style-type: none"> <li>● <b>Affordable and Liveable housing (affordability, energy-efficiency, green space developments)</b></li> <li>● <b>Drop in Visitor Numbers affecting economy - need to diversify economy Low-wage economy</b></li> <li>● Climate sustainability</li> <li>● Loss of Identity and character</li> <li>● Cost of living too high (wealth inequalities, housing, disposable income)</li> <li>● Uncontrolled Growth</li> <li>● Inequality-wealth and power distribution and underserved communities need to be heard</li> <li>● Engagement and Isolation</li> <li>● More education opportunities</li> <li>● Traffic, parking-general mobility / Transport</li> <li>● Health system</li> <li>● Preventative Mental Wellbeing Approach</li> <li>● Inability to Plan for the future (i.e. border opening)</li> </ul>	<p>The People, The People / People First / Whanau</p> <p>Pollution Free / Environmental / Eco-Tourism /Protected Greenspaces</p> <p>Thrive/Cared for /Supported/Holistic/Giving</p> <p>Advocacy/communication from council</p> <p>Community / Connections / Belonging / Togetherness / Inclusion</p> <p>Diversity</p> <p>Collaboration</p> <p>Affordability</p> <p>Accessibility</p> <p>Education</p> <p>Mental Health</p>	<ul style="list-style-type: none"> <li>● <b>Community Connections and Cohesion (i.e. Volunteerism, Kia Kaha Comm. Hub)</b></li> <li>● <b>Housing Security</b></li> <li>● <b>Ability to make a Good Living (i.e. local minimum wage or living wage), Satisfying Jobs</b></li> <li>● <b>Climate Security, Environmentally sustainable, Clean environment</b></li> <li>● <b>Elected officials representative of community / Collaboration with Diverse Voices</b></li> <li>● More resilient</li> <li>● Controlled growth</li> <li>● Alliance b/w Community, Business and Personal needs</li> <li>● Less focus on Capitalism / Economy Diversification</li> <li>● Tangible Benefits for locals (i.e. subsidized public transport, local discounts/prices, health services)</li> <li>● Balanced, fair social system (health, education)/ Good h system (no waiting list)/Hospital / Inclusion</li> <li>● Wellbeing Hub</li> <li>● Engagement &amp; Participation</li> <li>● Education &amp; Training Options increased</li> <li>● Better looking downtown area</li> <li>● Sustainable Tourism</li> <li>● Be measurable and tracked</li> <li>● Personal Security (fewer drunken assaults)</li> </ul>

<ul style="list-style-type: none"> <li>● Lack of skilled workers/labour shortages</li> <li>● Water Quality</li> <li>● Trans-Tasman Bubble</li> <li>● Transparency</li> <li>● Insufficient space for community groups</li> <li>● Lack of civics education</li> </ul>	<p>Harmony / Respect / Joyous / Housed &amp; Happy / Meaningful / Empathetic / Balance / Happiness</p> <p>Wealthy</p> <p>Safe</p> <p>Privacy Rights / Freedom</p> <p>Ambiance</p>	<ul style="list-style-type: none"> <li>● Feel pleasant, welcoming, individualised</li> <li>● Feel proud to live here</li> <li>● More bikes, fewer cars</li> <li>● More prosperity</li> <li>● Spiritual</li> <li>● All children get all meals.</li> </ul>
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## The Headlines in 2030

Attendees were asked to come up with a 'newspaper' headline for 2030 that reflects a future where Wellbeing has been successfully achieved. Some of the responses included:

Queenstown voted No 1 place to live in NZ

We've Done It! Zero Suicide Rates

Queenstown Achieves Carbon Neutral Status

No Tourism, No Problem

Council Funds E-bike Scheme for Local Residents

CBD Car-Free

International Climate Change Conference Hub Opens

Shotover Traffic Problem Solved

Wanaka Isn't Perfect, but Nobody's Lonely

Last Power Company Goes Bust

Climate Changes Back!



## Priority Issues Workshop - ideas

The last section of the forum in **Queenstown** asked attendees to delve deeper into the priority issues identified in the previous exercise. Note this section was only approximately 15 minutes and did not allow for in-depth discussion, rather brainstorming. The number of participants in Wanaka was limited and it was decided that a more casual brainstorming session should ensue. The outcome of this informal discussion is displayed in the Table below.

Issue	Critical Driving Influences	Ideal Outcomes	Solutions
Loss of Character & Heritage	<ul style="list-style-type: none"> <li>● Controlling Loss of Green Space</li> <li>● Disconnected and disjointed development (transport issues, disconnected community)</li> <li>● Locals causing issues (traffic, violence and drugs)</li> <li>● Visibility of issues</li> </ul>	<ul style="list-style-type: none"> <li>● Better planning</li> <li>● Better connected community</li> </ul>	<ol style="list-style-type: none"> <li>1. Better Communication of issues and how they're being dealt with</li> <li>2. Awareness of heritage and cultural history</li> <li>3. Institutional knowledge</li> <li>4. Recognition and Celebration of the past (raise the profile of character, heritage becomes important to the people of QT)</li> </ol>
Economic Diversification Reliance on Tourism	<ul style="list-style-type: none"> <li>● Single focus of QT is Tourism</li> <li>● Council and DQ responsible</li> <li>● Marketing to mass markets (2x)</li> <li>● Construct an identity based on Tourism</li> <li>● More hotels</li> <li>● Awesome scenery</li> <li>● Growth/greed</li> <li>● Corporate driven</li> <li>● Reluctance to define limits</li> <li>● GDP is the measure</li> </ul>	<ul style="list-style-type: none"> <li>● DQ and QLDC market town's identity as sustainable Go To place for Educational and IT hubs</li> <li>● Visitor Numbers capped</li> <li>● Innovation-Support new entrepreneurs</li> <li>● University and/or training centres</li> <li>● Green Economy-grow our food, generate our power, process rubbish, etc.)</li> <li>● Community decides limits to growth, including Visitor Numbers</li> <li>● Happy, secure residents</li> <li>● Community benefits hugely from Tourism</li> </ul>	<ol style="list-style-type: none"> <li>1. Cap Visitor Numbers</li> <li>2. Offer best internet for free everywhere</li> <li>3. Be Green-stop building houses and hotels (QLDC)</li> <li>4. Fund new entrepreneurs (QLDC)</li> <li>5. Invite Boarding School to set up</li> <li>6. Invite University</li> <li>7. Invite Tech Hub</li> <li>8. Limit Visitor Accommodation</li> <li>9. Create diverse, sustainable industries (health, wellbeing)</li> <li>10. Self-empowerment of individuals</li> <li>11. Organic growth instead of corporate driven</li> <li>12. High speed rail to Invercargill</li> </ol>

Housing – Affordability / Quality	<ul style="list-style-type: none"> <li>● Lack of housing</li> <li>● Cost to build, buy or rent</li> <li>● Quality of housing stock</li> <li>● Need more energy-efficient homes</li> </ul>	<ul style="list-style-type: none"> <li>● Everyone has a comfortable, healthy, affordable home to live in.</li> </ul>	<ol style="list-style-type: none"> <li>1. Change the inflation rate target mandate to slow property boom (Reserve Bank)</li> <li>2. Build Units and Rent Affordably (QLDC and QLCHT)</li> <li>3. More Flexibility on land use for developers</li> <li>4. Build community-centred developments</li> <li>5. Creative housing solutions, like a designated tiny homes area</li> <li>6. Shared ownership (QLCHT)</li> </ol>
Environment and Pollution	<ul style="list-style-type: none"> <li>● Government’s National Policy statements that don’t match our environmental aspirations</li> <li>● Developer’s deep pockets (Resource Consent matters)</li> </ul>	<ul style="list-style-type: none"> <li>● Monitoring of benchmarks.</li> <li>● Community involvement-input reflected in council plans and policies.</li> <li>● Clear communication between council, business sector and others.</li> <li>● Lake and Waterways pure.</li> <li>● Stormwater well controlled.</li> <li>● Wilding pines and pests controlled or gone.</li> <li>● Landscape still open.</li> <li>● Biodiversity retained.</li> <li>● Subdivisions not spread over entire basin.</li> </ul>	<ol style="list-style-type: none"> <li>1. Electric public transport, including ski buses</li> <li>2. Bike paths for community</li> <li>3. Mix of carrot and stick approach</li> <li>4. Proactive council</li> <li>5. Clear rules</li> <li>6. Volunteer programs</li> <li>7. Coordination between community, NGO, Volunteer groups and council.</li> </ol>
Inequality	<ul style="list-style-type: none"> <li>● Low wage economy</li> <li>● Expensive housing</li> <li>● Immigration Status</li> <li>● Money talks</li> </ul>	<ul style="list-style-type: none"> <li>● Narrow income gap.</li> <li>● Affordable housing.</li> <li>● Measure: mortgage to income ratio.</li> </ul>	<ol style="list-style-type: none"> <li>1. More housing run by Housing Trusts</li> <li>2. More restrictions on developers</li> <li>3. Higher minimum wage/ higher wages, Living wage</li> </ol>
Engagement & Isolation	<ul style="list-style-type: none"> <li>● Isolation of community groups participating in health services due to political constraints through territorial cultures.</li> </ul>	<ul style="list-style-type: none"> <li>● Wellbeing Hub (i.e. Spectrum Club, Youth Booth)</li> <li>● Increased knowledge and awareness through education (feedback sheets, Quality of Life Surveys, Happiness Surveys)</li> </ul>	<ol style="list-style-type: none"> <li>1. Ensuring we engage with isolated groups to encourage multiculturalism</li> <li>2. Creating a cultural wellbeing hub (health, economic)</li> <li>3. Strategy for diversity and Inclusion</li> <li>4. Preventative wellbeing programming.</li> </ol>

		<ul style="list-style-type: none"> <li>Increased participation in improving wellbeing for others.</li> </ul>	
Access to Quality Health System	<ul style="list-style-type: none"> <li>Physical and Mental health</li> <li>Specialists</li> <li>Prevention</li> <li>Maternity</li> <li>Equity</li> <li>Communication</li> </ul>	<ul style="list-style-type: none"> <li>Everyone is happy with health system.</li> <li>Everyone can get seen (or treated) in Queenstown.</li> </ul>	<ol style="list-style-type: none"> <li>Healthy tourism-separate health system, new hospital, train specialists</li> <li>Care and access online</li> <li>Look after our neighbours</li> <li>Mental health education in schools (compulsory) and workplaces (advocate for staff)</li> <li>Funded GP Visits</li> <li>Dental affordability-funded.</li> </ol>

### Wanaka Sessions

Fewer participants were present at the two Wanaka sessions, so the forum took a more casual approach and the results of the brainstorming sessions are set out in the table below.

Priority Issues	Vision-Single Words	Successful Factors
<ul style="list-style-type: none"> <li><b>Growth / Infrastructure not coping</b></li> <li><b>Encourage New Industries: Financial Pressures (Boom and Bust Cycle) / Economic Diversity</b></li> <li><b>Accessibility to Healthcare</b></li> <li><b>Cost of Living</b></li> <li>Lack of Mental Health awareness</li> <li>Affordability of Housing</li> <li>Ensuring our Community is Connected / Feeling Disconnected (2x)</li> <li>Accessibility of Land</li> <li>“Image” and Perception</li> <li>Lack of diversity</li> <li>Over-regulated</li> <li>Imbalance of Power</li> <li>Disenfranchisement “Why Try?”</li> </ul>	<p><b>Connection</b></p> <p><b>Accessibility</b></p> <p>Diversity / Integrated</p> <p>Transparency</p> <p>Congruence</p> <p>Voice / Involvement / Collective input</p> <p>Balance</p>	<ul style="list-style-type: none"> <li><b>Employment and Economic Diversity</b></li> <li><b>Connection / Neighbourhood Connections</b></li> <li><b>Integrated Community / Less Fragmentation</b></li> <li><b>Inclusive: A Home for All (Aged Care, Disability, Respite)</b></li> <li><b>Work / Life Balance</b></li> <li><b>Voice / Engaged and heard</b></li> <li><b>Collective Group Action / Opportunities for people to put their hands up</b></li> <li>Contentment</li> <li>Thrive, Not Survive</li> <li>Accessible, Affordable Comprehensive Healthcare</li> <li>Affordable Accommodation</li> <li>Accessible Transport to enable Connection</li> <li>Authenticity (empowered/able to be who you are)</li> <li>Value Shift from Economic Focus</li> <li>Transparency</li> </ul>

<ul style="list-style-type: none"> <li>● Need to empower individuals re: wellbeing</li> <li>● Recovery</li> <li>● Nostalgia for “what it was like”</li> <li>● Climate Crisis</li> <li>● Environmental Toxins</li> <li>● Need New Ideas and Processes / Historical Creating lack of cohesive long term Vision (2x)</li> <li>● Education (2x)</li> <li>● Governance /Leadership not listening</li> <li>● Limited Defensive Planning</li> </ul>	<p style="text-align: center;">Structure to a Plan</p> <p style="text-align: center;">Delivery</p> <p style="text-align: center;">Enabling</p>	<ul style="list-style-type: none"> <li>● Regenerative Process</li> <li>● Wai Wanaka (brings connection)</li> <li>● Good Leaders (authentic commitment, action oriented)</li> <li>● Education (schools &amp; workplace)</li> <li>● Vision for Wanaka</li> <li>● Quality, Not Quantity</li> <li>● Science and Research funding</li> <li>● Support ski field development</li> </ul>
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## The Survey - Results and Analysis

The survey ran through the month of March and canvassed 135 people, some of whom were participants in the forum. Whilst statistically small, the greatest value of this survey is in identifying community priorities, which indicates the areas that Shaping our Future could focus its efforts for the next 1-3 years.

The survey consisted of twelve questions, separated into the four main categories: Social, Cultural, Economic and Environmental, including an overall query regarding the Vision Beyond 2050. There were three other questions about demographics which have been covered earlier in this report.

### Social Wellbeing

Q1. Regarding social wellbeing, when asked what the number one issue was, over fifty percent responded, “Better resourced, more connected health system (mental health, physical health, maternity care), with the remaining options receiving relatively equal weight, as can be seen below:

▼ Better accessibility and information to mental health and social services	6.67%	9
▼ Access to culturally appropriate support services	5.19%	7
▼ Mental Health Education for all	5.19%	7
▼ <b>Better resourced, more connected health system (mental health, physical health, maternity care)</b>	50.37%	68
▼ More connected community	12.59%	17
▼ Access to meaningful work	8.89%	12
▼ Access to tertiary education that is locally and socially relevant	2.22%	3
▼ Other (please specify)	<b>Responses</b> 8.89%	12

Q2. Respondents were almost evenly divided on the three different options about what is needed to help respondents connect better with the community?

ANSWER CHOICES	RESPONSES
▼ Places to meet and/or do activities.	40.63% 52
▼ Events and/or festivals that bring the community together	39.06% 50
▼ People employed to create opportunities for communities to meet up and work together	28.91% 37
▼ Other (please specify) <span style="float: right;">Responses</span>	10.94% 14

Q3. There was no single solution that emerged for housing, though the four answers that received approximately 20% vote each were Affordability; Incentives to build better homes; Increase in availability of homes to meet different needs; and, Lower cost of living to increase disposable income.

ANSWER CHOICES	RESPONSES
▼ Affordability to buy a standard home	20.90% 28
▼ Innovative affordable home solutions, like tiny homes	11.19% 15
▼ Incentives to build more comfortable, low carbon houses, e.g. passive houses	19.40% 26
▼ Security of tenure i.e. length of rental agreements	0.75% 1
▼ Range and choice of available housing to meet different needs	19.40% 26
▼ Lower cost of living to Increase levels of disposable income	17.16% 23
▼ Changes to the Accommodation Supplement so more people are able to apply.	2.24% 3
▼ Other (please specify) <span style="float: right;">Responses</span>	8.96% 12
<b>TOTAL</b>	<b>134</b>

Q4. An opportunity for open answers was given to the question, “what should we be aiming for” and 104 responses were given. The general theme of these responses was as follows: More spaces to encourage community connectedness, Access to mental healthcare (a concern about the number of suicides was frequently mentioned), Affordability of housing and Cost of Living. Answers with unique or specific details are listed below:

- Provide a schedule or list of people or specific agencies - (whether Govt or local and community based) - together with their landline Office or contact telephone or 0800 numbers
- A reduced and limited number of liquor shops
- A move to smaller sections and houses that are more energy efficient and sustainably built
- Live in apprenticeship jobs for migrant and purchase housing alternative for vulnerable community
- Equality of services including crisis services. Peer led services. Appropriate pay for MH workers
- Thinking differently about co-housing opportunities in the region. Creative solutions to affordability
- We should be no longer building houses that are less than passive house standard and factory built modular housing systems need to be expanded to build faster and reduce building waste
- Centralised information sources so pathways to support are clearer
- Dedicated areas for Tiny housing. People can build them but there is NOWHERE to put them!
- Initiatives for Cromwell - always treated as the poor cousin with these initiatives!
- Having a 'third place' (after home and work) within small communities (eg Jacks Point, Hanleys Farm, Shotover Country) where people can go and connect with their extended whanau
- People should not need to drive to Dunedin or Invercargill for medical appointments

## Cultural Wellbeing

Q5. The number one issue that the respondents identified as being a priority focus for cultural wellbeing was evenly divided between Opportunities for Expression and Increased Awareness of Maori history. There seems to be a common interest in embracing Maori heritage that represented a greater percentage than the minority 8% of respondents who identified as Maori.

ANSWER CHOICES	RESPONSES
Meeting places	14.18% 19
Events	9.70% 13
Opportunities for expression - e.g. public art, performances, learning.	26.12% 35
Increased awareness of local Maori history and the role of iwi locally	23.88% 32
Education about other cultures	8.96% 12
Enhanced access to tertiary education	8.21% 11
Celebration of diversity in workplaces	5.22% 7
Other (please specify) <a href="#">Responses</a>	3.73% 5
<b>TOTAL</b>	<b>134</b>

Q6. The open-ended question about what the community should be aiming for in the long-term received 98 individual responses. The word cloud generated from these answers indicated that the following terms received the most mentions: Community, Cultural, Maori.

The general theme of these responses was Celebrating Maori culture and heritage more widely, Acceptance of diversity, Encourage inclusivity and More spaces to support the arts. Answers with unique or specific details are listed below:

- Access to more tertiary education programs other than hospitality and tourism - e.g. tech
- Short term name change for Wakatipu, add the "h". Long term just incorporate more stores from our past into display and even newspaper

- A community hub for Maori
- Secure, public, affordable facilities to hold performances, workshops, education, events, especially in Queenstown
- A cultural hub, meeting place
- A local marae with elders
- Performing arts center needs to be developed
- Remove the Citizen word from CAB information centre. More info available about rights and resources in different languages.
- We need a proper event space for larger events and concerts
- There is not many performing art events. In Europe you can get a season pass for a theatre and go to all the shows. If we connect all the events, and put it under one umbrella, maybe people would buy a season pass.
- Bilingualism as our new normal - eg signs, welcomes, greetings
- Place to connect to Ngai Tahu

## Economic Wellbeing

Q7. The number one issue identified as the focus for Economic Wellbeing was the need for a Variety of Employment and Diversification, similar to the focus of the forum.

ANSWER CHOICES	RESPONSES	
▼ Living wage	27.07%	36
▼ Job security	6.77%	9
▼ Training	0.75%	1
▼ Ability to develop and grow within an organisation	5.26%	7
▼ Variety of employment opportunities through a diversified economy	49.62%	66
▼ Enhanced access to relevant tertiary education	3.76%	5
▼ Other (please specify)	Responses 6.77%	9
<b>TOTAL</b>		<b>133</b>

Q8. Extending on this idea, the number one issue that the respondents would focus on is Infrastructure to support economic and social wellbeing (41%), with the other factors receiving even weight.

ANSWER CHOICES	RESPONSES
▼ Diversity of jobs available	14.93% 20
▼ Ensuring visitors pay towards infrastructure, e.g. the bed tax	14.18% 19
▼ Increasing growth	0.75% 1
▼ Managing growth	20.15% 27
▼ Infrastructure to support economic and social wellbeing	41.79% 56
▼ Other (please specify)	Responses 8.21% 11
<b>TOTAL</b>	<b>134</b>

Q9. The open-ended question about what the community should be aiming for in the long-term to achieve economic wellbeing received 98 individual responses. The recurring theme of these answers were Diversification of industry/Less emphasis on tourism, Controlled growth/Sustainable model, Better wages and Higher quality employment.

Answers with unique or specific details are listed below:

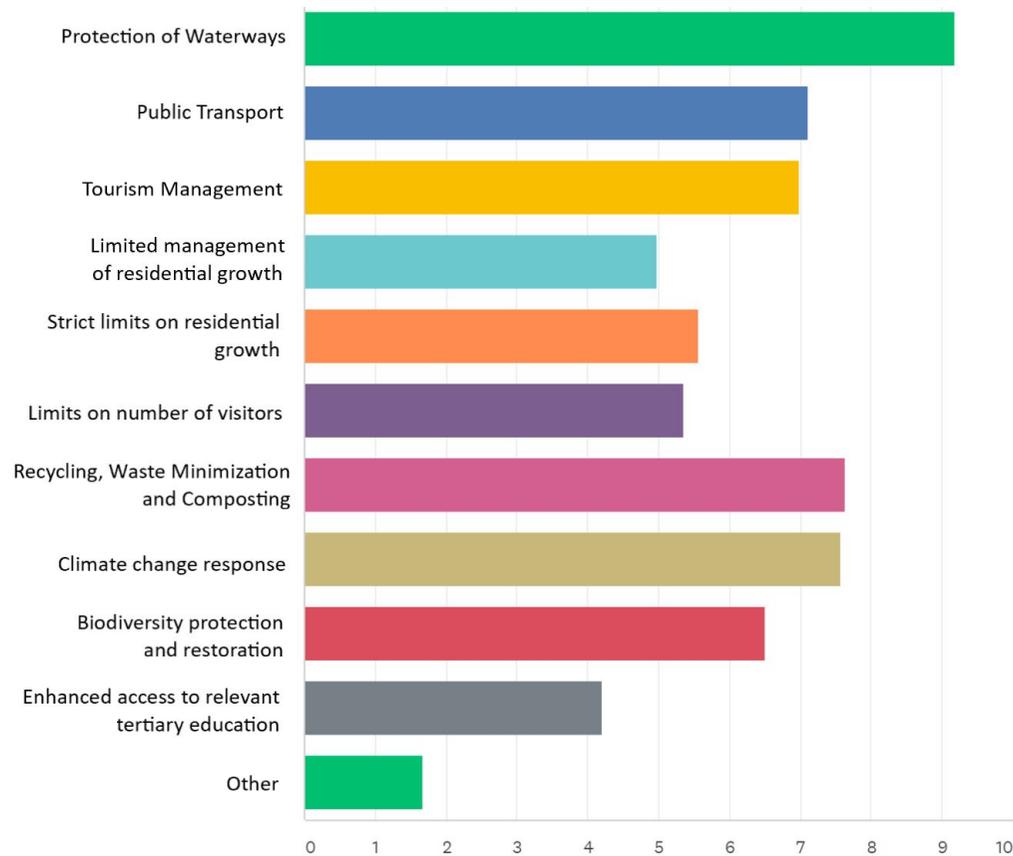
- Training for an increasing IT world and action based learning eg not all on line
- A reset of our tourism industry and the development of new industries such as IT and conference centres
- Including the impact on society & the environment (both negative & positive) when looking at our economic reporting
- Fair contractual obligations to protect both work providers and job-seekers so that neither get taken advantage of or become penalised by
- More work opportunities for those with disabilities
- Putting our district on the map as a remote work hub to encourage start-ups and a global connection
- Creating our own industries, get away from the need to import food into the valley
- Regenerative tourism coupled with developing education and innovation centers
- Consider jobshares more. Employer gets 150% from two people sharing a fulltime job

- Developing a sustainable economic sector, such as a university hospital that serves Queenstown-Lakes and Central Otago. In most major cities, universities or hospitals are the biggest employers. This makes the economy resistant to fluctuations, as these industries are always necessary. It will also attract and retain skilled residents. Further, it would increase access to tertiary health services to the most remote communities
- Having visitors contribute to the costs they place on our small community can be done as in many key tourism areas overseas so the burden stops falling on ratepayers
- We must train people in technical areas. Eg: small training school for electricians or heat pump engineers. Training in Computer science and create a film production studio.
- Jobs for the elderly

## Environmental Wellbeing

Q10. Environmental wellbeing considered whether the natural environment can sustainably support the activities that constitute healthy community life, such as air quality, fresh water, uncontaminated land, and control of pollution.

