

A-C

Submissions to the draft 2021-2031 Ten Year Plan



**QUEENSTOWN
LAKES DISTRICT
COUNCIL**

Q. Responding to Climate Change

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

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

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

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

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

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

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

Neither / Neutral

Please tell us more about your response:

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Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

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

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading, as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; ie amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

See attached

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

The DC policy identifies costs beyond \$8.1M, with nearly \$14M costs identified for Water Supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection charges identified).

This makes it impossible for developers/ ratepayers to understand the costs of the scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

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

N/A

ADAMS Blyth

Cardrona Valley Residents and Ratepayers Society

Wanaka/Upper Clutha area

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N/A

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly **opposed**.
2. This is because:
 - (a) The Council has demonstrated no need to invest in the scheme.
 - (b) In particular:
 - (i) the Council has demonstrated no need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and
 - (ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.
 - (c) The Council therefore has no need to invest in a competing system.
 - (d) This is particularly the case where:
 - (i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;
 - (ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/ or developers through rates, connection charges, and/or development contributions;
 - (iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;
 - (iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors); and
 - (v) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party:

... engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits
3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, **independent**, information before it on these matters.

ADAMS John

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Moves by the Council to reduce carbon emissions are sensible. I am concerned about the impact of climate change on our lakes through increasing temperature and changed weather patterns increasing runoff and storm water into the lakes and rivers. I believe the council should take a role with the ORC in monitoring lake water quality and ensuring that further subdivisions and developments actually do deal adequately with storm water and wastewater issues.

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:

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

I fully support the concept of Development Contributions reflecting the actual cost of providing infrastructure and facilities.

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

AKIN-SMITH Ben

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

It lacks vision, it is reactionary. there is not enough money focused on Wanaka public transport needs.

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:

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investment.

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

- Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024
- The Schools to Pool protected cycleway to be designed and built as a priority
- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026
- The promised business case for active transport in Wanaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including '% increase in km of urban cycleways and shared paths built' as a key metric.

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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:

ALEF-DEFOE Sierra

The Southern District Health Board - Public Health South
Queenstown/Wakatipu

Q. Responding to Climate Change

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PDF submission attached

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Dunedin: [REDACTED]
[REDACTED] [REDACTED]
Invercargill: [REDACTED]
[REDACTED]
Queenstown: [REDACTED]
[REDACTED]
[REDACTED]

SUBMISSION ON: Queenstown Lakes District Council 2021-31 Ten Year Plan

To: QLDC – Annual Plan Feedback
Queenstown Lakes District Council
Private Bag 50072
Queenstown

Details of Submitter: The Southern District Health Board

Address for Service: Public Health South
Southern District Health Board
[REDACTED]
[REDACTED]
[REDACTED]

Contact Person: Sierra Alef-Defoe

Our Reference: 12Mar04

Date: 7 April 2021

Introduction

Southern District Health Board (Southern DHB) presents this submission through its public health service, Public Health South. This Service is the principal source of expert advice within Southern DHB regarding matters concerning Public Health. Southern DHB has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. Additionally there is a responsibility to promote the reduction of adverse social and environmental effects on the health of people and communities. With 4,250 staff, we are located in the lower South Island (South of the Waitaki River) and deliver health services to a population of 335,900. Public health services are offered to populations rather than individuals and are considered a “public good”. They fall into two broad categories – health protection and health promotion. They aim to create or advocate for healthy social, physical and cultural environments.

This submission is intended to provide general commentary to the Queenstown Lakes District Council (QLDC) on the 2021-31 Ten Year Plan.

General Comments

The Public Health Service applauds QLDC's desire to continue to make progress in the current unpredictable environment and to take the opportunity to reassess council investments. *He Mahere Kahurutaka - Ten Year Plan 2021 -2031* provides a sound platform to consider how the effects of COVID-19 affects local economy, and community wellbeing.

Please find enclosed our feedback on your plan in the table below. Items 1 and 2 are issues of interest to us in the order they appear in your plan. Additional priorities for Southern DHB are listed as A – G.