Respondents were asked to rank issues in order of priority to focus on in the next 1-3 years, and the top three that emerged were Protection of waterways, Recycling and waste minimization and Climate change response. It is interesting to note that responses were fairly evenly distributed among the ten options, indicating a strong interlink between issues that need to be addressed to succeed in achieving environmental wellbeing. An option of “Other” was provided though this answer was not given an option to provide specifics.



Q11. The open-ended question about what the community should be aiming for in the long-term to achieve environmental wellbeing received 97 individual responses. The recurring theme of these answers were Protection and Restoration of Nature, particularly waterways, Prevention and Good management of growth.

Answers with unique or specific details are listed below:

- Conservation areas that are predator free and able to sustain native wildlife like takahe, whio etc to survive and build this as a tourism business in itself
- Continue to walk the talk of clean green NZ. This means Council must be more transparent about contract sign-offs and work within the law for housing developments and infrastructure. Less old boys network and more scrutiny of proposals. Task force to continue to investigate and promote alternative industries
- Clean waterways filtered by tussocklands and riparian planting, full meaningful employment, incentives to go solar, electric and hybrid vehicles low cost, affordable eco housing, locally grown food in a sustainable manner, use quality science and research to make decisions, community makes decision re urban planning not developers, adult playgrounds, a museum and art gallery, public transport, ban large motor homes and touring vans, no jets, manufacture of medicines, clothing eg wool, furniture, electric trucks, recuperative hospital and aged care facilities, civil defence , increase in native birds, insects , plants
- Not electric vehicles... use of hydrogen instead. Electrification of vehicles is a short term fix that will land us in trouble with power supply.
- Reduce urban and other waste/ contaminants into our waterways and ban ALL plastics
- Recycling is not that effective - it is merely a transfer of our responsibilities - we feel we do the right thing, it goes into the right coloured bin & that's the end of it - we need to instead move further upstream & put the responsibility on the producers & manufacturers of goods, food or otherwise - i understand that's not within the scope of local government though - I guess locally, building of commercial recycling as well as commercial composting facilities, so that none of our waste leaves the district
- Education about climate change affects in our district eg less snow = no skiing! Make the issue relatable. Focus on actions for businesses to take, not pushing all the changes needed onto the individuals
- Waterways (listen to Alexa) and re-cycling - start local - get supermarkets on board to show which packaging is recyclable so we can make better informed choices on how to help re-cycle in our community - Although this is a government issue and they should put pressure on suppliers to sell products in packaging that can be recycled in NZ - maybe we can start local and get the big supermarkets on board.
- End DOC leases to animal farming; ie end cattle grazing in the Dart and Greenstone rivers which feed into Lake Whakatipu
- Living in the doughnut! (check out that model of sustainability)

Q12. The survey concluded with a question asking respondents to comment on what can we change today to lead us towards a successful outcome for Vision Beyond 2050. The four words that occurred in 90% of responses on the Beyond 2050 questions were “community, people, needs and better.” The themes that emerged from the answers were Stop growth/Cap tourism/Slow residential growth, Consider local needs; Educate on Culture, particularly Maori, and Environment.

One respondent summed up succinctly the recurring themes: “Stop expensive development and provide nice affordable homes, resilient adequate infrastructure, don’t damage small communities - keep identity, zero carbon, fantastic public health, research our lake, wake up to climate change.”

Responses with specific ideas were given as follows:

- Engage with more people aged 20-50 who are often less engaged to share their views but who arguably have a greater stake in the progressive, long-term development of our district
- Carbon natural activities, jetboating or helicopter flights etc should pay a carbon tax or similar
- Organisations working in true partnership not in silos.
- Work really hard on more convenient and interconnected public transport, and safer easier cycleways between dormitory suburbs/towns and industrial areas
- Give rebates for environmentally friendly actions like composting
- Talk with universities about trialling satellite classes here, or developing courses/research on aspects of the region
- Create public platforms for debate around targeted industry growth to replace tourism
- More community gardens for food growth
- Paid days from work for community service (reforestation, social support, etc), even 1 or 2 days a year. That might motivate people who are not already involved voluntarily
- Provide disaster preparedness materials (survival kits, first aid kits, information) to all in the community
- New Hotels MUST have adequate parking facilities

## 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 investme

nt.

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. Public transport between Wanaka and Hawea, and within town.

## 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:

# O'CONNOR Anja

Hawea

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## Q. Responding to Climate Change

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

Not enough

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

More Active Transport options for Wanaka, as promised previously

## 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:

Are upper mgmt in council downgrading their pay as a lot of citizens had a pay decrease?

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:

# O'DONAHOO Karen

Wakatipu Reforestation Trust

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

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:

# 2021-2031 Ten Year Plan Submission

Submission Date: Monday, 19 April 2021.

## 1. Executive Summary

The Wakatipu Reforestation Trust (WRT) can deliver for QLDC many of the objectives set out in the Vision Beyond 2050. The WRT requests \$20,000 per annum from the QLDC 2021/31 10 Year Plan for **operating expenses** for the ongoing management and running of all aspects of our Trust.

## 2. Background to the WRT

Established in 2013, the Wakatipu Reforestation Trust (WRT) has a proven track record of leading the restoration of native biodiversity in the Wakatipu Basin. WRT's volunteer run Community Nursery (established in 2014) is currently propagating and growing 10,000 native plants per year from eco-sourced seeds. To date, through our community planting days, WRT has planted over 50,000 native plants on public land (DOC and Queenstown Lakes District Council) in over 30 sites around the Wakatipu Basin. As a result of strong volunteer support at our community nursery, we anticipate a program of ongoing planting of over 10,000 every year well into the future, with a 10 year goal of reaching 150,000 natives planted by 2031.

WRT has 6 **keystone** sites (large reforestation areas):

- Whitechapel Reserve (QLDC)
- Feehly Hill / Bush Creek (DOC/QLDC)
- Slope Hill Road / Mill Creek (DOC)
- Lake Hayes South (QLDC / DOC)
- Peace Park Frankton (QLDC) \*planted to capacity\*
- Earnslaw Slipway (QLDC) \*planted to capacity\*

Our sites are located close to the community, and are valued and recognised as being an outstanding example of biodiversity restoration. Our sites are maintained to a high standard by a dedicated base of volunteers (private and corporate), providing valuable visual touch points for the Wakatipu Basin's native flora and fauna.

WRT provides regular volunteering opportunities for the community. In 2020, we recorded 3720 volunteer hours (up 26% on the previous year), made up of:

- Nursery potting sessions: 1806 hours
- Maintenance of sites: 775 hours
- Planting days: 1139 hours

*Monetized at a conservative hourly rate of \$20 / hr, 3720 volunteer hours equates to \$74,400 worth of labour.*

To date, WRT has recorded a staggering total of 19,000 volunteer hours, the results of which are clearly visible throughout the district at our Keystone & Community Partner sites, and which speaks volumes to the level of community support and engagement in our work.

### 3. WRT Community Nursery

The Jean Malpas Community Nursery is the hub and home of the WRT. Under the guidance of our contracted Nursery Manager, our dedicated volunteers propagate and grow 10,000 native plants per year (95% grown from volunteer-collected eco-sourced seeds). The nursery also provides plants to other community & school groups who are enhancing their own open spaces (also on public land). WRT's weekly nursery sessions provide a valuable opportunity for community members to meet and connect with other volunteers in a supportive setting, while learning about native plants.



The land for the Jean Malpas nursery was provided by QLDC at Jardine Park (including the land for expansion of the nursery in 2017). Without this base to grow our native plants, we would not have been able to grow the volume of natives or had the impact for which we have become known and respected.

*Monetized at \$6.50 per plant, 10,000 natives plants equates to \$65,000.  
This does not include additional costs for rabbit protection.*

### 4. Community Native Planting Days

WRT's planting days are a well-established and well attended conservation activity in the Wakatipu Basin's annual calendar. Hundreds of community members, corporate groups and schools get involved in planting days ensuring all plants go into the ground as planned. Our planting days empower our community to feel that they have an important role to play in restoring biodiversity and mitigating climate change.



### 5. Education - Nurturing Environmental Stewardship

Our community nursery facilitates the delivery of our environmental education programs (Educate for Nature), which includes both schools and adult education. Our goal is to provide hands-on educational opportunities that support and encourage our community to value ecological sustainability, while aiming to inspire and motivate young leaders to embrace stewardship (kaitiakitanga) of place. We believe life-long education is key to engaging community participation in improving the region's natural environment and actively restoring biodiversity.



## 5. Our Vision & Strategic Plan

Our vision is to protect and restore the native biodiversity of the Wakatipu Basin through revegetation projects, collaboration, education and advocacy.

All of our work is guided by the 4 key pillars of our Strategic plan.

- 1) **REVEGETATION**  
Identify revegetation areas on public land and provide plants for these projects to facilitate the restoration of native ecosystems, increased biodiversity and the creation of ecological islands.
- 2) **COMMUNITY/COLLABORATION**  
Be the catalyst in increasing long-term community awareness and engagement, by recruiting, supporting and valuing volunteers, organisations and businesses.
- 3) **EDUCATION**  
Create opportunities to actively educate the whole community in order to foster environmental awareness and participation.
- 4) **ADVOCACY**  
Advocate for retention, revegetation and restoration of native plants including to local and central government, professional bodies and the community.

## 6. Alignment of the WRT with the Vision Beyond 2050 and LTP

Funding decisions in the LTP will help give effect to the Vision Beyond 2050. The WRT actions and activities align completely with the majority of the principles of QLDCs Vision Beyond 2050. As outlined below, through our work, we too respond directly to the statements articulated in 'Vision Beyond 2050':

- **THRIVING PEOPLE | WHAKAPUĀWAI HAPORI** - Our environments and services promote and support health, activity and wellbeing for all. The WRT volunteer hours and community nursery sessions illustrate the high level of community engagement and strong community support. Our Education Officer nourishes the minds of the younger generation and provides lifelong learning opportunities for the broader community.
- **ZERO CARBON COMMUNITIES | PARAKORE HAPORI** - The growth of existing plants and the additional 10,000 native plants per annum help offset carbon emissions.
- **EMBRACING THE MĀORI WORLD | WHAKATINANA TE AO MĀORI** - WRT only plant locally appropriate and historically relevant natives from eco-sourced seed sourced from within the Wakatipu Basin. We recognise that we are all kaitiaki of our protected and restored incredible environment, flora and fauna.
- **DEAFENING DAWN CHORUS | WARAKI** - Our new native plantings create habitat and food sources for birds, creating a healthy and thriving environment and ecosystem in what was previously weed covered areas. We set the standard for combating biodiversity loss
- **OPPORTUNITIES FOR ALL | HE ŌHAKA TAURIKURA** - WRT nursery sessions and planting days are open and accessible for all.

- **PRIDE IN SHARING OUR PLACES | KIA NOHO TAHI TĀTOU KĀTOA** - The WRT planting sites look amazing and will result in pride in sharing our places. Our people and visitors respect the privilege of accessing our rivers, lakes and mountains
- **DISASTER DEFYING RESILIENCE | HE HAPORI AUMANGEA** - The planting of natives trees and plants can help mitigate the effects of climate change.

*In particular, our work directly delivers on **thriving people & deafening dawn chorus**.  
In summary, the WRT can help deliver the Council's Vision Beyond 2050.*

## 7. Alignment of the WRT with the draft Parks and Open Spaces Strategy

Many of the WRT planting sites, and the WRT nursery, are located on QLDC parks and reserves. QLDC's draft Parks and Open Spaces Strategy Plan (which itself fits with the QLDC Vision Beyond 2050) aligns directly with WRT's own Vision and Strategic plan. Of particular note is the alignment with QLDC's objective (page 14 of the Draft Parks and Open Spaces Strategy):

“Open Spaces contribute to enhanced biodiversity, improved water quality and reduced Green House Gas emissions”

WRT's work, as evidenced through our Keystone sites, clearly demonstrates that our mandate delivers against this core QLDC objective. For example, the Earnslaw Slipway (now planted to capacity) provides a welcome biodiversity contrast to the surrounding mono culture of conifers around much of the Kelvin Peninsula. Whitechapel Reserve in Arrow Junction was once broom infested, mine tailings mounds, neither “treasured or protected” (page 14). With over 11,000 natives planted to date (over 1 hectare), this site is now flourishing, providing food and habitat for native insects, lizards, bees, and birds. In addition to the biodiversity value of Whitechapel is that this site is highly valued by the community and visitors riding our iconic Queenstown Trails. Further evidence of community engagement with this site is the number of community members who support annual planting days at this site - most recently Saturday 10th April 2021 saw 70 volunteers attending our planting day where 1500 natives were planted, despite the rain.

Encouragingly, the process of natural regeneration has commenced at our planting sites. Additionally, Whitechapel is now also a valuable source for eco-sourced seeds of some key species, including threatened populations. In the long term, by providing food sources for our native seed dispersers (e.g. Kereru), we not only improve biodiversity but facilitate natural regeneration processes to continue.

## 8. Conclusion - 2021 - 2031 Long Term Plan Request

The WRT requests a funding grant from QLDC of \$20,000 + GST per annum. This is an increase from our current annual grant of \$5,000, however the opportunity exists to significantly increase the amount of native reforestation to better achieve the Vision Beyond 2050.

Our annual operating expenditure is approximately \$150,000 per annum. An annual grant of \$20,000 would enable the WRT to help deliver Council's Strategic Vision as set out in the draft LTP, in particular:

- THRIVING PEOPLE | WHAKAPUĀWAI HAPORI
- ZERO CARBON COMMUNITIES | PARAKORE HAPORI
- DEAFENING DAWN CHORUS | WARAKI
- PRIDE IN SHARING OUR PLACES | KIA NOHO TAHI TĀTOU KĀTOA

Ultimately the funding would be used to support us to get more plants in the ground. Specifically, it will apply to the ongoing management and running of all aspects of our Trust, including operating salaries, nursery operations, sites maintenance, consumables and plant protection.

Refer below for a breakdown of the Trust's key annual operating expenses:

- **Operating Salaries** - \$65,000 (Operations Manager & Nursery Manager - approx 35 hours per week)
- **Site preparation & weed suppression** - \$4,250
- **Fuel** - \$750
- **Plant protection & fencing** - \$13,500
- **Potting Mix** - \$7,800

WRT submits that the Parks & Open Spaces Strategy (albeit still in draft) empowers Council to support groups such as ours and that such support should be financial as well as 'in kind'. Consequently we now formally request this grant and would also submit that this funding be an annual amount for as long as the trust continues to enhance the biodiversity of the Wakatipu Basin through our reforestation projects.

**The Trust would like to speak in support of our submission at the Annual Plan hearing.**

For further information:-

Blair Devlin - WRT Trustee

[REDACTED]  
[REDACTED]

Karen O'Donahoo - WRT Operations Manager

[REDACTED]  
[REDACTED]

# O'DONNELL Sarah

Destination Queenstown

Queenstown/Wakatipu

---

## Q. Responding to Climate Change

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

Please tell us more about your response:

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

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 QUEENSTOWN LAKES DISTRICT COUNCIL TEN YEAR PLAN

---

**TO:** Queenstown Lakes District Council  
Private Bag 50072  
Queenstown 9348

**NAME OF SUBMITTER:** Destination Queenstown Inc

[REDACTED]  
[REDACTED]

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**13 April 2021**

To Whom It May Concern,

**RE: Destination Queenstown submission to QLDC Ten Year Plan**

Please accept the accompanying document in support of Destination Queenstown's official submission to Queenstown Lakes District Council's Ten Year Plan. The document is Destination Queenstown's FY21-22 Business Plan, as endorsed by its Strategic Review Board (SRB) at a meeting held on 8 April 2021. Our submission seeks continued funding for DQ's role of destination marketing, through the targeted tourism promotion levy on commercial rates. Destination Queenstown has followed a robust process of consultation with our members during the development of the business plan.

At the SRB meeting two recommendations were successfully passed:

- (i) That the SRB Members approve the Business Plan FY2021-2022 presented by the Destination Queenstown Board and Management
- (ii) That the SRB Members approve the financial resources to be sought from the Queenstown Lakes District Council

**Based on the above process and support from the DQ membership we make this submission to the QLDC annual plan to secure funding for Destination Queenstown of \$4,419,698 for the financial year.**

Destination Queenstown

[REDACTED]



DQ Chairman, Richard Thomas, would also be happy to talk in support of this submission.

If further information is required, please contact Destination Queenstown CEO Ann Lockhart on [REDACTED] or Destination Queenstown Marketing and Communications Director Sarah O'Donnell (details below).

Yours sincerely,

**Sarah O'Donnell**  
**Marketing and Communications Director**

**Work:** [REDACTED]

**Mob:** [REDACTED]

**Email:** [REDACTED]

Destination Queenstown  
[REDACTED]

*Destination Queenstown*

# **Annual Business Plan FY21-22**



**HOME OF  
ADVENTURE**

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## SITUATION ANALYSIS

Since March 2020, the tourism industry has been experiencing the devastating impacts of the Covid-19 virus and associated border closure. The pandemic has been catastrophic for the tourism industry in Queenstown, with impacts flowing on to the wider regional economy.

It has been upsetting to witness not only the human loss that COVID-19 continues to cause, but also the struggle our operators are experiencing to mitigate the pandemic's impact on their businesses.

Prior to Covid-19, Queenstown's visitor economy had experienced strong growth over the last 10 years. Visitor expenditure had grown from \$1.3B in 2009 to \$2.4B in 2019 (MRTEs). Total visitation to the area was estimated at over 3 million unique visitors annually with approximately 65-70% of these being international. In addition to tourism growth, the Queenstown Lakes District had experienced strong population growth, with a 5.6% average annual population growth over the last 10 years.

Towards the end of 2019, a global consolidation in tourism growth had begun to impact Queenstown before the devastating effects of Covid-19. With tourism being the district's primary industry, comprising over 55% of total GDP in 2019, Queenstown has been one of the areas hardest hit by the downturn in tourism. At calendar year end December 2020, the tourism picture in Queenstown continued to worsen, with total electronic card spending in Queenstown reduced to \$684M (Marketview)

In addition to the negative economic effects for Queenstown itself, there are further wide-ranging impacts. Queenstown is a globally renowned resort town and has played a key role for NZ promoting the country offshore. The tourism industry in Queenstown has made a significant GDP contribution to NZ, with over a third of all NZ's tourism GDP generated in the district prior to Covid-19. The region also has major tourism assets and infrastructure, both natural and man-made, including ski fields, significant investment in tourism business, biking and hiking trails, wineries and food and beverage product and social amenities. Queenstown is a crucial component of New Zealand's tourism offering and retaining a critical mass of tourism assets will be vital to recovery.

The lack of international visitors to the district not only has local implications, but also wider South Island and national impacts. As identified in the 'Sustaining Tourism Growth in Queenstown' report (March 2018), if an international tourist visits Queenstown, spend in the rest of the South Island is more than three times higher than if that tourist had not visited Queenstown. This spending added \$988 million – \$1.10 billion to the South Island's GDP, and 9,600 –11,600 jobs in the South Island, prior to Covid-19. These same visitors spent \$1.44 – \$1.74b per annum in NZ, equating to \$1.3 – \$1.6b in NZs overall GDP.

Queenstown is also as a major international gateway for the lower South Island and reduced visitor numbers in Queenstown will have a negative flow-on effect throughout the South Island, particularly in other tourism reliant destinations such as Wanaka, Fiordland and the West Coast. For destinations with

tourism based economies, the impact includes loss of direct tourism spend, reduction in employment within the visitor economy, business slow down and, in some instances, closure as well as wider potential economic downturn across other sectors through the reduction in demand for goods and services.

Maintaining the critical mass of tourism services and facilities across the visitor economy is essential to ensure that when the virus is contained and visitors are able to travel again, the industry is able to respond and rebuild both in Queenstown but also for the benefit of the wider NZ economy.

Despite increasing domestic expenditure 20% from \$447M in 2019 to \$538M in 2020 (Marketiew), domestic tourism alone is unable to fill the gap left by international visitors and it will struggle to be sufficient to sustain the level of tourism investment we have. There is a risk that we may lose what makes Queenstown so popular: the breadth and depth of experiences and activities available, set within magnificent landscapes and run by passionate and knowledgeable people.

While the value of the domestic visitor and the importance of their advocacy is crucial, the length of stay and expenditure from the domestic market does not match that of international visitors. Tourism New Zealand (TNZ) research shows that international visitors spend up to three times more a day than New Zealanders and it takes 12 overnight trips from Kiwis to equal the spend of one international visitor.

## TNZ

Working in collaboration with TNZ and leveraging their work will continue to be a priority for DQ in FY21-22. At the time of writing the Tourism New Zealand strategic plan for FY21-22 had not been published. However, it is expected that their strategy will remain similar to FY20-21, focusing on getting *Kiwis to participate in the Tourism economy by being more adventurous and adding new into their holiday experience.*

Their key priorities will broadly be:

- Maximize the domestic opportunity to ensure the tourism industry survives
- Ensure domestic grows its share against competition through Travel Bubbles
- Drive long term value contribution through targeting regional, seasonal, and high value segments

Focus areas that will be most relevant to the DQ strategy include:

- Boldly grow brand desire to make New Zealand irresistible to visitors that will enrich Aotearoa.
- Drive domestic demand and lay the foundation for long-term value
- Accelerate the recovery by scaling up high-value conversion across markets and priority audiences as borders re-open
- Support industry to deliver quality visitor experiences that enrich New Zealand for both domestic and international visitors.

## *Parliamentary Commissioner for the Environment*

Also playing an increasingly considerable role in the backdrop to NZ tourism is the Parliamentary Commissioner for the Environment's report.

"Not 100% - but four steps closer to sustainable tourism" report, released on 18 February 2021, urges the Government to take advantage of the pause in international tourism to transform the sector to one with a substantially smaller environmental footprint. The report acknowledges that Covid-19 has brought international tourism activity to a halt, threatening the livelihoods and commercial viability of many of New Zealand's tourism-related businesses, however it advocates that the discontinuity created by Covid-19 also offers an opportunity to address some of the environmental and social issues associated with New Zealand's tourism industry.

The Commissioner presents a set of four policy proposals to combat some of the environmental challenges faced by tourism:

- Introduce a departure tax that reflects the environmental cost of flying internationally from New Zealand and use the revenue to support the development of low-emissions aviation technologies and provide a source of climate finance for Pacific Island nations.
- Make any future central government funding for tourism infrastructure conditional on environmental criteria and aligned with mana whenua and the local community's vision for tourism development.
- Clarify and, where necessary, strengthen the tools the Department of Conservation can use to address the loss of wildness and natural quiet at some of Aotearoa's most spectacular natural attractions. This includes tightening up rules around commercial activity on conservation lands and waters.
- Strengthen the existing standard for self-contained freedom camping, improve oversight of the certifying process and require rental car agencies to play a greater role in collecting freedom camping infringement fees and fines.

This report followed the publication of "Pristine, popular... imperilled" in late 2019, a report which sought to address the environmental and cultural impacts of tourism and what ongoing business-as-usual growth could mean for the environment and the vulnerability of the tourism sector. The report issued a warning that increasing numbers of tourists – both domestic and international – were putting NZ's environment under pressure and eroding the attributes that make Aotearoa New Zealand an attractive country to visit.

## *STAPP funding*

In mid-2020 Destination Queenstown was a recipient of Strategic Assets Protection Programme (STAPP) funding.

In light of the difficult trading environment for members, DQ took a 7.5% decrease in member funding for the FY20-21 year - however with the Government STAPP funding, some reserves and diversion of funds, our activity in domestic marketing has increased by over \$1m and our Australian marketing is ready to be rolled out when the borders look to open.

STAPP funding was available to RTOs for the 2020/2021 year that could demonstrate a commitment to:

- a. Advancing the goals of the New Zealand-Aotearoa Government Tourism Strategy and create a more productive, sustainable and inclusive tourism sector;
- b. Retaining RTO investment from Local Government
- c. Adopting a destination management approach in line with MBIE's Destination Management Guidelines which includes working with industry, communities and stakeholders to plan for the future, supporting industry capability and product development opportunities; and
- d. Domestic marketing activity that complements Tourism New Zealand's domestic marketing

STAPP funding support has been made available for a programme of activity across these categories and scaled to the individual RTO's needs, priorities and agreed investment plan.

On this basis, STAPP funding granted to DQ has been allocated across three main areas:

- 1) Destination Management and Planning for the Southern Lakes region in collaboration with Lake Wanaka Tourism and QLDC
- 2) Industry Capability Building and Product Development
- 3) Domestic trade, consumer and business events marketing.

## Summary

As in FY20-21, Destination Queenstown is committing its full resource to driving demand from the domestic market and converting this to visitation and expenditure. Destination reputation work will also be vital throughout 2021 as we work to encourage repeat visitation to Queenstown and actively counter the negative sentiment and 'tall poppy syndrome' that Queenstown has often been the victim of in the past 12 months.

Destination Queenstown will continue to work with flexibility within the parameters available, that is; ongoing and sustained domestic marketing activity to drive year-round demand; resuming work to maintain brand awareness in Australia and commencing work to re-enter long haul markets in the latter half of 2021.

With the virus not yet under control and international border controls in place, it remains challenging to forecast when travel may resume. However general media commentary indicates there is improvement in the management of the pandemic over the last three months, and World Health Organisations [graphs](#) indicate a drop in active cases across all continents. There is optimism that we may have reached a turning point in the management

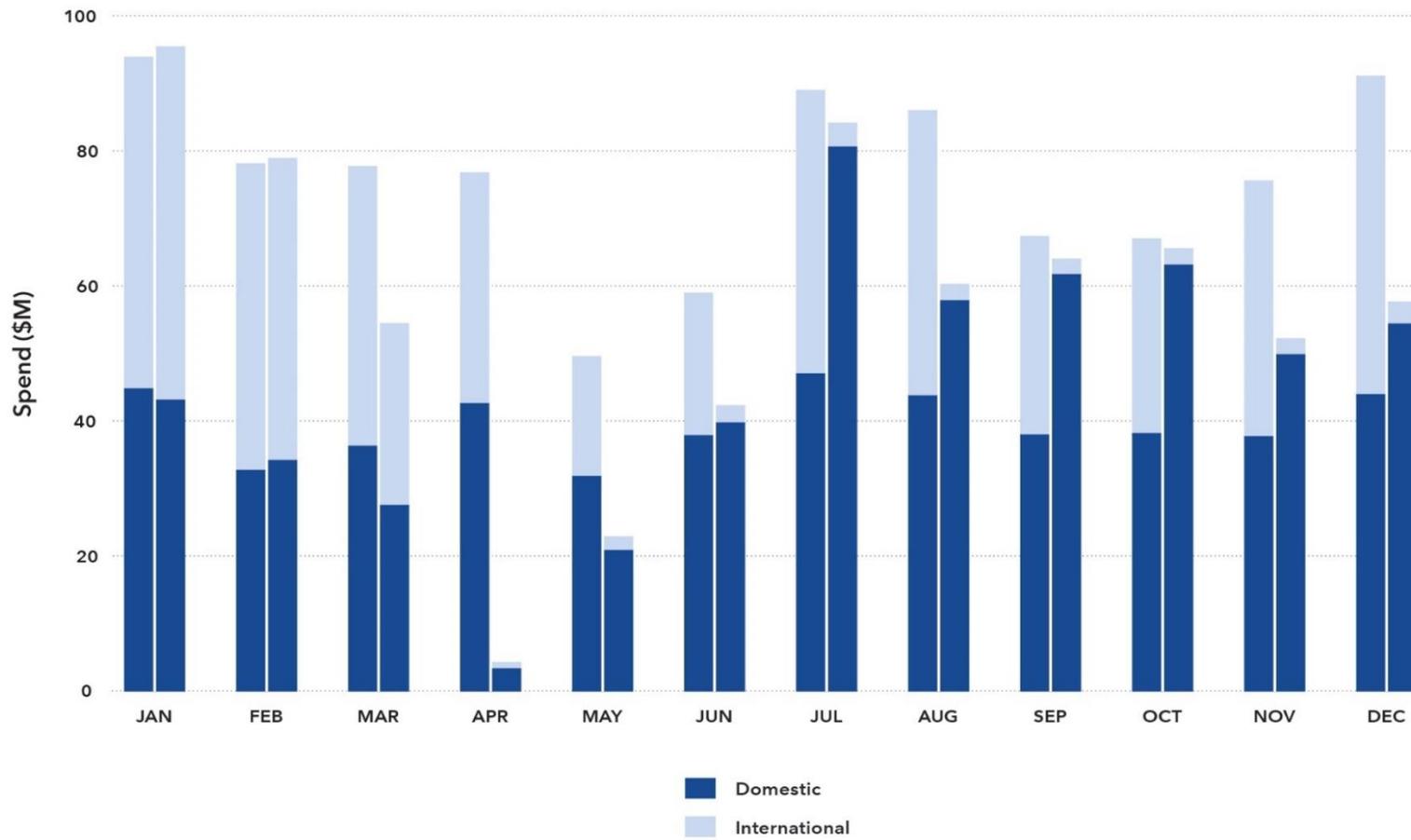
of the pandemic worldwide, firstly with the reduction in the number of new cases down from 750,000 to 420,000 daily, across all continents since January, and 173 million shots of the vaccine administered at time of writing (source Bloomberg).

DQ has undertaken demand scenario planning and an outline of this, with link to the full document, included in the appendix.

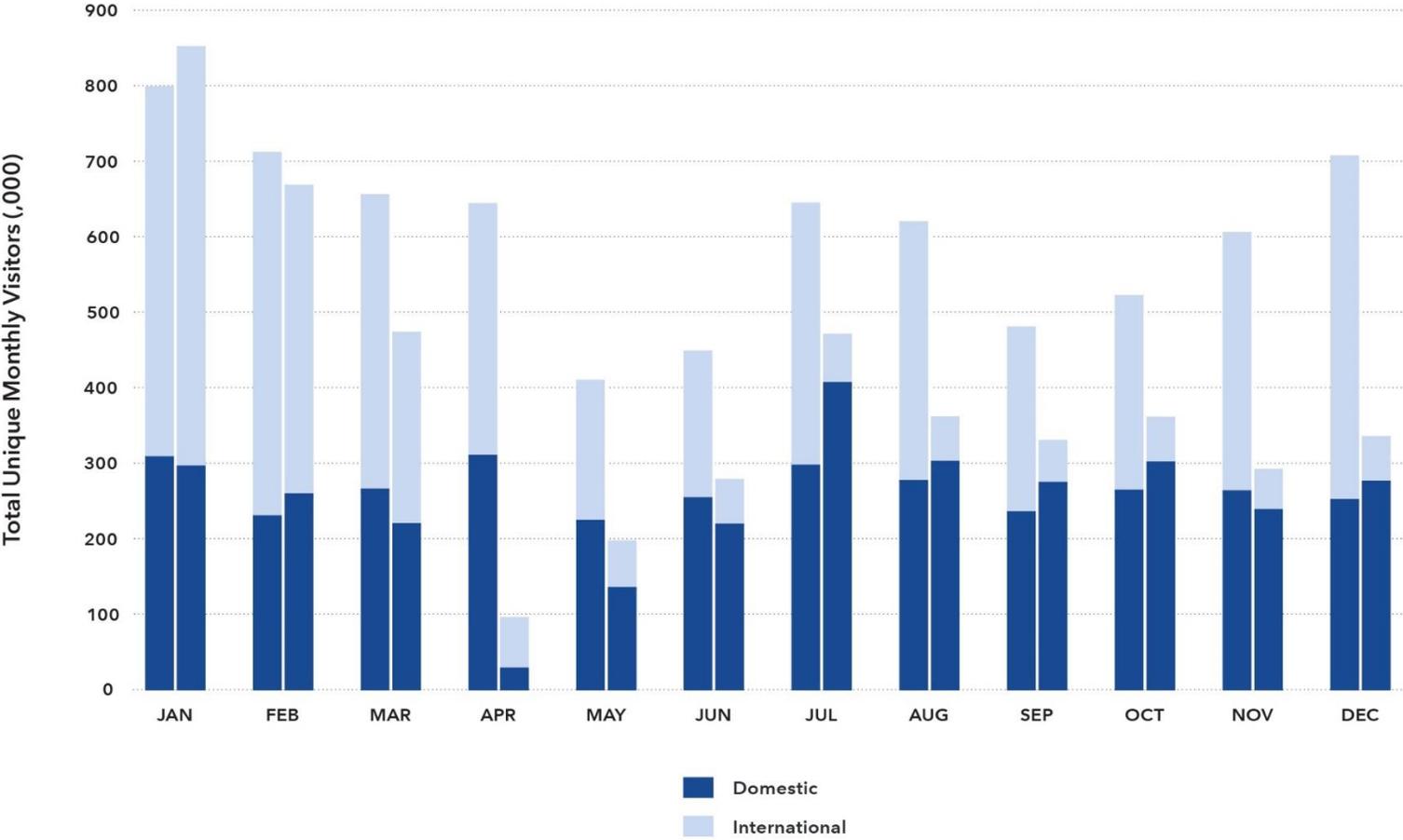
\*Sources: Sustaining Tourism Growth in Queenstown report, Queenstown Lakes District COVID-19 Recovery Intelligence Report, Marketview Data and MRTes, DataVentures Tourism NZ data tool.

## DESTINATION PERFORMANCE

Queenstown Visitor Expenditure 2019 us 2020, International & Domestic

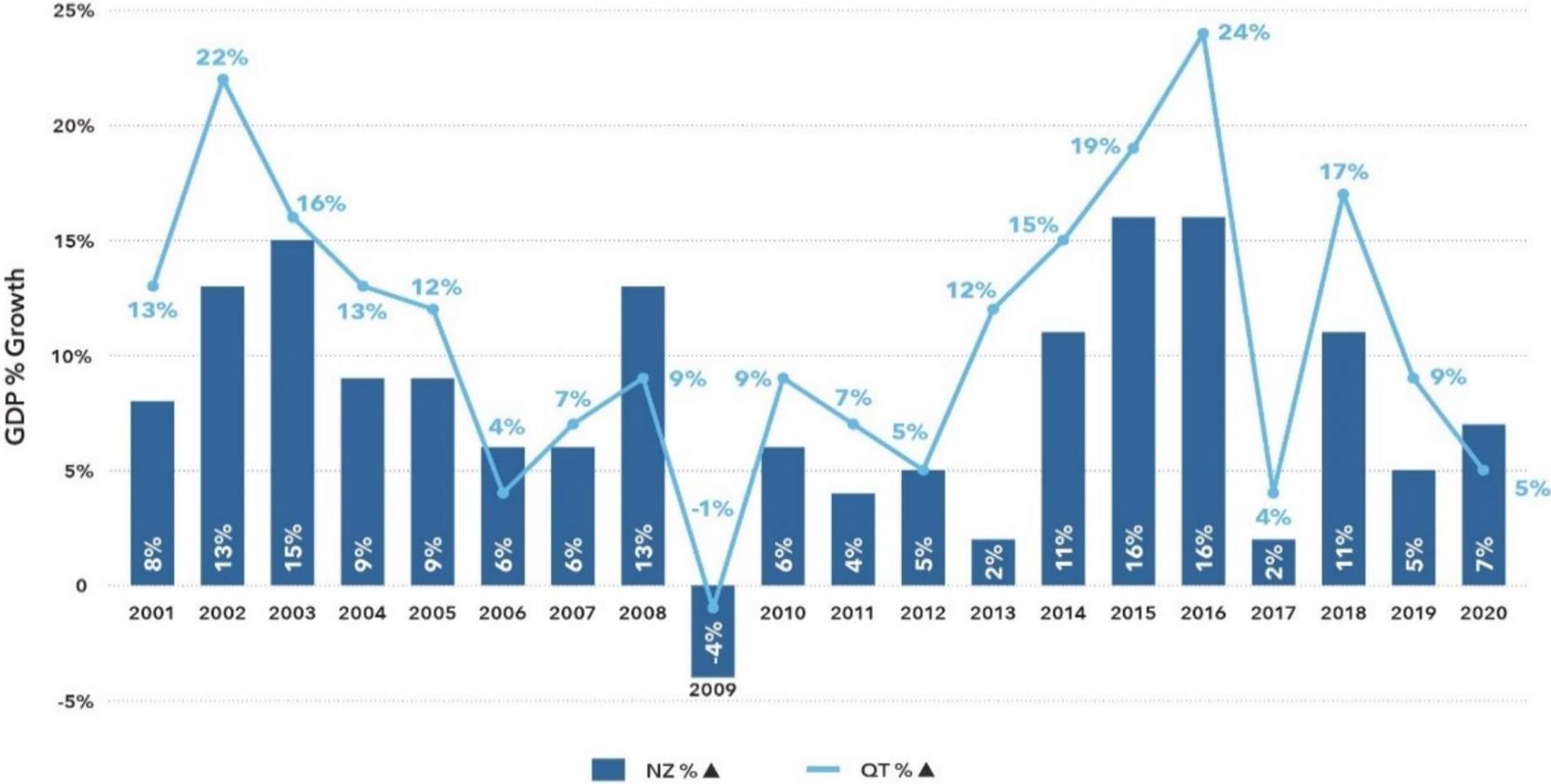


**Total Daily Visitor Count, 2019 us 2020, International or Domestic Origin**

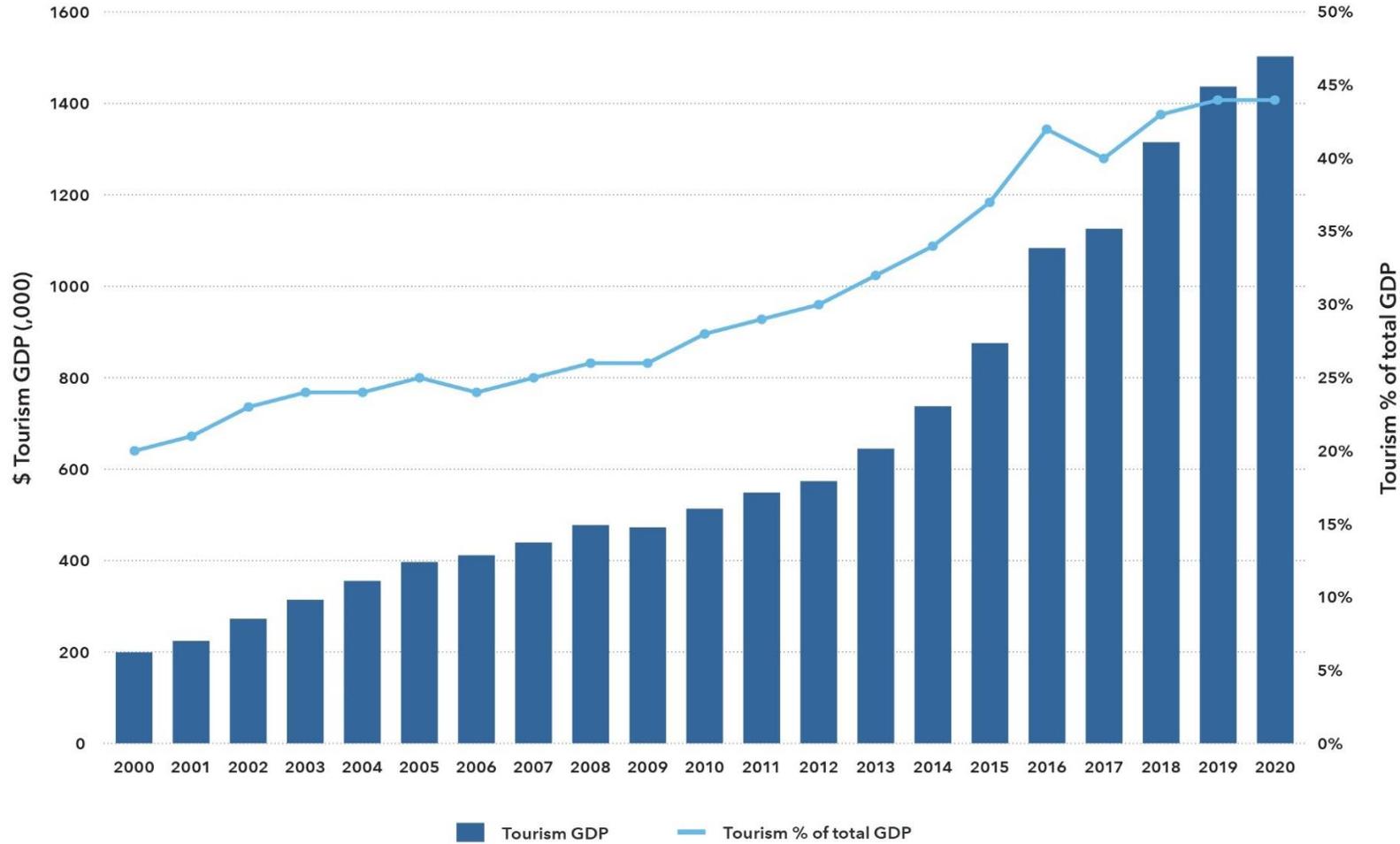


*Note: Visitor count is total unique visitors but doesn't account for visitors who stay overnight. For example a visitor that stays three nights is counted three times.*

### New Zealand vs Queenstown Lakes Tourism GDP Growth Year Ending March



### Queenstown Lakes Tourism GDP and Tourism Share of Total GDP Proportion



## VISITOR DEMAND MAPPING

Destination Queenstown has created a Visitor Demand Mapping report covering a range of scenarios of when visitor demand is likely to start, set and scale for the Queenstown Lakes District over the next four years. It aims to identify timelines for optimistic and conservative scenarios regarding the return of demand for tourism products within the Queenstown Lakes District.

Expert analysis, media commentary and government statements in the second half of 2020 indicated that the NZ government was approaching opening of international borders in a phased manner. Starting with the trans-Tasman and Pacific Islands, with long haul markets deferred over several months, with countries that have managed the pandemic relatively better opening up first (viz. Japan, Taiwan, South Korea, Singapore) and countries that were still struggling to get the pandemic under control opening last (viz. US, UK, Brazil, India). However, with multiple approved vaccines coming into the mix late last year the NZ Government strategy seems to have evolved. The approach now appears to be to get most of the NZ population vaccinated prior to borders reopening. Countries like UK and US, that were finding it hardest to get the pandemic under control, have achieved impressive vaccine penetration. At the time of writing the UK had reached a 40% vaccination rate within total population and US was at 33%. The US is targeting the majority of population to be vaccinated by May 2021. For the full demand mapping and forward outlook report please see the link in appendix 1.

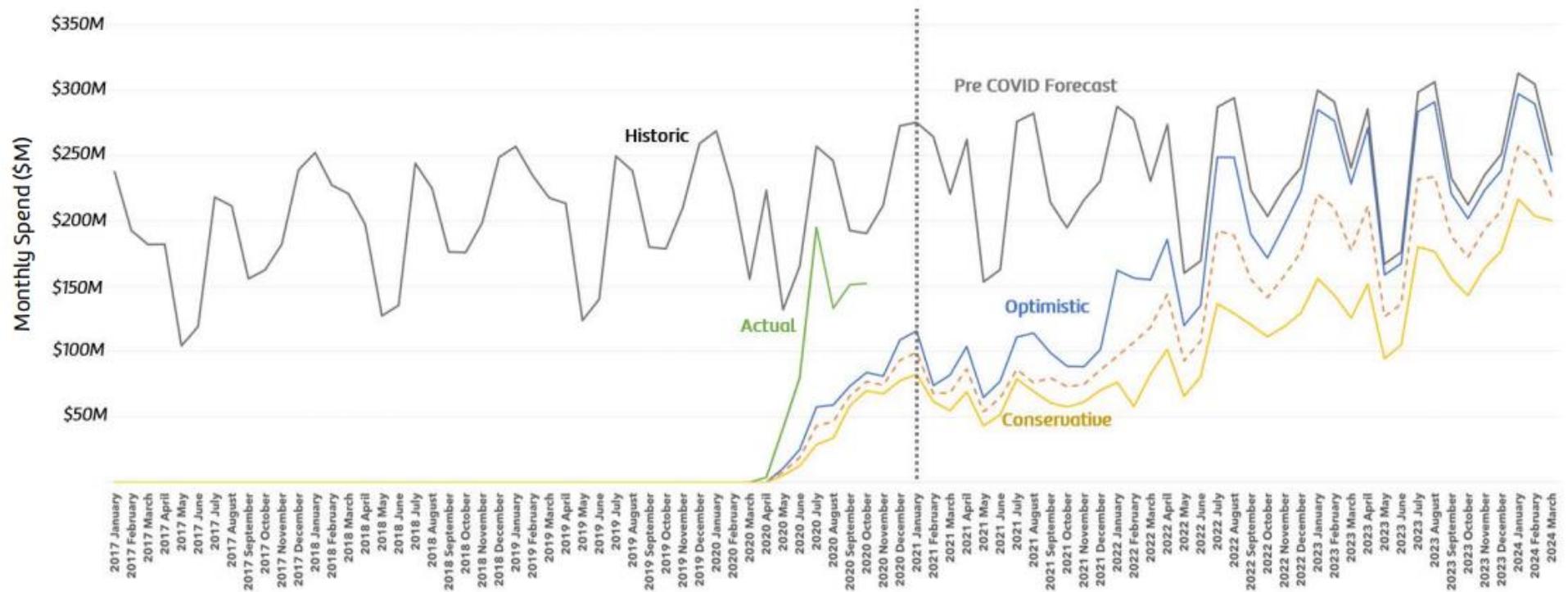
### Timeline

MARKETS	CONSERVATIVE	MID	OPTIMISTIC
<b>HORIZON 1</b>			
Regional Market, New Zealand Domestic Market	OPEN	OPEN	OPEN
<b>HORIZON 2</b>			
Trans-Tasman Australia	NOV 2021	SEPT 2021	JUL 2021
<b>HORIZON 3</b>			
Long Haul Markets	MAR 2022	FEB 2022	JAN 2022

## LONG TERM VISITOR DEMAND MAPPING

The recovery spend graph below represents three different scenarios for a recovery of domestic and international tourism spend in Queenstown. The grey line is the pre-covid forecast based on MBIE's Tourism Forecasts (2019 -2025) and a green line which illustrates actual MRTE's.

Disclaimer: This tool represents only a potential scenario for what occupancy could look like over the coming period, it is not an actual forecast. This tool has been created solely for the use of Destination Queenstown Members, and is not for publication or dissemination.



\* For the full demand mapping and forward outlook report please see appendix 1. Live documents can be found [here](#).

## ASSUMPTIONS FY2022

The DQ FY21-22 business plan is based on the following set of assumptions that reflect the current operating environment at time of writing:

- NZ will experience a staggered approach to the reopening of international borders, starting with Australia and then long-haul borders in calendar year 2022.
- The Trans-Tasman bubble will be introduced in FY20-21.
- Direct Australia-Queenstown flights will resume once trans-Tasman travel resumes. All four international airlines previously operating into Queenstown will resume flights.
- DQ's focus has moved to driving year-round demand and visitation, as opposed to a focus on shoulder seasons.
- Queenstown will continue to have a reasonably strong level of tourism product operating during FY21-22. Some businesses will continue to right-size, downscale or hibernate, relative to the Australian border opening.
- Air NZ sustains domestic capacity (multiple daily Auckland, Christchurch, Wellington flights) at about 75% of previous levels, and Jetstar maintains competition on key domestic routes.
- Pent up demand for domestic tourism will lessen over 2021/22. However, there is opportunity to increase repeat visitation to Queenstown if borders remain closed and New Zealanders are unable to travel overseas.
- Trading patterns will be irregular, with peaks and troughs across the year, and volatility of visitation levels week-to-week and month-to-month. The pattern of busy weekends and quiet early/mid-week will continue until a Trans-Tasman border is introduced.
- Domestic booking leading times will remain short, with majority of bookings in the 1-7 day window.
- Once trans-Tasman travel is introduced there will be pent up demand for travel to Queenstown from Australia.
- There will be a change in our community's view toward tourism, with potential social license risk, with locals becoming accustomed to reduced visitor numbers.
- There is likely to be a change in visitor preferences when traveling, favouring authentic and sustainable experiences that respect the environment.
- Queenstown will continue to experience "tall poppy syndrome" in the domestic market, however the majority of New Zealanders still agree that tourism provides value to New Zealand (Mood of the Nation survey).

## DQ STRATEGIC FOCUS

DQ has a twofold responsibility over the near and the mid-long term:

- 1) to generate demand from the domestic market, attracting visitors to Queenstown and encouraging repeat visitation to sustain our businesses as much as possible within a domestic only market.
- 2) to participate in the development of a destination management plan for the Queenstown Lakes region that seeks to move the industry toward regenerative tourism by 2030, to enrich the district on all levels – economically, environmentally, socially and culturally.

### SUSTAIN – RECOVER – THRIVE

DQ will operate under a Sustain – Recover – Thrive strategy. Key goals that span the short, mid, and long term are covered under these horizons.

#### **Near term:**

##### Sustain

- Generate demand for Queenstown from the domestic market from leisure and business travellers to drive both year-round and repeat visitation.
- Increase value from visitors by increasing length of stay, increasing spend and improving seasonality spread.
- Leverage events supported by the regional events fund to drive visitation to Queenstown.

##### Recover

- Commence re-entry work into the Australian market, via both consumer and trade channels, to convert pent up demand when the border opens.
- Support business recovery and rebuilding, assisting businesses through member capability building programmes.
- Ensure Queenstown’s brand is strong and in the best position to capture market share as and when available. Embed our brand in trade and business events channels. This work will be critical to ensure Queenstown is well positioned as a desirable destination as travel restrictions are lifted.
- Utilise STAPP funding to deliver industry capability building, support marketing and destination management planning and implementation.
- Proactively partner with other key agencies, such as local government, industry groups, TNZ and central agencies to capture business intelligence and collaboratively work on recovery of the industry.
- Be prepared and proactive to drive demand from international markets immediately upon borders opening.

## Mid-long term:

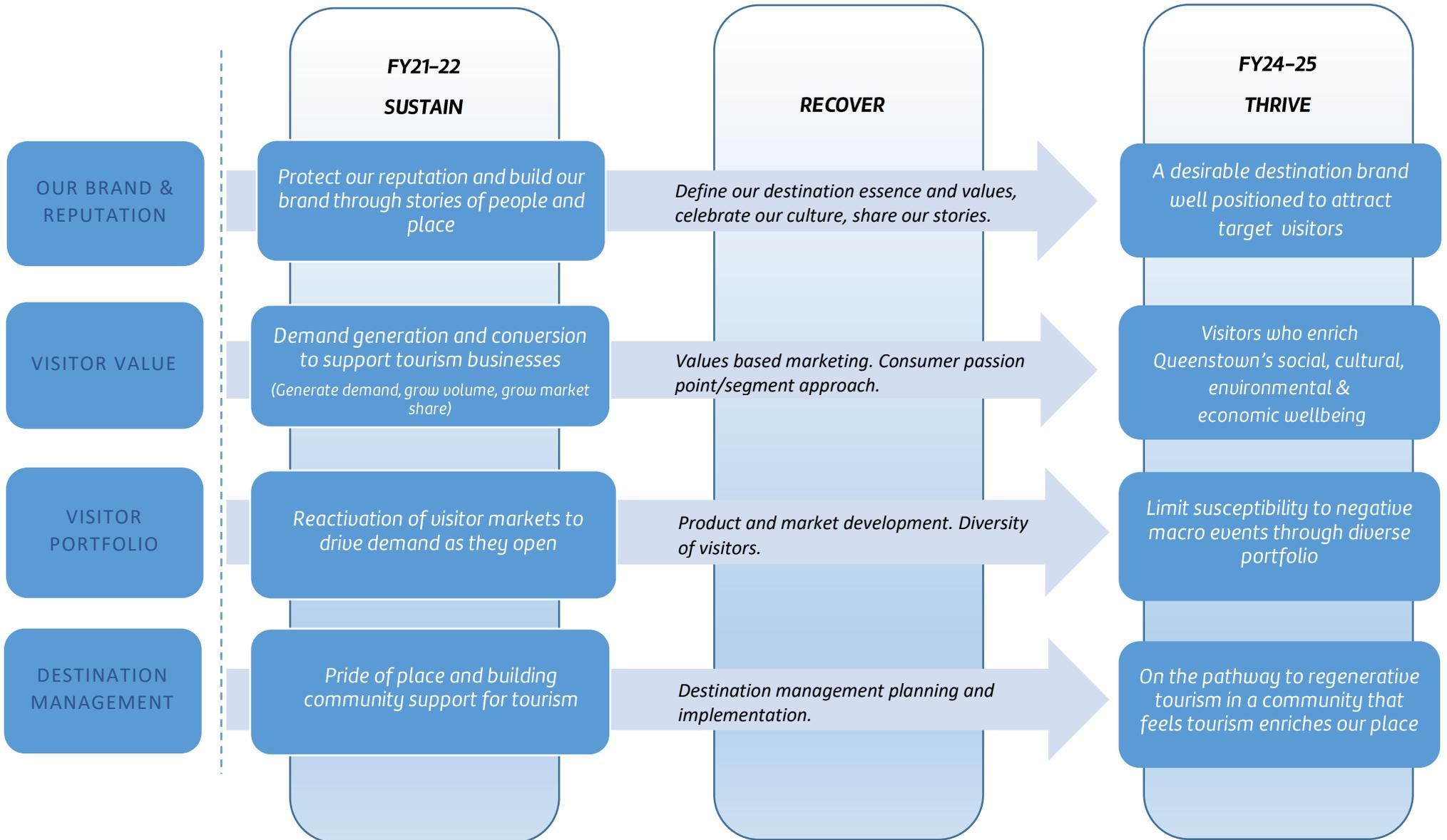
### Thrive

- Protecting our reputation and solidifying our brand with the aim of remaining New Zealand's premier visitor destination.
- Evolve our destination narrative to attract visitors to Queenstown whose values align with those of our people and place.
- Develop and implement a destination management plan that will guide the Queenstown industry toward regenerative tourism by 2030. Take a leadership role in the discussion of this locally and regionally, supporting our industry and members to respond to a changed market and putting our place, our people, and a sustainably profitable industry at the centre of the plan.
- Support members to respond to a dynamic macro environment helping the industry evolve, build resilience, and adapt to overcome the challenges faced during and following COVID-19.
- Evolve our brand and marketing strategy to ensure we protect Queenstown's destination brand and reputation in the long term, evolving from conversion-focused, full funnel activity to long term brand building activity.
- Continue to promote Queenstown to the domestic market in the mid- long term to drive ongoing visitation and support from New Zealanders.

## ANNUAL GROWTH GOALS FY21-22

1. Grow domestic expenditure value by 8% to \$791M by June 2022. \*subject to no significant lockdowns
2. Grow domestic visitation by 5% to 3,670,695\* total domestic daily visits.  
\*Please note visitor count is total domestic visits and does not account for visitors who stay overnight or multiple nights. For example a visitor that stays three nights is counted three times.

## STRATEGIC PRIORITIES



## DESTINATION MANAGEMENT

***“A place is more than a destination that people visit. It is a place where people live, work, study and visit” – Destination Think.***

Queenstown is a mature visitor destination that has experienced sustained growth over recent years. Direct visitor expenditure in Queenstown had grown from \$1.3B in 2009 to \$2.4B in 2019 (MRTes). Total visitation to the area was estimated at over 3 million unique visitors annually.

Between 2015 and 2017 the district saw its highest rate of growth, with an increase in resident population of 2,000 people per year, around 1000 new houses built per year and over 1,000 accommodation units built or in construction. On a peak day, 2 in 3 people were visitors. While the Queenstown Lakes region was providing a good quality of life for many people, on average personal earnings were lower than the NZ average, the housing affordability index was 20.3 (double the rest of NZ), 75% of people were concerned about the impact of climate change on the district, lack of economic diversification left the district exposed and the region was experiencing growing pains. On the other hand, the unemployment rate for the district was 1.1% and GDP in 2019 was \$3.0B, with growth higher than the NZ average at 6.6%. \*

While growth in the visitor economy over recent years has brought much benefit to the Queenstown Lakes region it has also placed pressure on the community and infrastructure. Tourism remains the largest economic driver in the district. There is an immediate need to encourage the return of the tourism economy and prosperity for our businesses, but also to ensure that it returns in a style that supports social and environmental initiatives and benefits and enhances the lives of people that live here.

Tourism contributes to our destination brand and is often the introductory tool to attract talent and residents to our region, showcasing the destination as a great place to live, play and work. This encourages investment opportunities, supports diversification and innovation in our region. Tourism creates economic opportunities and brings social benefits across our regions and communities, particularly in the form of social amenities and cultural diversity.

The goal of the NZ-Aotearoa government tourism strategy for tourism growth is to be productive, sustainable and inclusive. This is to help grow New Zealand-Aotearoa for all, improve the wellbeing of New Zealanders and to protect and restore our natural environment, ultimately enriching NZ Aotearoa through sustainable tourism growth. While tourism in Queenstown, and the industry as a whole, has experienced devastating effects from Covid-19 the impact of the pandemic creates an unprecedented opportunity for our region to review our position and come together to agree and map a vision for the tourism economy of the future in Queenstown Lakes. A destination management plan for the region would support an inter-agency approach to regenerative tourism, including environmental, economic, social and cultural sustainability across the tourism system.

While Queenstown is facing significant challenges with the loss of international visitors, other issues were surfacing before the borders closed – for example pressure on infrastructure and a reduction in social licence to operate amongst some residents. The visitor economy makes an important contribution to the well-being of the community, but it needs to be planned for effectively and holistically. The purpose of a Destination Management Plan is to guide decision-making and planning for a regenerative tourism industry over the next decade. The plan will take a multiyear and collaborative approach, focusing on the concept of placemaking - an opportunity to shape the destination to benefit both the people that live here and the visitors.

Against this backdrop Destination Queenstown (DQ), Lake Wanaka Tourism (LWT) and Queenstown Lakes District Council (QLDC), supported by government, have taken the opportunity to work towards creating a new vision for tourism in the region over the next decade. A working control group has been convened to oversee and guide the development of a destination management plan for the Queenstown Lakes region. Designed to be an overarching strategy, it will provide a roadmap for moving the district beyond *sustainable* tourism and toward a *regenerative* tourism future. The plan needs to place visitors, the local community, and the health of the district at its centre to achieve outcomes that will enrich the district and enable a thriving future.

An authentic regenerative tourism approach seeks to address this fundamental question:

***How can tourism and visitor activities be in service of and adding value to the district, its living ecosystems and its communities in a way that also delivers sufficient economic benefits?"***

This project presents an exciting opportunity for the Queenstown Lakes region and has a very ambitious goal – a regenerative tourism future.

The objectives of the destination management project are to:

1. Provide a roadmap for regenerative tourism that is aligned and integrated with the region's guiding plans and strategies.
2. Adopt a destination management approach that aligns with MBIE's Destination Management Guidelines.
3. Give effect to the New Zealand Aotearoa Government's Tourism Strategy.
4. Support an inter-agency approach to regenerative tourism that enriches the district across all four wellbeing's and across the tourism system.
5. Support a sustainable and healthy local economy; ensure natural systems and the environment are thriving; enrich all layers of cultural fabric; enable community wellbeing through purposeful relationships and generate positive advocacy from the local host community.

The challenge of achieving a regenerative tourism focus should not be underestimated and will require significant change in perspective, building enduring relationships, clear intentions and new behaviours. The notion of *growth*, for example, will need to be redefined with a common understanding that the focus is to *grow a thriving community and flourishing ecosystems*, with economic returns being a by-product of doing that well.

Ultimately the goal is for a regenerative approach to enrich visitors, the local community, natural systems and the environment; *while* ensuring an appropriate return to investors and the local economy.

The destination management plan needs to map a pathway for tourism to deliver benefits to the local community, drive environmental custodianship; support quality visitor experiences; target markets that align with the values of the destination; investment and partnerships; encourage growth in high value jobs and businesses and benefits to Iwi.

The project will also consider other regional plans underway, specifically the QLDC Spatial plan and Economic Diversity plan and all QLDC statutory planning documents. It should take into consideration QLDC's Community Wellbeing Strategy, Climate Action Plan, Vision 2050 and Economic Development Strategy, the regional tourism organisations (DQ and LWT) business plans and the regional events plan.

Queenstown requires a long-term, collaborative tourism plan that guides the industry towards a common vision, leading the journey from the restart and reactivation in FY2021, through the recovery period and onto the necessary discussion around the future state of the New Zealand tourism industry, of which Queenstown plays an integral part.

\*Sources: QLDC Quality of Life survey, Sustaining Tourism Growth in Queenstown report, Queenstown Lakes District COVID-19 Recovery Intelligence Report

## GUIDING PRINCIPLES

The destination management approach is set against the backdrop of DQ's guiding principles.



*Our guiding principles*

- PLACE MAKING**  
Community, resident and business sentiment and engagement  
Making our place welcoming
- COLLABORATION**  
Industry, regional and community partnerships
- KNOWLEDGE SHARING**  
Thought leadership  
As destination experts sharing information and insights
- STORYTELLING**  
Telling the story of our place and building our brand



## QUEENSTOWN LAKES DISTRICT VISION 2050

'A Unique Place. An Inspiring Future | He Wāhi Tūhāhā. He Āmua Whakaohoho'

In 2018 QLDC convened a diverse group of thinkers to reflect the many voices in the district and key concepts, including tākata whenua, the rich heritage of the area, today's diverse communities, and the business and tourism perspectives. Community engagement followed and a community vision for the Queenstown Lakes district was born - titled 'A Unique Place. An Inspiring Future | He Wāhi Tūhāhā. He Āmua Whakaohoho'. In March 2019, the Council unanimously agreed to commit to the vision as a guiding document to inform future decision making and planning. DQ aims to align with Queenstown's Vision 2050 which identifies Queenstown's aspiration to be a community that holds true to the values that collectively define what is unique about Queenstown Lakes District. DQ will ensure that it delivers work in a way that supports the vision statements and intent of Vision 2050. The development of a regional destination management plan would assist the RTOs to develop objectives for the visitor economy that align with, and deliver on, the district's Vision 2050.

"We aspire to be a community that holds true to the values that collectively define what is unique about Queenstown Lakes District – our home. These vision statements underpin everything we do."



## NEW ZEALAND – AOTEAROA GOVERNMENT TOURISM STRATEGY

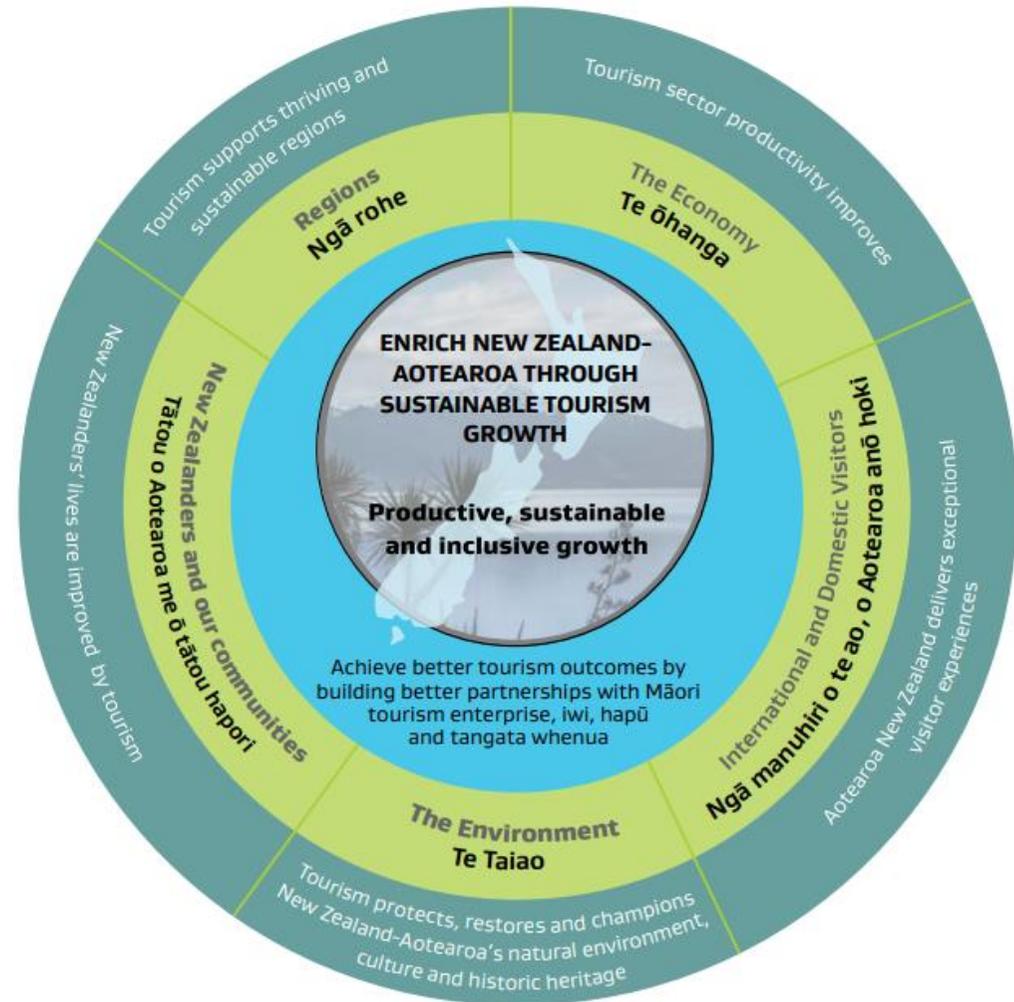
The government’s goals for tourism is to enrich NZ Aotearoa through sustainable tourism growth.

Enrich means wanting tourism to improve New Zealander’s social, cultural, environmental and economic wellbeing

‘Sustainable’ includes environmental, social and economic sustainability. We need to make sure the natural environment is protected and enhanced, that communities embrace visitors, and that we are economically better off.

To enrich New Zealand-Aotearoa through sustainable tourism growth, the Tourism Strategy sets out five integrated outcomes. A productive te ōhanga/economy requires a healthy functioning te taiao/environment to support it. It’s the drawcard for ngā manuhiri o te au, o Aotearoa anō hoki/ international and domestic visitors seeking quality experiences which we must protect and restore to sustain tourism in New Zealand-Aotearoa. Tourism should benefit tātou o Aotearoa me Ō tātou hapori/New Zealanders and our communities through jobs, education and growth, and spread these benefits across our ngā rohe/regions.

The government will strengthen their stewardship of the tourism system and work more actively with iwi, hapū and tangata whenua, local government, industry, businesses, regions and communities to shape future growth, manage its impact and better coordinate investments.



## NEW ZEALAND TOURISM SUSTAINABILITY COMMITMENT

The New Zealand Tourism Sustainability Commitment aims to see every New Zealand tourism business committed to sustainability by 2025.

The vision is *Leading the World in Sustainable Tourism - Toitū te taiao, toitū te tāpoi. E kōkiri ana e Aotearoa*. To deliver on this, we must achieve ambitious economic goals while sharing the overwhelming benefits with supportive communities, contributing to restoring, protecting and enhancing our natural environment, and continuing to be a high-quality destination of choice for domestic and international visitors.

The TSC was developed by Tourism Industry Aotearoa. They are inviting every New Zealand tourism business to join them on this sustainability journey. The Tourism Sustainability Commitment works towards twelve Commitments across the four elements of tourism sustainability: Economic, Visitor, Community and Environment.

The goal is to create a truly sustainable tourism industry that makes a positive and enduring contribution to Aotearoa New Zealand.



DQ has committed to the NZ tourism sustainability commitment and is working towards the 12 individual commitments that make up the tourism sustainability commitment.

[www.sustainabletourism.nz](http://www.sustainabletourism.nz)

## QUEENSTOWN PERFORMANCE TARGETS FY21-22

Destination Queenstown’s organisational performance is measured annually by the key performance indicators, at a destination level, outlined in the table below. Specific metrics are identified in the individual business plans.

Measure	Date Source		Frequency	DQ Indicator
1. Community Sentiment	QLDC Quality of Life resident survey		Annually	Target 4 point increase in resident perception that the community benefits from tourism across our district (Queenstown and Wanaka).
2. Visitor Satisfaction	Visitor Insights Program		Annually	Target an average destination satisfaction score of 9.0/10 as measured by the VIP
3. Visitor Value	Marketview electronic card transaction data  (MRTEs discontinued)		Annually	Achieve \$1.2 billion in visitor expenditure at year end June FY21-22.
4. Satisfaction with DQ	Annual DQ Membership satisfaction survey		Annually	Grow ‘extremely satisfied’ and ‘very satisfied’ categories from 54% to 60% in 2021. Increase overall satisfaction from 85% to 90%.

## CONSUMER SEGMENT STRATEGY

As DQ considers both its short-term priority of supporting demand generation for the next 12 months alongside a longer-term goal of moving toward regenerative tourism, a marketing and communications strategy that bridges these goals is required.

Development of a destination management plan has commenced and will aim to identify how the tourism ecosystem can deliver economic, environmental, social and cultural sustainability to our region. Destination Queenstown's marketing strategy needs to align with this and evolve to carry us from short-term demand generation, led by conversion focused campaigning, to longer term positioning of the destination brand building preference for Queenstown and enhancing our reputation. Positioning our destination to target markets that align with the values of the destination and with what Queenstown offers is a pathway toward this. Queenstown is a highly desirable destination with a wide variety of experiences and appeal, and actively seeking travellers who best benefit our destination will continue in FY21-22.

By attracting visitors whose values we believe align with those of our destination and host community, we seek to achieve a more harmonious and complementary relationship between our visitors and our residents. Promoting ourselves to consumers whose interests line up with our own, seeks to ensure we attract visitors that want to engage with our community, participate in our activities, respect our environment, spend longer here getting to know and understand our place and also share their culture and knowledge with us.

As we work through the sustain and recovery phases, we will prioritise and target travellers whose behaviour's contribute positively to Queenstown's wellbeing. The implementation of a targeted marketing and product development approach will support tourism to serve as an instrument to enhance our lifestyle and benefit a wide range of business sectors.

In FY20-21 DQ identified target consumer segments that we believe align with key drivers, including visitors who seek holiday experiences that Queenstown is well positioned to fulfil; market size and potential economic value; propensity to visit in different seasons creating year-round demand; participation in activities that support our leisure infrastructure and lifestyle (e.g. ski resorts, biking trails, walking tracks, food & wine, etc); diversity of travel styles to benefit a range of operators and businesses sectors; and finally immersive travel behaviour and engagement with our local culture.

Taking a consumer segment approach, beyond only seasonal and geographic market-based promotion, is the first step to attracting visitors whose values align with ours. Ideally it will be a step toward more resilience and less risk from the impact of macro environmental factors, reflecting our journey to evolving our destination approach.

These priority visitor segments will be targeted through a coordinated approach across the main functions of DQ's integrated marketing activity (consumer marketing, media, trade and events) allowing us to become more effective and relevant to each of these segments.

## CONSUMER SEGMENT MATRIX

### Leisure segments

LEISURE	Description	Objective	Proposition	Strategy	Travel Time
 Ski Enthusiasts	Passionate about snow sports and mainly motivated by on-snow experience and adventurous lifestyle.	Reclaim Queenstown's reputation as the best skiing and snowboarding destination in the Southern Hemisphere.	Heart of the Alps, variety of terrain, world class on mountain and après ski	<b>Decline: Reinvigorate</b> Position Queenstown as an aspirational mountain destination, showcasing our epic alpine experiences and ski credentials.	Winter
 Winter Lovers	Fascinated by the magic of winter, seeks to experience the full offering of a Queenstown winter holiday.	Position Queenstown as a fun winter destination offering alpine landscape, variety of activities snow play	Landscapes, fun on and off the mountain, cosmopolitan atmosphere	<b>Mature: Maintain</b> Maintain share of winter holiday visitors and mainstream ski/snowboard market.	Winter
 Trail Shredders	Hard core mountain biker, seeks adrenaline enjoys social atmosphere and biking lifestyle. Biking is the most important travel motivator, travels to bike.	Position Queenstown as a world-class mountain biking destination and the best in New Zealand	World-class biking with three lift-accessed parks, gravity-fed trails, terrain for a range of abilities and styles and social atmosphere	<b>Entry: Develop</b> Coordinate and deliver market development plan.	Spring / Summer / Autumn
 Biking Explorers	Seeks an immersive travel experience and utilises biking as a means to explore the destination and take in the culture and sights.	Position Queenstown as a beautiful and fun biking holiday destination offering amazing landscapes and variety of experiences	Gateway to an extensive network of trails through stunning landscapes complemented by a sophisticated visitor offering.	<b>Entry: Develop</b> Coordinate and deliver market development plan.	Spring / Summer / Autumn
 Golf Buddies	Looking for fun with friends, golfing is the theme of the trip but social aspect, camaraderie, great food and wine complement the experience.	Enhance Queenstown's position as a New Zealand's leading golf hub to become the preferred destination domestically and rival Australian golf destinations	New Zealand's Golfing hub with seven courses within an hour set against a majestic natural alpine backdrop and supported by high-end offering.	<b>Growth: Scale</b> Deliver a coordinated market expansion plan to expand Queenstown's positioning and market share.	Spring / Summer

 <b>Adrenaline Seeker</b>	<p>Travellers who challenge themselves, discover new limits and make memories. Comes to Queenstown drawn by our reputation as a pioneering extreme sport destination and heritage.</p>	<p>Reinvigorate our world renowned reputation as the adventure capital of the world, protecting us from challengers and claiming this status internationally</p>	<p>Adventure capital of the world, birthplace of many pioneering adrenaline activities. Queenstown is nature playground setting the stage for range of outdoor pursuits.</p>	<p><b>Decline: Reinvigorate</b> Reinvigorate adventure credentials, protect from challengers as other destinations seek to claim our positioning.</p>	<p>Spring / Summer</p>
 <b>Outdoor Explorer</b>	<p>Inspired by the landscapes and natural environment of New Zealand, seeks to immerse in the wilderness and experience iconic tracks, variety of landscapes and untouched nature.</p>	<p>Continue driving visitation through leveraging our appealing landscapes, sharing our environmental initiatives and credentials and showcasing our nature-based proposition.</p>	<p>Gateway to the great walks and outdoor pursuits through varied landscapes, in the heart of the alps. Easily accessible and supported by great visitor infrastructure.</p>	<p><b>Mature: Maintain</b> Reintroducing kiwis to the amazing great walks and outdoors experiences accessible from Queenstown.</p>	<p>Spring / Summer</p>
 <b>Young Explorers</b>	<p>Affluent young travellers seeking to explore the world and discover new experiences to grow and develop.</p>	<p>Engage with young traveller, who contribute to Queenstown's perception as a vibrant youthful destination, to attract them to Queenstown, building lifelong advocacy for Queenstown to inspire future visitation.</p>	<p>One of the world's most exciting, vibrant and diverse destinations offering fun, social interaction, innovative experiences and discovery.</p>	<p><b>Decline: Reinvigorate</b> Restart specific targeting to motivate and reposition Queenstown and New Zealand in their preferred destination.</p>	<p>Year-round</p>
 <b>Luxury Indulgers</b>	<p>Attracted to Queenstown's luxury credentials, seeks unique luxury experiences in a stunning destination with unique activities, food and wine.</p>	<p>Position Queenstown as NZ's preeminent luxury destination in the minds of Kiwis and Aussies.</p>	<p>Authentic luxury experience driven by a pristine natural environment and shaped by New Zealand's culture and people.</p>	<p><b>Mature: Growth</b> Showcase the range of luxury product Queenstown boasts, securing our reputation and growing our Australasian share of this market.</p>	<p>Spring / Summer / Autumn</p>
 <b>Family Adventures</b>	<p>Seeking to create moments of discovery and connection, enabling kids to experience things for the first time, creating memories and forging bonds that will last a lifetime.</p>	<p>Maintaining Queenstown's appeal to the family market to continue driving visitation whilst also building a pipeline of future generations.</p>	<p>Family friendly fun and excitement with a range of new experiences to discover.</p>	<p><b>Mature: Maintain</b> Manage demand peaks and encourage out of peak travel.</p>	<p>Year-round (School Holidays)</p>

 <b>Foodie &amp; Wine Lovers</b>	<p>Attracted to Queenstown's exceptional food and drink experiences, seeks to indulge and unwind amongst friends.</p>	<p>Continue building our world-class food and wine pillar as a primary driver for this segment, consolidating our cosmopolitan reputation which contributes to our point of difference and attractiveness to a range of travel segments.</p>	<p>Multi-cultural and vibrant town offering breadth and depth of F&amp;B options which is the basis of an immersive Queenstown experience.</p>	<p><b>Mature: Grow</b>  Showcase the range of restaurants and wine experiences available in Queenstown to grow our reputation as an exciting destination.</p>	<p>Autumn</p>
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### Business segments

MICE	Description	Objective	Proposition	Strategy	Travel Time
 <b>Meetings</b>	<p>Attracted to the range of venues and activities in an inspiring landscape, with the ability to mix business sessions with social elements</p>	<p>Continue to position Queenstown as a world class conference destination providing excellent facilities and the "wow" factor to balance business with pleasure.</p>	<p>First class hotels and venues, a huge array of activities and experiences. An aspirational offering</p>	<p><b>Growth: Scale</b>  Deliver a coordinated market expansion plan to expand Queenstown's positioning and market share.</p>	<p>Year round</p>
 <b>Incentives</b>	<p>Seeks a destination that can provide life-changing experiences as reward for high performing staff or clients</p>	<p>Continue to position Queenstown as a world class incentive destination with transformative experiences in a safe environment.</p>	<p>First class hotels and venues, a huge array of activities and experiences. An aspirational offering.</p>	<p><b>Growth: Scale</b>  Deliver a coordinated market expansion plan to expand Queenstown's positioning and market share.</p>	<p>Year round</p>
 <b>Wedding</b>	<p>Couples planning a destination wedding, adventurous and individualistic, looking to get away from the everyday. Choose Queenstown for the landscapes, wedding venues, services and activities.</p>	<p>Enhance Queenstown's position as a leading wedding destination in New Zealand.</p>	<p>Spectacular landscape, unbeatable photography, variety of activities pre and post, four-season destination. Diversity of options - Elopements. Big dos. Same-sex weddings. Sustainable weddings.</p>	<p><b>Entry: Develop</b>  Coordinate and deliver market development plan</p>	<p>Year-round</p>

## ACTIVITY PLAN

### Consumer Marketing

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#### **Objective 1: Generate and convert demand for Queenstown amongst New Zealand travellers**

##### **KPI:**

- Contribute to the organisational goal of achieving \$1.2B in visitor expenditure in Queenstown by YE June 2022, as measured by Marketview electronic card data.
- Drive 10% overall growth in visitation from the domestic market, as measured by DataVentures visitation data.
- Grow propensity to visit Queenstown score from 30% to 40% in the domestic market as measured by the Visitor Insights Programme.
- Deliver 2.5% growth in member referrals from the QueenstownNZ website.

##### **Activity:**

1. Generate demand for Queenstown by delivering four high-impact domestic campaigns in FY21-22, based on key consumer segments and aligned with seasonal demand needs.
2. Work with the trade team, third party suppliers and airlines to partner on activity to convert domestic demand.
3. Drive preference for Queenstown to encourage year-round visitation, measured by the domestic visitor perception survey.
4. Drive repeat visitation from the domestic market
  - o Retargeting audiences who have engaged with content at different stages of the travel booking cycle with compelling reasons to return in various seasons.
  - o Development of consumer database and eDM schedule.

#### **Objective 2: Continue to build the Queenstown brand and fully embed the Home of Adventure proposition**

##### **KPI:**

- Grow the percentage of New Zealanders who consider Queenstown 'highly appealing' from 54% to 65%, as measured by the Visitor Insights Programme.

- Grow perception of Queenstown as the Home of Adventure in the NZ market from 69% to 75%, as measured by the Visitor Perception programme.

**Activity:**

1. Execute campaigns under Home of Adventure brand for each target segment, articulating Queenstown’s range of experiences and how adventure resonates with the different consumer segments and means different things to different people.
2. Explore activation opportunities to drive brand awareness and penetration and support the consumer segment activity.
3. Weave ‘Home of Adventure’ message in all DQ activity including media, trade and consumer.
4. Ensure industry partners are equipped to appropriately represent our destination, unique positioning and key messages, in their activity.
5. Produce high-quality branded materials and collateral to reflect the new Home of Adventure proposition:
  - Update collateral and signage with new Home of Adventure tag line as and when required.
  - Update DQ-owned footage and imagery aligned with new brand proposition and consumer segments, enabling DQ to best portray our destination.
  - Produce branded collateral including visitor guides, corporate gifts, event signage and others.
  - Produce and license images for DQ public image library to increase the breadth and quality of assets that can be shared with third parties.
6. Provide marketing services support to the wider organisation ensuring appropriate brand representation.
7. Create market development plans for each of the key target segments identified in the consumer segment matrix;
  - Implement and deliver recommended activity for each sector as identified in the market development plans.
  - Undertake market research for each sector to identify opportunities to strengthen Queenstown’s position in the relevant segment. Utilise research from the market development plans to inform targeting of each segment.
  - Leverage ‘home of adventure’ brand proposition to grow, cement or evolve our positioning domestically in each segment.
  - Utilise market development plan findings for each consumer segment, to inform the regional events strategy.
  - Develop an integrated content strategy and calendar of activity to support tactical objectives
  - Produce visual assets to refresh image libraries to adequately represent this proposition
  - Produce articles and videos for organic and paid digital channels driving preference by growing the understanding of Queenstown’s proposition relating to each consumer segment.
  - Work with key stakeholders within the local community to consolidate propositions
  - Develop a strategy to carry DQ’s campaigning activity from immediate, seasonal demand-generation marketing to segment-led, passion point based marketing beyond FY21-22.

**Objective 3: Drive consumer preference for Queenstown through owned and paid channels**

**KPI:**

- Grow new user engagement by channel by 2% over 20/21
- Grow volume of traffic to site from social channels by 5% YoY
- Grow propensity to visit Queenstown score from 30% to 40% in the domestic market as measured by the Visitor Insights Programme

**Activity:**

1. Develop content strategies to consolidate Queenstown's proposition, driving consumer preference:
  - o Develop an integrated content strategy to support tactical objectives.
  - o Produce articles and videos for organic and paid digital channels expanding on the 'Home of Adventure' proposition.
  - o Ongoing content strategy driving preference and visitation by growing the understanding of Queenstown's unique proposition relative to different traveller segments.
2. Utilise highly targeted always on activity to generate demand from potential travellers in New Zealand and Australia:
  - o Ongoing delivery of targeted and integrated digital activity, including paid and organic, to communicate the variety of experiences in Queenstown to qualified potential visitors.
  - o Drive potential travellers' web visitation, engagement and referrals through Queenstown official website.
  - o Expand programme of activity to focus on lower funnel and demand generation, protecting Queenstown's market share.
  - o Continue utilizing high quality social media content to consolidate brand proposition, shape positive destination reputation inspire potential travelers and drive visitation to website.

**Objective 4: Continue to enhance the Queenstown Official Website maintaining its position as a leading source of visitor information****KPI:**

- Increase annual website visitation by 5% YoY
- Reduce bounce rate by 4% YoY

**Activity:**

1. Act as a key referral source for our member websites to generate direct channel bookings.
2. Implement an ongoing SEO strategy to maintain and improve search rankings and onsite experience
3. Maximise Simpleview investment identifying capabilities that can be leveraged to enhance digital practices.
4. Continue to improve usability of the website by monitoring user experience and refining functionalities to increase engagement and drive referrals.
5. Ongoing technical support, license fees and hosting.

6. Update of all key assets and strategy to reflect a new local tourism environment, including revision of content and listings to reflect most up to date products and services.

**Objective 5: Utilise research and data to inform both consumer marketing work (to ensure it is targeted and highly relevant) and to support members.**

**KPI:**

- Begin benchmarking website visitation for each of the core consumer segments to respective landing pages.
- Share quarterly insights dashboard with members.

**Activity:**

1. Identify priority requirements for investment in insights, data and research to cover:
  - o Visitation data and expenditure data.
  - o Market sentiment and intelligence.
  - o Visitor insights programme – experience and perception.
  - o Monitoring destination perception and local community sentiment (TSI).
  - o Consumer segmentation research.

**Objective 6: Support operators through member capability building, visitor messaging and opportunities to leverage marketing activity.**

**KPI:**

- Grow the ‘extremely satisfied’ and ‘very satisfied’ categories with DQ’s consumer marketing activity from 47% to 55% as measured by the annual member satisfaction survey.
- Deliver 2.5% growth in member referrals from DQ website.

**Activity:**

1. Utilise DQ owned channels to support social license and community support for our industry and members, building pride of place in Queenstown.
2. Utilise channels to both promote and inform future visitors; ensuring our communications continually always show appropriate information for Queenstown visitors.
3. Develop member capability building initiatives, relative to marketing, based on member needs and feedback.

4. Revising website and social media channels to reflect latest travel advice, relative to Covid-19 and travel restrictions.
5. Revising the social media content strategy including frequency of posts, adapting message and tone and evolving content to suit response, review and recovery stages as alert levels change or borders reopen.
6. Provide a common message for businesses to align with, promoting a consistent and compelling destination message. Continue building on Queenstown's brand equity and unique proposition by weaving the 'Home of Adventure' messaging through all activity.
7. Produce brand toolkits and marketing resources for media, trade and partners, ensuring channels are well-equipped to amplify a consistent and compelling destination brand message.

**Objective 7: Drive preference for Queenstown in the Australian market, and selected long haul markets, to convert demand when borders re-open.**

**KPI:**

- Convert pent up demand within the first 8 weeks of borders opening.

**Activity:**

1. Build off the back of the brand launch campaign in Australia in April 2020, leveraging content partnerships and PR opportunities.
2. Deliver a high impact, fully integrated campaign, in the Australian market within 4 weeks of the border announcement
3. Explore offshore content partnerships to build profile and demand in selected long-haul markets.
4. Maintain brand presence in offshore markets while borders remain closed:
  - o Activate a positive, yet empathetic approach, to always on digital content to remain top of mind with our visitor segments and markets.
  - o Develop recovery strategies and identify new priorities based on border opening. E.g. considering direct to consumer activity in long haul markets for the first time. Designing campaign strategies to suit.

**Objective 8: Regional collaboration with neighbouring lower South RTOs**

**KPI:**

- Work in partnership with neighbouring RTOs to leverage regional initiatives

**Activity:**

1. Continue to be an active participant of the newly developed 45 South partnership (lower South RTOs/EDAs), leveraging this collaboration to drive further inter-regional opportunities for product and marketing development, building relationships and creating a cohesive and aligned Southern approach.
2. Be an active participant in Southern Scenic Route activity.
3. Work with neighbouring RTOs to leverage events funded through the Regional Events Fund.
4. Consider partnership opportunities, where appropriate, with QAC, AIAL and CIAL.

## Communications

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**Objective: Protect and build Queenstown’s reputation as the Southern Hemisphere’s premier visitor destination in both domestic and international markets and enhance our reputation as world class destination that visitors from NZ and abroad love.**

KPI:

- Tourism Sentiment index score stay in the upper quartile of the global sentiment range or within 5 points of the upper score of the TSI Global score

**Activity:**

1. Reflecting the value of our reputation as a strategic asset, deliver activity that supports and enhances our reputation:
2. Undertake proactive media communications that enhance our reputation and mitigate negative domestic sentiment toward Queenstown.
3. Undertake sentiment tracking to monitor perception of, and sentiment toward, Queenstown.
4. Continue to work with other local agencies in the destination reputation management group to create a coordinated strategic approach to destination reputation.
5. Utilise DQ media program to help support positive sentiment through storytelling
6. Leverage ‘local’ partnerships, sharing human interest stories about our people and place, to positively shape perception showing the authentic Queenstown. Consider ways to extend the #WeAreQueenstown concept further.
7. Utilise DQ channels to deliver initiatives that build pride of place and share our stories locally.

**Objective 2: Positively build Queenstown’s brand through sharing our stories and guiding positive media relations**

**KPI:**

- Target a 2% increase in the Net Promoter Score as measured by the Visitor Insights Programme.

**Activity:**

1. Maintain a communications schedule of key messaging and media opportunities, with the goal of producing proactive media releases and communications relating to destination performance, ensuring we generate short lead media coverage based on newsworthy stories that work toward positive positioning of Queenstown.
2. Leverage the news cycle to deliver positive Queenstown stories in the national media.
3. Utilise the home of adventure platform to celebrate our adventurous and resilient spirit and local spirit and pride of place, in domestic media.
4. Continue to develop and find new ways to leverage “Queenstown Cares” content as a platform for sharing positive environmental initiatives by local businesses and community organisations.

**Objective 3: Support our members and industry through enhanced stakeholder engagement and initiatives.**

**KPI:**

- Target 5% increase in the community satisfaction score relating to tourism as measured by the Quality-of-Life survey

**Activity:**

1. Deliver consistent and relevant communications to DQ members to ensure we are engaged with our members (newsletters, briefings and trainings, member events) while being aware of ongoing opportunities to improve this.
2. Run a member capability building programme in line with member requirements.
3. Deliver a schedule of member events including quarterly DQ member updates, Queenstown Connect and ad hoc member engagement opportunities as required.
4. Utilise home of adventure platform to celebrate our adventurous and resilient spirit, continue the messaging of locals supporting local.
5. Reinforce the value of tourism to Queenstown by sharing our stories about the key role tourism plays for our social diversity, cultural vibrancy, range of amenities and economic success.
6. Undertake an annual member communications survey to evaluate DQ’s communications with members.
7. Continue to emphasise and embed the Tiaki Promise in DQ activity and explore new ways to use and leverage this asset.

8. Work with QLDC, community, agencies, the events office and industry organisations to determine our approach to collective positioning of Queenstown.
9. Deliver the quarterly insights dashboard for members.
10. Investigate the viability of an intranet portal via Simpleview to create a single hub for member interaction with DQ.

**Objective 4: Support the development of a destination management plan for the region and support community and industry engagement with that plan.**

**KPI:**

- Destination Management plan completed and launched by Q2 FY21-22

**Activity:**

1. Develop a destination management plan, in conjunction with QLDC and Lake Wanaka Tourism, to guide our region toward regenerative tourism by 2030.
2. Implement initiatives identified in the Queenstown Lakes district destination management plan.
3. Enhance liaison and engagement with our community to shape positive sentiment toward tourism.
4. Promote information sharing, collaboration and support network through a shared platform for local industry to remain connected

**Objective 5: Manage the reporting function for DQ and the liaison and support function with local and national agencies regarding business recovery and crisis management.**

**KPI:**

- Reports delivered on time and to operational schedule.

**Activity:**

1. Continue to be member of the Southern Lakes Response and Recovery team, both in the short-term relating to Covid-19 but also as the group and its role evolves.
2. Manage DQ's organisational plans and communications including the Annual Report, the Business Plan and Crisis Management plan.
3. Engage with and support lead agencies in response to crisis situations (QLDC, QAC, CDEM, TORQUE).
4. Undertake an annual member satisfaction survey to evaluate DQ's performance and assess member needs and expectations.

**Objective 1:** Create engaging content to inspire visitors, supporting the dreaming and planning phase and positioning Queenstown top of mind to drive preference for short and medium term travel.

**KPI:**

- Target a 2% increase in the Net Promoter Score as measured by the Visitor Insights Programme.

**Activity:**

- Facilitate content generation aligned with consumer marketing priorities and in response to demand from media and market trends
- Identify ongoing partnership opportunities in key markets and target consumer segments.
- Leverage key local events via the DQ media programme to showcase the event to drive destination visitation
- Explore the use of a PR agency based in Australia.
- Embed the Home of Adventure brand position, clearly articulating the range and diversity of activities that represent 'adventure' in Queenstown. Seek media opportunities that support this.
- Develop content for DQ's own channels tailored for key long haul markets as well as domestic and Australian markets.

**Objective 2:** Tell Queenstown's stories through owned and earned media channels, supporting long term brand positioning, and driving positive PR.

**KPI:**

- Produce a minimum of 40 pieces of DQ generated earned media in the domestic market.

**Activity:**

- Use and influence the International Media Programme to secure inspiring and engaging media coverage in key international markets, as part of market re-entry strategy. Utilise Tourism New Zealand's content 'Newsroom' to secure coverage in key long-haul markets that align with DQ's strategic priorities.
- Use the DQ media program to support positioning for key visitor segments and in line with consumer marketing priorities. Explore regional partnership opportunities to showcase Queenstown and products.
- Leverage the news cycle to promote destination messages

- Utilise key opinion leaders to reach specific demographics, promoting and positioning Queenstown as an aspirational destination.
- Prepare for re-entry to long haul markets, identifying media opportunities offshore to promote Queenstown and drive year-round awareness
- Leverage the news cycle around the opening of the Trans-Tasman bubble to;
  - Ensure Queenstown messaging is part of the Trans-Tasman news cycle and inspirational Queenstown content is visible in Australia
  - Drive demand and grow share of visitors to Queenstown
- Support the market development plan work through:
  - Targeted media hosting programme to support consumer segments.
  - Utilise influencers and third parties (such as brands or sponsored content) to amplify messaging for each segment and showcase Queenstown’s credentials in each area.
  - Leverage User Generated Content

## Trade

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**Objective:** Enhance the profile of Queenstown, our product range and portfolio within Travel Trade distribution channels globally. Influence and improve presentation of Queenstown’s core proposition using Home of Adventure assets within communications and channels of key Trade partners reaching end consumers. Improve value and spend in Queenstown and leverage destination marketing opportunities with key partners in the distribution channel.

**KPI:**

- Increase Travel Trade Website traffic by 25% over previous year, improve engagement
- Communication Reach (8 newsletters annually reaching 6,000 unique travel sellers)
- Training sessions (remote and in-person) delivered (reach 1,000 attendees)
- Trade Road Shows in New Zealand and in-Market (1,500 attendees as buyers)
- Famils (100 participants hosted)
- Trade Partnership JV Campaigns (value generated and reach)

**Activity:**

1. Continue development of new trade training content – video, presentations and new tools on the website – for Domestic, Australia and Long Haul markets re-positioning Queenstown as the Home of Adventure and pushing core pillars and seasonal credentials
2. Establish new communication channels to deliver Queenstown messages to global travel trade in a timely manner

3. Continue to re-build a comprehensive and updated global trade distribution channel database
4. Build an Australian trade distribution channel database to capture travel sellers of long haul destinations from Australia that will look for short haul options
5. Deliver remote and in-person training sessions to global Travel Trade on Queenstown's propositions
6. Host Trade Famils in partnership with Air New Zealand, Tourism New Zealand and other distribution channel partners
7. Host key New Zealand Inbound Operators famil to influence their Queenstown itineraries
8. Reclaim Queenstown's lost length of stay in coach tour and FIT itineraries in all markets for 2023 to 2025 programs
9. Develop DQ's long haul portfolio of markets to align DQ Business Plan for FY 2022-23
10. Activation in Australia Travel Trade Media (content and quizzes) to raise awareness of Queenstown as a spring/summer destination and to recruit travel sellers into DQ webinars
11. Launch Home of Adventure to Trade in the Australian Market
12. Brief Australian Ski wholesalers on DQ's consumer campaign and offer assets they can leverage to maintain winter and encourage spring Ski in 2022.
13. Deliver Trade partnership campaign in Australian market to launch Home of Adventure in New Zealand market and to push Winter & Ski proposition
14. Develop a China recovery strategy to implement when the market turns around after the slow down due to the impact of Coronavirus.
15. Host China key Trade famil in partnership with ATEED, TNZ and Air New Zealand to deliver 'Queenstown is open' message in China
16. Deliver a Trade Roadshow in China covering Beijing and Shanghai within eight weeks of the China border opening to raise the profile of Queenstown in the China market
17. Translate travel trade pages in simplified Chinese to improve reach and penetration of DQ Trade messages to Chinese Travel Trade sellers.
18. Host Australian Trade famil in partnership with Air New Zealand to deliver 'Queenstown is open' message for Aussie trade and end-consumers
19. Deliver a Trade Roadshow in Australia covering Sydney and Melbourne/Brisbane within four weeks of the trans-Tasman bubble opening to raise the profile of Queenstown as a summer destination in the Australian market
20. Deliver the evolved and sophisticated Queenstown Stand at TRENZ 2022.
21. Host 40 TRENZ 2022 participants in TRENZ pre/post famils
22. Undertake domestic sales calls to target key trade partners (IBOs, TNZ) and long-haul Airlines in Auckland, Wellington and Christchurch.
23. In conjunction with travel trade partners and TNZ, host famils, actively seek out opportunities to host key decision makers on famils.
24. Attend TNZ's Kiwi Link events are they are announced as long-haul markets open to launch Home of Adventure in long haul markets
25. Roll out Home of Adventure globally through events and in-market activity within DQ's portfolio of markets
26. Develop resources for Muslim market in Malaysia and Indonesia to increase arrivals and length of stay
27. Develop content for Trade to push Queenstown's new product portfolio - Reinforce the key SIGs and reason to visit in Queenstown, including ski, food & wine, luxury, family, golf, biking and adventure.
28. Deliver activity in Australia, China and North America specific to development of Queenstown's luxury credentials

29. Attend the annual TEC conference and other events to influence distribution channels
30. Host famils – supporting TNZ and trade partner famils where objectives align.
31. Attend RTO training Day in Auckland.
32. Attend TNZ RTO workshop in Australia.
33. Support Christchurch Airport’s Kia Ora South Trade Roadshow in China and US in 2021-2022.
34. Publish Quarterly Reports summarising Trade Activity to members
35. Create opportunities for Queenstown operators to visit market for Sales Calls.
36. Leverage events to drive visitation in shoulder season.

## Queenstown Convention Bureau

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**Objective:** Maintain existing and develop new industry relationships and partnership opportunities to generate more awareness of Queenstown as the perfect Business Events destination and to increase leads.

**KPI:**

- Number of Leads generated (TBC based on markets coming online: 100 New Zealand, 60 Australia, 30 long haul markets, 190 total leads)
- Linked In led digital C&I Campaign Reach, Web Traffic and Leads generated
- Newsletter Communication Reach (8 newsletters reaching 3,000 PCOs, Incentive and Corporates)
- Sales Calls completed (40 one-on-one and 200 webinars)
- Road Shows in New Zealand and Australia (130 attendees as buyers, 20 members as sellers)
- Famils and Site Inspections (50 participants hosted)

**Activity:**

1. Host New Zealand Domestic Corporate End User Famil in partnership with Air New Zealand
2. Host New Zealand Trade based Event Managers Famil (PCOs, Incentive Houses) in partnership with Air New Zealand
3. Continue development of new Business Events content – video, presentations and new tools on the website – for Domestic, Australia and Long Haul markets re-positioning Queenstown as the Home of Adventure

4. Deliver a Linked In led digital campaign for New Zealand & Australia with an always on approach
5. Deliver networking events and forums to connect Queenstown C&I operators to Buyers from New Zealand Corporates
6. Launch Home of Adventure to Channel Partners in the Australian Market
7. Attend CINZ's Meetings 2022 and leverage famil opportunities around it
8. Host Australian C&I Buyers famil in partnership with Air New Zealand to deliver 'Queenstown is open' message for Aussie Business Event organisers and Corporate End Users
9. Deliver a QCB C&I Roadshow in Australia covering Sydney and Melbourne within four weeks of the trans-Tasman bubble opening to raise the profile of Queenstown in the Australian C&I market
10. Attend AIME 2022 Melbourne and use the platform to deliver Queenstown Home of Adventure
11. Attend Get Global or similar events in Australia
12. Support TNZ participation at IBTM Singapore in April 2022
13. Participate and facilitate Queenstown operators presence at Meetings 2022 in Christchurch
14. Host 15 C&I buyer participants in MEETINGS 2022 pre/post famils
15. Partnering with CINZ to attend the Australia Direct Selling Association Conference in June 2022
16. Run three QCB Advisory Board meetings to collect input for the annual QCB business plan and to review QCB strategy and activity
17. Engage closely with key partners in market – Air New Zealand, Qantas, CINZ, TNZ, AuSAe, SITE
18. Continue close partnership with Auckland Convention Bureau to deliver Auckland and Queenstown dual destination proposition to Incentive programs in long haul markets with focus on China, South East Asia and the United States
19. Develop a US Incentive Strategy in partnership with Auckland Convention Bureau
20. Undertake sales calls in New Zealand, Australia and long haul markets (once borders open) to target key Business Event organisers and Corporate End Users.
21. Attend the annual CINZ conference and other events to influence distribution channels
22. Attend global Business Events Trade Shows supported and promoted by TNZ in markets as borders open
23. Host famils – QCB famils and supporting TNZ and channel partner famils where objectives align.
24. Publish Quarterly Reports summarising Bureau Activity to members
25. Create opportunities for Queenstown operators to visit market for Sales Calls.
26. Further investment in the MICE sector to diversify the market and grow shoulder periods. Leverage of Te Pae and the NCC when they open.

**Objective:** To support our members with capability building, regular communications and information sharing. Represent and advocate for our industry locally.

**KPI:**

- Achieve overall membership satisfaction of 80% as measured by the annual member satisfaction survey

**Activity:**

1. Participate in the Southern Lakes Business Recovery group, consisting of DQ, QLDC, Lake Wanaka Tourism, the Queenstown Chamber of Commerce and Ignite Wanaka to provide a co-ordinated local response and support network for the Southern Lakes business community following the impact of COVID-19. The role of the BRG is to:
  - a. Gather intel and provide consistent and accurate information via organisation's and other channels.
  - b. Ensure businesses have the resources and support they need now, when they need it and know where to go for it.
  - c. Once appropriate move into a co-ordinated recovery phase to ensure businesses can return to business as usual as soon as possible.
2. Member Capability Building
  - o Deliver a programme of member capability building, through Queenstown Connect and member workshops and webinars that meet the industry development needs of DQ members.
3. Product Development support:
  - o Identify operators within the region that are in a position to develop their businesses, and advocate for funding/support where relevant.
  - o Work with Industry on an ongoing basis to think about how they can plan and then implement.
4. Work with the industry in facilitating a vision and goalsetting for what we want to be as an industry to contribute to the destination management plan.
5. Ensure we are well placed to leverage any government or key agency support.
6. Advocate for our share of TNZ's marketing investment and work with TNZ on their marketing campaigns. Ensure Queenstown is well placed to benefit from this.
7. Promote member information sharing and support through a network for local industry to remain connected and well prepared to respond to the changing environment.

**Objective:** Destination Queenstown is an appropriately resourced, structured and motivated team to deliver the requirements of the strategic plan

**KPI:**

- 100% completion of HR and organizational deliverables, as outlined below.

**Activity:**

1. Ensure the DQ organisational structure is ready to adapt to changes in in the NZ industry, such as border openings/closures.
2. Create and provide a comprehensive induction and continued support for the incoming CEO, ensuring they have the tools and knowledge to lead the organisation.
3. Ensure the DQ Team Charter is fully embedded and the organisation is operating in line with the charter maintaining the 100% commitment of staff to the values in the 2020 engagement survey.
4. Undertake an annual key skill and competency reviews to develop and deliver a targeted training and development plan for each team member.
5. Deliver the induction plan for each new starter to ensure they are appropriately inducted over their first four weeks at DQ, this includes undertaking a personality assessment.
6. Focus on improving in the areas recommended by 2020 engagement survey whilst maintaining or bettering overall outcome.
7. Workplace health and safety is a top priority in everything Destination Queenstown does. Continue to promote active participation across the team regarding health and safety matters, initiatives, improvements and procedures.
8. Provide internal training to the DQ team on the following: Health and Safety at Work Act (2015), hazard identification and reporting, DQ H&S policies and procedures, DQ office health and safety walkthrough, chains for winter driving
9. Embed Simpleview utilisation into all areas of the organisation
10. Ensure the health and safety policy and plan continues to be adhered, implemented and updated. Health and safety committee to undertake an annual review and update of DQ's health and safety plan including emergency response and evacuation procedures, DQ procedures and hazard/risk assessment.
11. Provide an external Employee Assistance Program via EAP Services.
12. All DQ staff who regularly host clients and media have a first aid certification
13. All DQ staff to undertake driver training
14. Maintain a Business Continuity Plan for DQ including communication procedures, identification of key personnel, identification of business-critical processes and files, IT backups and access, insurance and contact details.

15. DQ participation in the Tourism Operators Responder of Queenstown (TORQUE group) which supports emergency management Otago and QLDC following major disruption to facilities and infrastructure in the Queenstown area.
16. Elevate sustainability concepts across Destination Queenstown, ensuring the organisation meets the DQ Sustainability policy and plan.
17. DQ sustainability committee continues to ensure the organisation meets the sustainability commitment internally
18. Work with the wider team to implement external sustainability initiatives
19. Destination Queenstown has the appropriate information and communication technology infrastructure, hardware and software to deliver the requirements of the strategic and annual plan.
20. Provide an outstanding service to DQ members: facilitate new member briefings, process new member applications within five working days, updates to member listings are reviewed and published within two working to days, monitor DQ member portal via Simpleview, providing an efficient platform for members to access relevant information, manage leads and update website listings

## **APPENDIX**

### Visitor Demand Mapping

DQ has created visitor demand mapping for the Queenstown Lakes district for the period 2020-2024. It aims to identify timelines for best and worst case.

#### ***30 Day Forward Outlook Chart***

Destination Queenstown has also developed a 30-day forward outlook chart indicating the current levels of accommodation occupancy in Queenstown.

#### ***Visitor Demand Mapping (short term 30 day forward outlook and long term scenarios)***

Destination Queenstown have combined the short term 30 Day Forward Outlook Chart with the long term Visitor Demand Mapping report to create a common resource that will be published monthly.

Link to the documents can be found here: <https://www.queenstownnz.co.nz/destination-queenstown-member-area/covid-19-visitor-demand-mapping/>

## Our Brand

During FY18, 19 and 20 DQ undertook work to evolve Queenstown's brand proposition, more clearly articulating our destination's unique identity to inspire local community pride and motivate visitor preference. The work leveraged existing consumer research and was anchored on our culture, history, place and people.

### BRAND PROPOSITION

## *Home of Adventure*

Queenstown will inspire you to go further than before and introduce you to the person you've always wanted to be.

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### CONSUMER INSIGHT

I want to feel free and energised in a place where anything is possible.

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### REASONS TO BELIEVE

#### PIONEERING HISTORY

Home to many firsts, Queenstown has fuelled the imagination and inspired adventurers for centuries.

#### POWERFUL LANDSCAPES

Queenstown's magnetic energy inspires you to explore beyond your own frontiers.

#### THE ADVENTURE CAPITAL

We invite you to share in our passion for adventure. Here, everyone can experience something new.

#### TRANSFORMATIVE EFFECT

Adventure is a path to self-discovery. Embarking on your journey will reward and enrich you.

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### BRAND PILLARS

#### ESCAPE

Escape from the stress of work, away from the everyday. It's the core to every Queenstown holiday.

#### MAJESTIC

The mountains, the lakes, the steep valleys and gullies. The stage that makes it all possible.

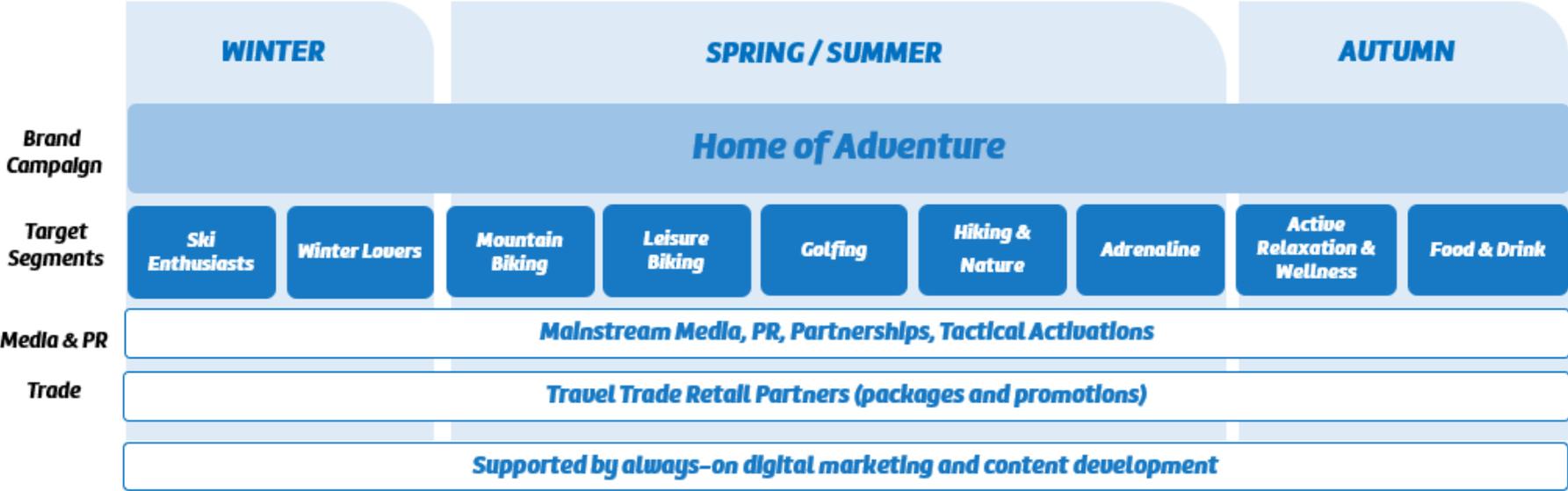
#### OPEN TO THE WORLD

Open hearts & minds, open to new ideas and experiences. Welcoming, friendly, cosmopolitan. This is the people of Queenstown.

#### ENERGY

Vibrancy, excitement, a beating heart. The feeling of a Queenstown holiday which is our unique point of difference.

Campaign framework



# O'HANLON Margaret

Queenstown Performing Arts Centre Trust/Creative  
Queenstown  
Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

I don't think we have a choice. We must make Climate Change and the steps outlined; shift to electric busses, bike lanes, and looking at composting, recycling, etc. the way forward. However making 2050 (I will most likely be dead) our target for zero emissions shows we truly aren't taking it seriously. Also, if there is an intent on the part of the Airport Commission to expand, then how do they expect to be carbon neutral. Watching nature bounce back as quickly as it did during lockdown indicates that the best thing we can do for our region is regulate tourism and regulate growth.

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

Neither / Neutral

Please tell us more about your response:

I don't have enough knowledge in the area to comment. Either option is fine.

## 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 think we plan for Option 1 and if we don't get the external funding we look to Option 2.

## 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:

It is ridiculous to assume that the only people benefitting from the roading upgrades are those already residing in the CBD. Recent events have shown that local involvement in the CBD is very low and that is due to an ongoing desire to ignore the effects of unbridled rent increases. Local businesses dwell elsewhere. The upgrade of this town must truly lie on the shoulders of all who live here, and not just those in the Centre.

## Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

I support Option 1 on an item by item basis. Resource Consent, Building Permit, etc. in a town where there is such a significant land grab and the increase in population will be taxing to us all is definitely a significant cost I do not wish to support in my rates. However, increasing the cost of the use of the pool is not warranted, because this is a communal facility and does not benefit private interest (as developing property does).

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

Queenstown Event Centre Sale of Land: Please do not sell off any more land. Reserve it for Community use or a park. Council has so few assets left as it is, that we are at crisis point due to lack of community space.

Project Manawa: Although implied, there is no definitive plan or indication as to what will become of the Queenstown Performing Arts Centre when this project's build progresses.

## 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](mailto:letstalk@qldc.govt.nz)

**SUBMISSION TO QUEENSTOWN LAKES DISTRICT COUNCIL IN REGARDS TO THE PROPOSED DISTRICT WIDE TEN-YEAR PLAN 2021-2031**

**THIS SUBMISSION IS BEING MADE BY:**

**MARGARET O'HANLON**  
[REDACTED]

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**MY EXPERIENCE:**

I have been a year-round resident of Queenstown for 31 years, having purchased my home, at [REDACTED] in November of 1990.

I am a founding member and Chairperson for the Queenstown Performing Arts Centre Trust (QPACT), a charitable organisation formed in 2000 for the sole purpose of fostering and developing the Performing Arts in Queenstown by providing a purpose built facility to accommodate the community need.

I am the current chair for Creative Queenstown, the local arm of Creative New Zealand. We enable funding to local arts groups and actively provide touring arts performances through Arts On Tour.

I am the recipient of a QLDC Civic Award (2009), Spirit of the Wakatipu Award for Arts and Culture (2019) and a New Zealander of the Year Local Hero Award (2019). QPACT has received a QLDC Spirit of the District Award for our contribution to the Community in the arts, and the Songstars Trust, which I created, has also been a recipient.

I am actively involved with Showbiz Queenstown, Remarkables Theatre, Wakatipu Highschool, Turn Up The Music, Three Lakes Cultural Trust and Whirlwind Productions. I am a full-time Musician, Music Teacher, Director, Producer, and Musical Director.

I love this district and am passionate about the diverse range of performers and artists that live here.

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**BACKGROUND:**

In 1999, after the birth of my second child I realised I needed to find space outside of my home in order to run singing classes and rehearsals for a large community event I had just been asked to join. The event was called "Starry Eyed" and it had grown too large for Winter Festival. I looked around town and realised that adequate space was scarce, if not non-existent. So, I gathered a group of like-minded individuals together to form the Queenstown Performing Arts Centre Trust with the sole purpose of providing adequate spaces for the development and presentation of the performing arts. We petitioned Council for the use of an existing building (originally the 'manual block' from the old Highschool) and set to work to raise the money independently to create three large studios and one small music room. We raised \$150,000 which was enough in those days to renovate the building with the additional help of friends and family.

Not long after a group of Visual Artists pulled together to form the Queenstown Arts Centre in the building across the parking lot from us (the former Primary School). Unofficially and unceremoniously a "cultural district" was formed by these two buildings situated in the CBD and they are still operating as bastions of creative energy and development.

The Queenstown Performing Arts Centre is presently serving over 25 permanent groups who are jockeying for space, which at present is at capacity at more than 100 hours, and many groups are unable to be accommodated because of the acoustic performance of the aged buildings.

Under the "What Else Has Changed" of the Proposed 10-Year plan, it is acknowledged that there is a lack of community space to meet the demands of the community. Also in that section is a brief description of the approved Project Manawa which will replace the QPACT and Queenstown Arts Centre buildings with Council buildings and some sort of cultural and arts centre, as well as a replacement for the to-be-demolished Memorial Hall. It informs us that a "we have proposed a new Performing Arts Centre to be delivered in year eight of the draft programme", however a proposal is not a guarantee, and throughout my 30 year residence I have seen proposals come and go without conclusion.

At present Queenstown has limited community space available to performing arts groups. The QPACT building is central and provides a hub of community activity in a CBD that has become less and less of a home for our local activities due to inflated rents that don't reflect the salaries of our population. QPACT is home to 25 Artists and Groups, many who serve 50 participants (or more) at a time. A quick tally of scheduled hours per week reveals more than 100 hours of activity in any given week. Yet, given the changing and growing face of our community, with anticipated growing numbers, a greater need for dance, music, theatre and circus art spaces seems inevitable.

Presently there are plenty of groups that QPACT cannot accommodate. Showbiz Queenstown and Remarkables Theatre share a "temporary" space whose future remains tenuous. Turn Up The Music are scattered throughout the community. Lakes Theatre Arts, Maya Music and the KMC Drama Collective are all reliant on subsidised, yet inadequate commercial space (for example Lakes Theatre Arts and KMC Drama Collective occupy spaces without any windows). The annual Christmas Show and Whirlwind Productions, both of which enable wide community involvement, operate from borrowed and inconsistent spaces.

#### WHERE TO FROM HERE:

As a resident for more than 30 years, I can attest to the incredible talent that has been nurtured and exists in this district. Many start in local productions or with itinerant teachers who foster passion and often go on to achieve greatness nationwide or overseas. I am confident that if we had more fit-for-purpose facilities, we would attract a higher standard of practitioners and teachers, creating even more opportunities for our young people invested in the arts and culture in Queenstown.

#### To quote:

"In 2019, an amendment to the Local Government Act reinstated the community's wellbeing giving councils a clear directive that community wellbeing needed to be a core consideration in any decision making". Four major values were highlighted as priorities. They are: opportunities for all, Disaster defying resilience, pride in sharing our spaces and brehtaking creativity..."

The arts and culture community achieve all of these goals:

1. **Opportunities for All:** The performing arts community is interactive and inclusive. It cannot thrive without collaboration. We are not only embracing of new ideas, faces and skills, we work only as a team, so each member is valuable. To dance is to work together, to sing is to work together, a dramatic production is a show of many hands supporting one another.

2. **Disaster defying resilience:** The Covid crisis did not cripple the performing arts community, it allowed us to thrive. During lockdown the numerous dance, vocal and drama tutors kept their students on track through zoom and other live-stream platforms. Choirs collaborated online, Remarkable's Theatre conducted auditions via Zoom for their upcoming production "Cosi", the Director of the Showbiz production of "Legally Blonde" led discussion online to tap into how the cast were coping with the cancellation of their upcoming production. Local artists wrote blogs, stories, plays, songs and stand-up comedy about the lock-down. A few examples of diversification are Wakatipu High School live-streamed their production, a community celebration of the arts was pulled together by Three Lakes Cultural Trust, Arrowtown pulled together a last minute festival of music, and the film industry is thriving.
3. **Pride in Sharing Our Spaces:** Spaces are a reflection of the community. QPACT is in fact a beautiful space full of light, history and creativity. It is currently something for our community to be proud of. If we were to place little value on what is a living breathing reflection of the creativity our community, this would indeed be a tragedy.
4. **Breath-taking Creativity. Breath-taking.** This indicates to me that there needs to be investment in the development and resources available to the performing arts. There also needs to be venues for performance that support those breath-taking levels of achievement.

A performing arts community is essential to a thriving community, and should not have to be measured by revenue or return on rates because well-being cannot be measured by such a criteria. For comparison, we don't determine the significance of a library based on what sort of financial return it can generate.

I strongly urge Council to consider the construction and development of facilities specifically for the development and presentation of the performing arts. These buildings must be inspirational and specific to the usage of the performing arts and able to accommodate our community at it's current capacity and for the future. Such a facility is long overdue.

If QLDC are serious about fulfilling the goals of the current Government recommendations for the well-being of our community, then the creation of a cultural district in this community must be a priority, a "Big Issue", and not delegated to a lesser concern for another 10 years.

# OKUMURA Keiko

Japanese family society of Queenstown

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

Please tell us more about your response:

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

We would like to apply for a community funding grant to support our Japanese supplementary school programme we run to educate and upskill the community on the Japanese language.

We are happy to submit further details on this programme and its running costs.

Thank you

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

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

# O'MALLEY Ben

Queenstown/Wakatipu

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## Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

## 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:

# ORFANOUDAKIS Alexia

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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:

I would like to see the QLDC take a bold action regarding water. New Zealand has a major problem regarding it's water quality. Nitrate's levels are far too high in our tapster, increasing the risk of diseases such as bowel cancer and blue baby syndrome.

This all comes from agriculture and mostly cattle and dairy farming. You HAVE TO protect us. Because our health is more important that money and export.

Please get informed. Dr Mike Joy, a New Zealand fresh water scientist is dedicating his work to this specific problem.

How much would it cost New Zealand and the QLDC specifically to treat all the emerging cancers related to high levels of nitrate in water ? How would it compare to finance a sustainable option for farmers to stop using nitrate based fertilisers and slow their production ?

It's a ten year plan, think about it in ten years, the ageing population is most likely going to suffer more and more about this specific kind of disease. Who is going to take care of them ? There is already a shortage of nurses, doctors and infrastructures.

We all drink this water, and it is poison. Please do something about it.

## 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:

I don't have an opinion.

## 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.

I would like to see a real medical center with emergency care, 24/7 care, a surgical ward, a maternity ward, a children's ward and a psychiatric and psychological support in Wanaka. Our population is growing. We need to adjust how we provide healthcare.

## 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:

**Name:** Stephen Osborne

**Organisation:** Kingston Community Association (KCA)

**Contact email address:** [REDACTED]

**Location:** Kingston

**Do you wish to speak at a hearing for the 2021-2031 Ten Year Plan (including the Significance and Engagement Policy):** Yes

**Do you wish to speak at a hearing for the draft Policy on Development Contributions:** No

**If Yes please provide contact number:** [REDACTED]

**Responding to climate change:**

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

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

**Please tell us more about your response:**

We note Kingston water treatment plant and the existing township reticulation is not shown in the Draft 2021-2031 Ten Year Plan Consultation Document. The Draft 2021-2031 Ten Year Plan Volume One document contains a table on page 90 showing the water capital spending for Kingston as per below:

Kingston											
Kingston Existing Township Connection			38,226	3,928,557							3,966,783
Kingston Housing Infrastructure Fund New Scheme	5,392,301	1,680,892			10,762	3,289,465	66,796				10,440,217
Masterplanning - Kingston	5,000	5,177	5,309	5,456	44,907	5,770	5,952	6,153	50,913	6,560	141,197

It is our understanding that \$3,966,783 has been allocated for connections to the existing township dwellings, \$10,440,217 has been allocated for the Kingston HIF scheme which includes the water intake, treatment plant and reservoirs, which will feed the township and new Kingston Village Limited development.

If we have understood the Draft 2021-2031 Ten Year Plan Volume One document correct as we have explained above then we support and are happy with the current timeframe.

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

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

**Please tell us more about your response:**

Kingston Village Limited (KVL) is planning to build circa 750 more dwellings adjoining the existing Kingston township (217 consented to date). From discussion with council representatives at KCA meetings, along with the infill of the existing community it is projected the combined dwellings

number will be approximately 600 within the next 10 years and 1200 ultimately. The current number of dwellings is 240, this means a 250% increase in population within the next 10 years.

The Draft 2021-2031 Ten Year Plan Volume One document contains a table on page 119 showing the transport capital spending for Kingston to be zero. We believe this is inappropriate. Safe movement around the exiting township, connections between the new KVL subdivision and the existing township, and the connection to Queenstown all need to be considered. Many of Kingston's roads do not have footpaths and are not wide enough for parking considering the projected increased residents & traffic. The top of Kent Street between the commercial area on SH6 and the public toilets is a well know safety hazard. Hundreds of millions of dollars have been allocated to the CBD for transport. \$500k, only a fraction of the CBD budget, would go a long way in solving many of Kingston's internal transport issues.

Page 21 chapter 3 of the Draft 2021-2031 Ten Year Plan Consultation Document states during the engagement process council was clearly told that transport was a key issue in achieving the vision principle of Zero Carbon Communities. It appears the 45km commute between Kingston and Queenstown, which will have an ever-increasing number of users dwellings numbers increase, has been given no consideration in the 10-year plan. We believe it should be considered and included in the plan.

Further to the zero-carbon initiative there are safety issues to consider with this commute, QLDC have highlighted this themselves on page 79 of the full draft Queenstown Lakes Spatial Plan document, which categorises the connection between Queenstown and Kingston as a "Safety Risk Area". Although the connection is a state highway controlled by NZTA it appears negligent of QLDC to not consider how the increase of traffic on this connection will affect its residents and how this should inform their planning and decisions in the next 10 years. An example is ~950 new dwellings consented in Kingston 45km away from the center with no public transport and the only connection considered a safety risk.

### **Big Issue 3: New Targeted Rate on Queenstown Town Centre properties**

We support **OPTION ONE:** Rates recovery focused on wider CBD ratepayers

#### **Please tell us more about your response:**

There will be minimal to no benefit for Kingston.

### **Big Issue 4: Increasing User Fees and Charges**

We support **OPTION ONE:** Fees and Charges Increases as per Revenue & Financing Policy

#### **Please tell us more about your response:**

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

The Queenstown Lakes Spatial Plan has a fundamental flaw in its dwelling’s projections for Kingston, which we believe has then influenced the decisions made throughout the 10 year plan for Kingston, essentially making them irrelevant and incorrect. If this is not reason for the decisions then we are at loss to why such poor decisions have been made in relation to Kingston within the 10 year plan.

The error is clearly shown on page 9 the Queenstown Lakes Spatial Plan Consultation Summary and page 49 of the full draft Queenstown Lakes Spatial Plan document. The graph shows that Kingston’s estimated dwellings by 2050 to be 750. With the infill of the existing township and the consented 750 lot KVL sub-division, the Kingston Community Association have been told on multiple occasions by QLDC representatives the figure is actually 1200 minimum. To put that in perspective it is a 5-fold increase on the existing 240 dwellings, which is the largest increase of all the areas considered in the spatial plan.

The Draft 2021-2031 Ten Year Plan Volume One on page 53 is the start of a section titled Our Activities in detail, the purpose of this section is to “provide information on our eleven Council activities. Each activity relates to one or more of our community outcomes and seeks to improve the wellbeing of our communities. The section outlines what each activity does and what it plans for the future.”

We believe it is worth highlighting how for each of these eleven council activities the incorrect data used for Kingston in the spatial plan has resulted in under funding in all instances. We have provided requests under each category to show how we believe the 10 year plan should be changed to correct this error.

**Community Services and Facilities**

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
<b>Kingston</b>											
Kingston cemetery - improvements				37,752							37,752
Kingston Community Building & St John	208	171			7,810		4,476	7,644	24,471		44,779
Kingston Jetty & Asset Management Plan		21,242					23,973				45,215
Kingston Library Renewal - Property	827	1,094	1,378		2,747	301	8,547	1,266	3,066		19,226

As you can see from the table above \$146,972 has been allocated for Kingston. All of which is essentially maintenance of existing assets. In spite of the projected population growth and the pressure this will place on existing assets and the requirements for more assets, nothing has been allocated for new assets and or expanding of existing assets.

The nearest size community to Kingston for comparison is Glenorchy, although it has ¼ of the projected dwelling growth. We would like to make it clear our comparisons to Glenorchy are in no way us advocating for a reduction in spending there, we do not have a proper understanding of Glenorchy's issues and nor is there sufficient information provided within the documents made available by QLDC as part of the 10 year plan submission process for us to get an understanding. However, from the limited information we can obtain from the documents it appears they have many of the same problems as Kingston and we expect similar funding be allocated for our community.

The table shows Glenorchy has been allocated \$1,905,547 for community services and facilities. We believe this is a disproportionate distribution of funds focused on tourists not residents. An example of this is the \$561,231 Glenorchy has allocated for the pier and marina this is compared to the

\$45,215 for the Kingston which is only a plan no actual construction. The Kingston jetty is identified on the Civil Defense Plan for Kingston as an escape/rescue point via the Earnslaw and other means. The parking for vehicles and boat trailers is already insufficient for the 240 dwellings, the projected dwelling growth will make this far worse.

We request more funding is allocated for both planning and construction of Community Services and Facilities to help meet the increased demand.

### Environmental Management

Our understanding of this section is it lays out what the council has categorised as the services it provides under the heading Environmental Management. The three areas detailed are:

- District Plan
- Spatial Plan
- Resource Consents

The spatial plan as noted above we believe is incorrect in regard to Kingston. The district plan and subsequent resource consent issued for the new 750 lot Kingston Subdivision had no opportunity for community liaison, the existing community to be considered as an effected party or the impact on the exiting community properly understood and planned for.

We request the Kingston community is consulted on any further development including the already consented new sub-division and is demonstrated to that the impact on the existing community have properly considered.

### Water Supply

Kingston											
Kingston Existing Township Connection			38,226	3,928,557							3,966,783
Kingston Housing Infrastructure Fund New Scheme	5,392,301	1,680,892			10,762	3,289,465	66,796				10,440,217
Masterplanning - Kingston	5,000	5,177	5,309	5,456	44,907	5,770	5,952	6,153	50,913	6,560	141,197

Although not entirely clear from the wording in the above table, it is our understanding from meetings with QLDC representatives that one; the \$10,440,217 HIF new scheme will include the intake, treatment and storage infrastructure required for both the new sub-division and the existing township and two; the \$3,966,783 is for the connection of the dwellings within the existing township. We do not know what the Master planning for water has been allocated to plan as we believe the planning stage is already complete.

We support the current time frames and priorities in the district plan for water, assuming our understanding noted above is correct but note there is a lost opportunity here to lay the wastewater connections at the same time creating a much more efficient use of funds. This is explored more under Wastewater.

We request our assumptions be confirmed and the wastewater connections for the existing community be installed at the same time as the water

## Wastewater

Kingston											
Kingston Housing Infrastructure New Scheme	7,895,647	2,407,277	4,883,174			5,201,914	108,811				20,496,823
Masterplanning - Kingston	5,000	5,177	5,309	5,456	44,907	5,770	5,952	6,153	50,913	6,560	141,197

Again, although not clear from the 10 year plan consultation documents its is our understanding from various meetings with QLDC representatives that the \$20,496,823 will include the infrastructure for the treatment of the new 750 lot subdivision and the existing township but only the trunk mains will be laid through the existing township, no wastewater connections in the existing township will be made in the proposed 2021-31 plan.

We believe the connections for the existing township should be laid at the same time as the water connections that are programmed to be installed in 2024/25. There are many reasons for this, including:

- New dwellings constructed in the existing township will need to construct onsite treatment systems. Our understanding is they will be given a 10 year grace period exempt from paying rate contributions once the new wastewater system with the opportunity to connect is constructed within the township. This represents a lost opportunity for the council to connect new builds and for them to contribute.
- It is a deterrent for new builds as although they get an exemption for 10 years their new system will likely have a design life of 50 years.
- The roads, footpaths and property connections from the boundary to the dwelling will all need to be excavated twice. Once for the water connection and once for the wastewater connection at a later date. This represents a twofold cost increase, the first the lost efficiency of placing two services in one trench and the second due to inflation it will cost far more to construct the wastewater in 10 years' time than it will now. We understand pre-covid in the last 10 years wage inflation has so far averaged just 1.8 per cent a year, compared to 2.8 per cent a year in the last cycle. A 1 per cent gap over time can cumulate to large numbers. New Zealanders have long complained that wages don't keep up with everyday expenses (and specifically housing). QLDC choosing to defer this spending especially when there is an opportunity to install now more efficiently seems like the wrong choice for Kingston residents.
- The current estimate given by QLDC consultants to construct the connections is \$3-5m. We believe this is not a large sum when considered over the whole budget and actually offers QLDC a saving in the long run.

We request our assumptions be confirmed and the wastewater connections for the existing community be installed at the same time as the water

## Stormwater

Kingston Housing Infrastructure Fund New Scheme	1,902,161	1,720,240	1,388,671			1,509,313					6,520,385
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The 10 year plan consultation documents do not make it clear what the \$6,520,385 allocated for the HIF scheme includes. We understand that the new KVL 750 lot sub-division will have 3 main stormwater outlets that will eventually discharge into Lake Wakatipu, through the existing Kingston Township. It is understood at least two of these connections will utilise existing creeks/culverts in Kingston. QLDC is well aware of the existing problems Kingston has with stormwater, which is getting only worse with the increased rain fall and intensity caused by climate change. These include:

- The culvert that crosses SH6 has been identified as too small and has been often over run and blocked
- The two new culverts installed in Kingston Creek within Lakefield Estate have been overtopped within the first year of use and required cleaning out twice
- Where Kingston Creek turns to go under the Kent Street culvert the creek bank has been severely eroded within the last 6 months and has now eroded within the adjoining property boundary and is less than 5 metres away from the property itself.
- The Kent Street culvert is a longstanding hazard that has overrun many times, the council is aware of the problem and has explored many resolutions including a bridge but have never upgraded this insufficient asset.
- Kingston creek on the Corner of Oxford and Cornwall Street is now on an almost yearly basis damaging and eroding the existing flood defences, which are repaired each year with excavators. The property adjoining the creek on the corner has started losing land to the erosion.
- Emergency works were carried out in February 2021 to excavate all of the existing creeks within Kingston as numerous properties were at risk of flooding, this included the creek that flows along the railway line to lower half of Kingston and outlets at the jetty.
- In February 2021 Kingston was cut off for two days in both directions on SH6 due to slips and culverts overtopping's both to the North and South of Kingston.

As you can see Kingston has severe existing issues with stormwater, KCA are worried these have not been addressed in this 10 year plan and we are not sure of the impact the new KVL 750 lot subdivision will have on the issue.

We are also worried about the discharge quality of stormwater into the lake due to the existing dwellings wastewater onsite systems, the surrounding farmland run off and the untreated run off from the new KVL 750 lot subdivision.

We request more clarification is provided on what is included in the \$6,520,385 allocated for the HIF scheme includes, the existing issues Kingston be addressed in the 10 year plan, funds are allocated for investigation and planning on the impact of stormwater run off on the lake Wakatipu from Kingston and the impact the increased rain and intensity caused by climate change will have on Kingston.

## **Transport including roading, parking and footpaths**

No money has been allocated for Kingston under this category.

Kingston Village Limited plans to build 750 dwellings and approximately 200 more dwellings can be built in the existing Kingston township (950 additional dwellings to the current 240). From discussion with council representatives at KCA meetings, along with the infill of the existing community it is projected the combined dwelling number will be 600 within the next 10 years. The current number of dwellings is 240, this means a 250% increase in population within the next 10 years. Within the next 20 it is projected to be 1200 a 500% increase.

Safe movement around the existing township, connections between the new KVL subdivision and the existing township, and the connection to Queenstown all need to be considered. The reasons for this have been highlighted under our submission in our response to Big Issue 2.

Once again, the nearest size community to Kingston for comparison is Glenorchy, although it has ¼ of the projected dwelling growth.

Glenorchy has been allocated \$21,934,871. We believe this is a disproportionate distribution of funds focused on tourists not residents. We understand Queenstown-Glenorchy Highway is a QLDC asset which is different to the Queenstown-Kingston Highway which is a NZTA asset. We also recognise that Glenorchy has many more KMs of road and more structures than Kingston so an increased spending there is to be expected. However, part of the cost for the Queenstown-Glenorchy Highway should be borne by Queenstown. It is also clear from the table provided of the \$22m this includes \$8,658,631 spent on Glenorchy.

Kingston needs urgent investment in footpaths for safe travel around the town, parking at the top of Kent street to address the safety issues, parking at the boat ramp to facilitate the increased numbers and lastly investment from the council to finally take ownership of the "Safety Risk Area" commute between Kingston and Queenstown. We understand this may be difficult due to the liaison required with QLDC but it does not absolve QLDC from its responsibility to its residents. It should advocate for Kingston to NZTA and it should explore other alternatives to help relieve the issue such as public transport.

We request the 10 year plan be adjusted to take some funding away from the CBD Transport budget and this spent in Kingston to address the urgent issues it has with roads, parking and footpaths. We would like QLDC to consider an amount based on the size of or roading network when compared to Glenorchy and other similar small communities i.e. each kilometre gets \$XX/km multiplied by size of network. \$2M, that is, less than 10% of what Glenorchy is receiving, would go along way in addressing road safety and access issues in our community over the next 10 years. Currently, no funding is allowed for to even investigate and plan for these issues.

## **Summary**

We believe in the next 10 years Kingston is going to suffer much of the same problems that have been experienced in Queenstown when growth has been greater than QLDCs response along with little foresight for resolving the issues. Kingston is forecasted to more than double in size in the next 10 years and more than quadruple in the next 20. QLDC have essentially allocated nothing in the way of planning or infrastructure to address the impact this will have on the existing community.

We ask that QLDC engage with the community and review its full draft 10 year plan in relation to Kingston.

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

We support the changes, however we believe it needs to be made clearer to the community what the developers have to do over and above their contributions that will enhance the community they are creating/affecting.

Using Kingston as an example the KCA and the Kingston community has not been consulted on nor has information showing when the KVL sub-division was consented what reserves it was required to provide internally, what impact its contributions would have on reserves external to the sub-division (within the existing Kingston township) and what links would be provided between the two parts of the township for example.

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

We believe the engagement with Kingston has been poor as the 10 year plan clearly does not address any of the issues Kingston faces apart from water supply, which is being done in a way that'll cause more cost to the residents in the long run.

We have not had sufficient time to review the changes in the draft Policy on Significance and Engagement so have no further comments.

# OSMERS Rhondda

Makarora

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## Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

Makarora residents have their own water supplies

## 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

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:**

I would like to see the speed limit reduced, currently zoned 100km, on the Makarora residential village streets. Includes: SH6, School Rd, Kea St, Weka St, Kaka St, and Rata Rd. These are through residential areas and with more growth in the valley with young families and permanent residents buying in the valley we need the speed reduced to keep all our residents and visitors safe.

I would also like to see the ridiculous 40k speed limits in Wanaka abolished.

# OVERTON Leigh

Central Otago Health Incorporated

Wanaka/Upper Clutha area

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## Q. Responding to Climate Change

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

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](mailto:letstalk@qldc.govt.nz)

The purpose of this submission is to seek funding from the Wanaka Ward of QLDC to cover the expenses of the Wanaka Ward representative who is elected to Central Otago Health Incorporated.

Central Otago Health Incorporated was formed in 2000 as an incorporated Society in response to the ever-changing health structure and to retain ownership of the assets of Dunstan Hospital on behalf of the community. The structure ensures the separation of governance and management.

The purpose of COHInc is:

To provide a link between Dunstan Hospital and the regions of the Central Otago and Wanaka communities served by the hospital and to represent the interests of the community.

To own and protect the assets of Dunstan Hospital for the members of the community.

To seek funds and make grant applications for the provision of assets.

To own 100% of the shares in Central Otago Health Services Ltd.

To appoint the Directors of Central Otago Health Services.

The Board of COHInc comprises:

Five members elected at the time of the local body elections, four from the wards of Central Otago District and one from the Wanaka ward of QLDC.

One member appointed from CODC.

One member appointed by Tangata Whenua.

Two members appointed by service providers- one to be a doctor.

To date Central Otago District Council has funded the expenses for the Wanaka representative in the absence of support from QLDC. CODC currently provides round \$8000.00 to cover the expenses of the members of COHInc. However, this funding has become contestable and not surprisingly I have been asked to apply for funding from the appropriate source. A previous Wanaka COHInc representative has applied for this funding in the past and been turned down, but I do not believe the application explained the very different health model for secondary health services in the Wanaka ward, as opposed to that in the Queenstown ward.

The sum sought is \$1350 made up of meeting fees  $\$50 \times 12 = \$600$  and \$750.00 for travel at .70c/kl. (based on the ability to carshare with the Cromwell rep on most occasions)

In making this submission I wish to clarify and confirm the level of financial support that will be available to any current or future COHInc rep from Wanaka. I believe that any future candidate for this position deserves to know what support is available before they make themselves available for the role.



## SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL 10 YEAR PLAN 2021-2031

**To:** Queenstown Lakes District Council  
Private Bag 50072, Queenstown 9348  
  
letstalk@qldc.govt.nz

**Name of Submitter:** Shaping Our Future Inc.

**Contact:** Annabelle Numaguchi, [REDACTED]

Shaping Our Future wish to be heard

This is a submission on the Queenstown Lakes District Council ("the Council") 10 Year Plan 2021-2031 and applies to the entire district.

Shaping Our Future is an independent, apolitical, non-profit organisation created in 2011 to give the people of our community an opportunity to shape their future. We work with the community to create a long-term vision and roadmap for the future as our district continues to go through rapid change, even with the recent disruption of Covid-19. Shaping Our Future is governed by a volunteer Board.

The following submission is based on information gathered from the community in a number of community forums and community task force reports, most notably:

1. Shaping Our Future Wellbeing Forums 2021
2. Shaping Our Future Wakatipu Freshwater Report 2021
3. Shaping Our Future Climate Challenge Forum 2019
4. Shaping Our Future Lake Hayes Estate/Shotover Country Community Forum 2019
5. Shaping Our Future Upper Clutha Freshwater Report 2019
6. Shaping Our Future Frankton Masterplan Forum 2018
7. Shaping Our Future Upper Clutha Transport Report 2018
8. Shaping Our Future Queenstown Transport Report 2017
9. Shaping Our Future Arrowtown Community Visioning Report 2017
10. Shaping Our Future Glenorchy Community Visioning Report 2016
11. Shaping Our Future Upper Clutha Conservation Report 2016
12. Shaping Our Future Visitor & Tourism Report 2015
13. Shaping Our Future Energy Report 2014
14. Shaping Our Future Economic Futures Report 2014
15. Shaping Our Future Innovation Forum 2013
16. Shaping Our Future Events Report 2012 and Update 2016

While some of the forums and reports are some years old, the Shaping Our Future process and long-term visioning means that the recommendations put forward by the community are enduring. Recent Wellbeing Forums have reconfirmed those long-term community visions and priorities but with a focus on economic recovery, diversity and tourism in the current Covid-19 climate. However other community priorities such as housing affordability (cost of living) climate and transport are still relevant with a general view that the Covid-19 situation has given the region a chance to reset and do things better moving forward.

## **Summary of Submission Recommendations:**

### ***QLDC Vision Beyond 2050***

*Shaping Our Future recommends that the level on rating and infrastructure investment to serve growth-driven demand be reduced substantially to reflect the intent of Vision Beyond 2050.*

### ***Grow Well – Draft Spatial Plan***

*Although Shaping Our Future supports the suggested intent of the Draft Spatial Plan, we have suggested enhancements to bring it more in line with community needs and expectations expressed through Shaping Our Future processes.*

### ***Climate Change***

*Shaping Our Future recommends that:*

- 1. The assumptions and tone of the Draft Ten Year Plan be modified to reflect the wellbeing costs of unmanaged growth and that these costs will be addressed through a joined-up approach to council investment policies into the future.*
- 2. A manageable and sustainable rate of visitor and residential growth of no more than 2% per annum be added to graphs and discussions in the Draft Ten Year Plan and that funding, borrowing and expenditure for growth-driven demand be reduced to reflect a more realistic and sustainable rate of growth.*

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

*Option 1: upgrade water by 2024 to meet regulatory requirements*

*Option 2: spread upgrades over 10 years and seek exemption from regulator*

*Shaping Our Future would prefer to see community wellbeing desires and expectations met with an early as possible upgrade to our 3 waters infrastructure. We therefore support Option 1. Upgrade water infrastructure by 2024.*

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

*Option 1: Complete the Wakatipu Transport Capital Programme as outlined in the programme*

*Option 2: Re-direct the funding for Queenstown Public Transport interventions as proposed (\$42.1M) to Active Travel projects not currently included in the draft Ten Year Plan*

*Shaping Our Future does not support re-directing Queenstown Public Transport Interventions to Active Travel projects, and recommends instead that the budget be increased to realistically ensure that all aspects of the Wakatipu Transport Capital Programme are able to delivered in parallel, including both public and active transport initiatives throughout the district.*

### ***Big Issue 3: New Targeted Rate on Queenstown Town Centre properties***

*Option 1: Rates recovery based on wider CBD ratepayers*

*Option 2: Apply costs to the existing Wakatipu Road Rates*

*Shaping Our Future recommends that Big Issue 3 Option 2 be adopted.*

### ***Economic Development***

Shaping Our Future recommends that:

1. funding for “Tourism Marketing” be collected and transferred to Destination Queenstown with the condition that the funding be used exclusively to promote longer-stay, higher-value visitors, encouraging them to use low-carbon transport options and activities, and
2. funding for “Economic Development” be split in 2021-22 into two new activity areas of “Local Events” and “Economic Diversification”, with \$4 million assigned to Local Events and \$1 million, of the approximately \$5 million “Economic Development” budget, assigned to the establishment and maintenance of stand-alone economic development agency, and
3. the council’s Economic Development funding policy be updated to focus on encouraging and enable new, more environmentally, socially, and economically sustainable activities than the current exclusive focus on visitor attracting events, and
4. “Local Events” funding for specific events be limited to no more than three years, to ensure that only viable events continue and new events are given the start-up funding necessary to get them going and reach a point of financial self-sustainability, but ongoing funding.
5. “Economic Development” funding for events be progressively reduced over the next 5 years to enable event organisers to attract commercial sponsorship or other funding, with the budget for “Economic Diversification” be increased until a balance is reached between “Local Events” and “Economic Diversification”.

### **Lakeview Development**

Shaping Our Future recommends that:

1. The final Ten Year Plan include an adequate outline of the Lakeview project, including sufficient detail for the community to understand the costs, potential benefits, and risks of the project to the community, as well as the intended proportions of affordable to market-based visitor and residential accommodation intended for the site.
2. A full explanation of the variance between the 2018-28 Ten Year Plan estimated cost of the Lakeview project compared with the substantially higher costs outlined in the Draft 2021-31 Draft Ten Year Plan, along with consideration of the risk of future cost increases and failure of the project to make the return on investment expected.
3. If they do not exist already, conditions be added to the sale agreement, to compensate the community for the substantially higher cost of infrastructure investment ratepayer subsidy to the project, that 50 percent of the accommodation provided in the project at each stage be affordable accommodation for local workers and residents.
4. All affordable accommodation sales made by the project are protected by a covenant limiting all future sales of the properties to increases in price no more than the non-housing rate of inflation.
5. If sufficient benefit cannot be transparently assured to be delivered to the community, based on the actual and projected costs of the project, that the project be cancelled and all or the balance of the site, including the Lynch Block, be instead leased long-term to the Central Lakes Housing Trust for them to develop for affordable housing.

### **Community Development**

Shaping Our Future recommends that:

1. *Funding for Community Development be adjusted by an expected rate of inflation of 2% for each of the 9 years from 2022 onward.*
2. *A clear funding policy and panel be established for community groups and organisations to apply to separate that process from the annual and ten year planning processes.*

## **Shaping Our Future – Full Submission**

### ***QLDC Vision Beyond 2050***

It is reassuring to see the context and laudable goals of Vision Beyond 2050 included in the Draft Ten Year Plan. It is disappointing though to see that the goals are not reflected in the nature and scale of expenditure the council suggests it will engage in on the community's behalf over the next decade. A decade within which those businesses and ratepayers that remain following the response to COVID-19 will still be recovering for most if not all of the decade. The level of investment, on behalf of potential future visitors and residents, represents a local authority leading its communities to live and invest beyond their means.

***Shaping Our Future recommends that the level on rating and infrastructure investment to serve growth-driven demand be reduced substantially to reflect the intent of Vision Beyond 2050.***

### **The Challenges Ahead:**

#### ***Grow Well – Draft Spatial Plan***

Shaping Our Future has provided a separate submission on the Grow Well draft Spatial Plan currently out to consultation at the same time as this Ten Year Plan.

***Although Shaping Our Future supports the suggested intent of the Draft Spatial Plan, we have suggested enhancements to bring it more in line with community needs and expectations expressed through Shaping Our Future processes.***

#### ***Climate Change***

Although Draft Ten Year Plan makes numerous references to climate change and central government climate policy, the draft plan provides absolutely nothing tangible in terms of reduction of climate change emissions in the communities the council is responsible for or the businesses and infrastructure that are part of those communities.

That the Climate Change assumptions section of the draft plan immediately preceding the Demand Projections (Vol Two p 93) fails to make any connection between the contribution of growth to climate change effects and risk is disturbing. The clear philosophy of the draft plan is that rapid and carbon dependent growth is inevitable, which is in fact a choice, not an inevitability. Growth that can only be accommodated by further investment in infrastructure predominantly by ratepayers and, potentially, through a visitor levy, and to a lesser extent through development contributions, rather than through managing growth. This approach is unsustainable and will detract from the social, cultural, economic and environmental wellbeing of the communities of the district.

Shaping Our Future submitted against the QLDC application for resource consent for emergency storm and wastewater discharges to ORC, on the basis that the proposal would not be in any wellbeing interest.

#### **Shaping Our Future recommends that:**

- 1. The assumptions and tone of the Draft Ten Year Plan be modified to reflect the wellbeing costs of unmanaged growth and that these costs will be addressed through a joined-up approach to council investment policies into the future.***
- 2. A manageable and sustainable rate of visitor and residential growth of no more than 2% per annum be added to graphs and discussions in the Draft Ten Year Plan and that funding, borrowing and expenditure for growth-driven demand be reduced to reflect a more realistic and sustainable rate of growth.***

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

*Option 1: upgrade water by 2024 to meet regulatory requirements*

*Option 2: spread upgrades over 10 years and seek exemption from regulator*

Shaping Our Future's Upper Clutha and Wakatipu water taskforces clearly identified community and expert informed need to immediate improvements in the protection of the district's water ways, especially in relation to improved management of waste and storm water.

**Shaping Our Future would prefer to see community wellbeing desires and expectations met with an early as possible upgrade to our 3 waters infrastructure. We therefore support Option 1. Upgrade water infrastructure by 2024.**

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

*Option 1: Complete the Wakatipu Transport Capital Programme as outlined in the programme*

*Option 2: Re-direct the funding for Queenstown Public Transport interventions as proposed (\$42.1M) to Active Travel projects not currently included in the draft Ten Year Plan*

Shaping Our Future finds the two proposed options as highly problematic. A veritable Hobson's choice. One being requesting support for the entire transport budget in part of the district and the other asking the community to choose between two low-carbon transport initiatives. Setting one environmental protection objective against another is not credible, when there are so many more aspects of expenditure in the Draft Ten Year Plan that could have been chosen as alternatives for expenditure other than those selected here.

Although the pedestrian improvements to downtown Queenstown are projected to result in the loss a carparks, that impact does not justify the extraordinary cost to ratepayers of the proposed Boundary Road carpark building AND reduction of options for active travel. If active travel options are not available at the same time as the pedestrianisation work occurs and the additional carparking is provided at Boundary Road the desired transport mode behaviour changes will be unlikely.

Priority 7 of the draft Spatial Plan, out to consultation at the same time as this Ten Year Plan, is to prioritise investment in public transport and active mode networks, however this is in conflict with the options being consulted on as *Big Issue 2*.

**Shaping Our Future does not support re-directing Queenstown Public Transport Interventions to Active Travel projects, and recommends instead that the budget be increased to realistically ensure that all aspects of the Wakatipu Transport Capital Programme are able to delivered in parallel, including both public and active transport initiatives throughout the district.**

*Reference:*

- 1. Shaping Our Future Submission on QLDC 10 Year Plan 2018-2028*
- 2. Shaping Our Future Submission on Draft Climate Action Plan 2018*
- 3. Shaping Our Future Upper Clutha Transport Report 2018*
- 4. Shaping Our Future Queenstown Transport Report 2017*
- 5. Shaping Our Future Submission on Queenstown Town Centre Masterplan 2017*

While Shaping Our Future supports the vision of the Queenstown Town Centre, as per our submission of 2017, the roading based capacity increases and priorities as proposed in the Ten Year Plan do not align with the communities outcomes and recommendations made through the Queenstown and Upper Clutha Transport Reports. Nor do the roading and carpark capacity aspects of the plan align with community desires identified in QLDC and Shaping Our Future wellbeing surveys and forums, or with Council's commitment to mitigating climate change, reducing congestion, and encouraging public and active travel expressed elsewhere in the Draft Ten Year Plan and the Climate Action Plan.

Shaping Our Future does not support either of the Options above and recommends that transport funding priorities are reassessed so that funding is spread more fairly around the district and on activities that will promote the use of public transport and active travel rather than roading capacity, a lot of which is focused on the Queenstown CBD area.

Shaping our Future supports the continuing partnership of the Queenstown Lakes District Council with the Otago Regional Council and Waka Kotahi NZ Transport Agency to provide an enduring, affordable and safe transport system, as a key recommendation from the Shaping Our Future Transport Reports.

Shaping Our Future will be submitting on the proposed Spatial Plan, however, please note that our Ten-Year Plan submission in 2018 called for an Integrated Strategic Plan (integrated land use and transport planning) as another key recommendation of the Shaping Our Future Reports. It is not clear how the proposed 2021-2031 Ten Year Plan has been influenced by any strategic planning.

Volume 1 (pg114) and Volume 2 (pg51) of the proposed Ten Year Plan refer to a Network Operating Plan to sit alongside the spatial plan and masterplans, this should be a Network Operating Framework, as a Network Operating Plan is something different.

Te Tapuae/Southern Corridor (vol 2 pg42) presents an opportunity to follow the vision of the Shaping Our Future Transport Reports with integrated land use and transport planning and protection of future transport corridors, however is at risk of repeating the mistakes of Ladies Mile. The significant challenge of funding future infrastructure for Te Tapuae should be weighed up against the wider community benefits of other infrastructure as part of the proposed 2021-2031 Ten Year Plan. Protection of other future key transport routes/corridors is not evident within the proposed Ten Year Plan to provide future transport system resilience, particularly to project growth.

Shaping Our Future supports the focus on public transport and active travel (vol 2 pg46) and pedestrianisation of the Queenstown Town Centre. There is a reference to mode shift under Transport Emissions Reduction (vol 2 pg63) however it does not appear that travel behaviour changes initiatives have been allowed for in the Ten Year Plan, and alongside infrastructure and service improvements are important for the future success of public transport and active travel modes in our district.

Parking is an important aspect of the transport network and can drive demand for private car trips or can be used as a tool for travel behaviour change and Shaping Our Future supports the development of a Parking Management Strategy (vol 2 pg67) for the district, especially in light of the National Policy Statement on Urban Development 2020 requirements around parking.

**Shaping Our Future supports proposed Digital Infrastructure Masterplan and the proposed Electric Vehicle (EV) infrastructure (vol 1 pg137) Technology for public transport access (vol 2 pg44) and Future Transport Technology (vol 2 pg64) to improve access to public transport and reduce carbon emissions.**

**Shaping Our Future recommends that reference to a “Network Operating Plan” (Volume 1 pg114 and Volume 2 pg51) of the Draft Ten Year Plan be amended to a “Network Operating Framework”.**

### **Big Issue 3: New Targeted Rate on Queenstown Town Centre properties**

Option 1: Rates recovery based on wider CBD ratepayers

Option 2: Apply costs to the existing Wakatipu Road Rates

Given the significant impact of the concurrent COVID-19 economic downturn and the substantial inconvenience and impact on downtown Queenstown trade over the past 12 months and into the next few years, it seems unreasonable to impose more costs on central Queenstown rate payers. The rationale for increasing rates on residential ratepayers to disproportionately contribute to what are essential tourism-focused improvements is weak at best.

Given the broad economic benefits of the downtown Queenstown improvements and the very limited residential benefit any increase rates to largely residential ratepayers either in the wide downtown area of the Whakatipu ward is not justified. Economic development investment, which the downtown

improvements clearly are, should be sheeted back those who benefit the most from this sort of development – commercial and particularly tourism property owners and tenants. Including the cost of the development in the Whakatipu roading rate would be the most appropriate approach, as it will spread the cost between commercial and residential ratepayers across the wider area, with an onus on

**Shaping Our Future recommends that:**

**Big Issue 3 Option 2 be adopted.**

### ***Economic Development***

The economic future of the district, and the wellbeing that a balanced, sustainable, resilient economy provides, has been highlighted in numerous Shaping Our Future community reports, including our 2021 wellbeing forums. COVID-19 has demonstrated the extreme vulnerability of the district's heavy reliance on international mass tourism. The Draft Ten Year Plan says as much (vol 1 pg133). Shaping Our Future is therefore disappointed that projections and planning for tourism growth assume that not only should pre-COVID growth in visitor numbers should be our collective objective, but that growth should be increased.

Shaping Our Future's Economic Futures report recommended the creation of local economic development agency that would focus on economic diversification.

There are no meaningful economic diversification initiatives included in the Draft Ten Year Plan, other than continuing to support local and regional film industry coordination (vol 1 pg133). Proposed economic development funding in the Draft Ten Year Plan is either targeted directly at tourism, through the collection and transfer of Destination Queenstown "Tourism Marketing" or indirectly through "Economic Development" funding of community events that are intended to also attract visitors.

**Shaping Our Future recommends that:**

- 6. funding for "Tourism Marketing" be collected and transferred to Destination Queenstown with the condition that the funding be used exclusively to promote longer-stay, higher-value visitors, encouraging them to use low-carbon transport options and activities, and**
- 7. funding for "Economic Development" be split in 2021-22 into two new activity areas of "Local Events" and "Economic Diversification", with \$4 million assigned to Local Events and \$1 million, of the approximately \$5 million "Economic Development" budget, assigned to the establishment and maintenance of stand-alone economic development agency, and**
- 8. the council's Economic Development funding policy be updated to focus on encouraging and enable new, more environmentally, socially, and economically sustainable activities than the current exclusive focus on visitor attracting events, and**
- 9. "Local Events" funding for specific events be limited to no more than three years, to ensure that only viable events continue and new events are given the start-up funding necessary to get them going and reach a point of financial self-sustainability, but ongoing funding.**
- 10. "Economic Development" funding for events be progressively reduced over the next 5 years to enable event organisers to attract commercial sponsorship or other funding, with the budget for "Economic Diversification" be increased until a balance is reached between "Local Events" and "Economic Diversification".**

### **Lakeview Development**

Shaping Our Future are concerned that the largest single investment that QLDC is making this decade, the development and transfer of the Lakeview site to a private developer, is given practically no mention in the Draft Ten Year Plan. This is especially concerning when the original decision by council in October 2017 was supported by reference to Shaping Our Future Economic Futures Forum recommendations that that the local economy should be diversified and strengthened.

The apparent focus of the project at present, based on scant publicly available information, has shifted from the community's expressed desire for the site to remain under Council control and be used predominantly to assist in addressing the affordable housing crisis the community faces. The focus for the project appears to be on high-end retail, relatively expensive apartment living, and high-end hotel accommodation, none of which represent economic diversification or affordable housing in any way.

It is extremely concerning that the cost to ratepayers of the infrastructure investment has risen from the projected \$17 million in the 2018-28 Ten Year Plan to \$40 million in the 2021-31 Draft Ten Year Plan. The lack of any detail on the project's income and expenditure makes it impossible for the community to comment sensibly on the "highly significant" (QLDC 26 October 2017 Report for Agenda Item: 4).

Although Shaping Our Future appreciate the commercial sensitivities of the private partners in the Lakeview development, that there is no explanation of the variance anywhere in the Draft 2021-31 draft plan is simply unacceptable.

There is no specific mention in the draft plan of the gross or net value of the sale and lease of the site, although it is possible to make the assumption that the total value of asset sales contained in the draft plans is somewhere between \$54 million (Vol 1 p 174) and \$78.875 million (p 111) is largely derived from the Lakeview site sale. However, given that there is no direct mention of the return on ratepayer investment in the infrastructure at and to the Lakeview site, the only reasonable conclusion that ratepayers can make is that there is no return. At the current rate of variance the project is on track to cost ratepayers appreciably more than the sale of the site will return to them.

#### **Shaping Our Future recommends that:**

- 6. The final Ten Year Plan include an adequate outline of the Lakeview project, including sufficient detail for the community to understand the costs, potential benefits, and risks of the project to the community, as well as the intended proportions of affordable to market-based visitor and residential accommodation intended for the site.**
- 7. A full explanation of the variance between the 2018-28 Ten Year Plan estimated cost of the Lakeview project compared with the substantially higher costs outlined in the Draft 2021-31 Draft Ten Year Plan, along with consideration of the risk of future cost increases and failure of the project to make the return on investment expected.**
- 8. If they do not exist already, conditions be added to the sale agreement, to compensate the community for the substantially higher cost of infrastructure investment ratepayer subsidy to the project, that 50 percent of the accommodation provided in the project at each stage be affordable accommodation for local workers and residents.**
- 9. All affordable accommodation sales made by the project are protected by a covenant limiting all future sales of the properties to increases in price no more than the non-housing rate of inflation.**
- 10. If sufficient benefit cannot be transparently assured to be delivered to the community, based on the actual and projected costs of the project, that the project be cancelled and all or the balance of the site, including the Lynch Block, be instead leased long-term to the Central Lakes Housing Trust for them to develop for affordable housing.**

#### **Community Development**

Although the Draft Ten Year Plan makes much of the council's support to community development (Vol One pp 59 and 62), the flat-line funding of \$1.909 million per year to "Community Grants" for the entire ten year period (Vol Two p 112) suggests the council does not value the contribution that community groups and organisations make as much as claimed. A funding regime that includes adjustment for the rate of inflation would be far more appropriate, as would a return to a sensible community grants funding policy and process.

The change to the process of community groups applying for financial support by way of submissions to the Draft Ten Year Plan, from a separate application process, puts additional burden on community groups and is likely to cause them to feel inhibited about making submissions to more substantive issues in the same draft plan. Establishing an independent community grants panel would ensure that community groups and organisations are not penalised for making challenging submissions to the annual and ten year plans or other processes.

**Shaping Our Future recommends that:**

- 3. Funding for Community Development be adjusted by an expected rate of inflation of 2% for each of the 9 years from 2022 onward.**
- 4. A clear funding policy and panel be established for community groups and organisations to apply to separate that process from the annual and ten year planning processes.**