	QLDC 21-31 Big Issue	Additional DHB priorities	Our position	Comment
1	Delivering safe and reliable 3 water services for our communities		Option 1 supported	<p>The Three Waters Reform Programme is acknowledged to be in its early stages operationally within Queenstown Lakes and Public Health will continue to provide support and monitor any issues which are reported. Specific comments:</p> <p><u>Wastewater:</u></p> <ul style="list-style-type: none"> Multiple communities have been highlighted over previous years as requiring investment and we applaud the proposed investment (Cardrona, Hāwea, Frankton Track, Kingston, Glenorchy, Tapuae Southern Corridor, Project Pure – Wānaka and Project Shotover). The threshold of population density in rural-residential communities needs to be identified to appropriately transition communities into a reticulated system, therefore appropriately managing sustainable growth management while maintaining transparency with residents. Knowledge of residents needs to be increased on how on-site sewage operates and required maintenance to minimise system failure. <p><u>Drinking water:</u></p> <ul style="list-style-type: none"> All eleven QLDC registered drinking water supplies have a current approved water safety plan (WSP) All eleven QLDC supplies do not have adequate treatment process in place to achieve the protozoa compliance with the DWSNZ We continue to support community water fluoridation as an important public health measure in the maintenance of oral health and prevention of tooth decay. The growth of independent small supplies in rural-residential communities and in more remote locations remains a risk. <p><u>Stormwater:</u></p> <ul style="list-style-type: none"> We support the ongoing investment in stormwater runoff controls to prevent flooding events and contribute to the water quality within the urban catchment.
2	Meeting the transport needs of our communities and ensuring capacity and choice		No position	<p>The Queenstown area has seen gradual uptake of public and active transport. These healthy and sustainable transport methods can be further strengthened by:</p> <ul style="list-style-type: none"> Promoting walkability with more enforceable pedestrian crossings and pedestrian right-of-way. Improving public transit system in order to meet peoples' needs, i.e. timeliness, frequency, expanded route networks. Increasing cycling safety by bolstering cycling infrastructure connecting more parts of the Queenstown area to the protected cycle trail network.
3	New targeted rate on Queenstown town centre properties			No comment
4	Increasing user fees and charges			No comment
A		Alcohol harm reduction	Recommendation	<ul style="list-style-type: none"> Local emergency department related admissions validate the "party town" attraction for those between the ages of 18-34. A tripartite agreement between Police, council and Public Health has been previously mooted and we strongly recommend that this action is revisited in the absence of a Local Alcohol Policy. This would involve these three agencies working together at a strategic level, and an agreed vision would subsequently guide future operational decisions and harm reduction planning. Preliminary discussions are noted to have occurred in late 2020 between Police and council.
B		Smokefree 2025	Recommendation	<ul style="list-style-type: none"> Encouraging smokefree (including vape-free) behaviour is a way that council can help reduce preventable deaths and chronic illnesses. This is a key step to ensure the environment supports health and wellbeing - priorities stated in QLDC's Vision 2050. Smokefree policies help to improve air quality and reduce litter. Southern DHB would like to see the successful pre-COVID Smokefree Beach Trial implemented into practice. Next steps could include smokefree parks and trails, and smokefree outdoor dining. Data shows smokefree policies do not adversely affect business and tourism.
C		Clean air issues	Recommendation	NIWA research should provide guidance to the Arrowtown community. We would suggest that council are responsible to develop and lead an operational plan, Southern DHB are happy to provide support for this work.
D		Recreational water	Commentary only	A positive tripartite relationship with Otago Regional Council, Public Health and local councils is well established which provides a solid platform to progress this activity. We see QLDC as a leader in this area.
E		Wellbeing	Recommendation	Our wellbeing is influenced by where we live, learn, and play. There are avoidable differences in health status seen within and between communities of which QLDC decision making has the ability to influence many both directly and indirectly. Examples include housing, food security, accessibility to active and public transport, availability of alcohol and tobacco and mental health. We will continue to support the council with our actions (policy review, monitoring and recommendations) where possible before formal engagement occurs.

F		Food security		<ul style="list-style-type: none"> Improving the community's access to affordable, healthy, and safe food requires a collaborative approach from a range of areas including local government. Due to the impact COVID-19 has had on Queenstown there has been an increase in the number of individuals accessing emergency food such as food banks. There is a need for action influencing long term food security. Southern DHB would like to collaborate with QLDC to support the community with the knowledge, resource and resilience required to become food secure.
G		Sustainable Development Goals	Commentary only	Common language between public health and QLDC is important as we continue our relationship. The United Nations Sustainable Development Goals are a way of ensuring a commitment to sustainability in its wider sense; it has become increasingly popular at a local government level. We appreciate and support the efforts QLDC are putting into Climate Change and Community Development and are happy to help in any way we can.

Summary

Southern DHB appreciates the opportunity to comment on the 2021-31 Annual Plan consultation document.

We wish to be heard in regards to this submission.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sierra Alef-Defoe'.

Sierra Alef-Defoe
Health Promotion Advisor

ALEXANDER Shelley

Decode

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

It seems that our local resident customers enjoy free parking and easier access to downtown. With the removal of car parks on Park St this will make for even less options for our customers. We want to bring more of our locals in to enjoy Downtown Queenstown rather than deter them by a lack of access. Many won't use the bus but perhaps there are ways to promote this service more? From a climate change perspective we will need to look at more charging stations being available and encouraging bus and bike transportation.

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:

In this economic climate we are not in a position to withstand higher rate charges.

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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:

Q. Responding to Climate Change

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

Would not like to see funding diverted from other funding programmes as a priority

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:

Focusing on meeting the current drinking water standards should be a priority in the interests of public health and wellbeing

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:

Fully support transport policies which provide alternatives to use of private cars

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:

Fair process to increase payment in line with benefits

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:

Fair process to include an element of pay on use

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

We'll put together consultation documents making it relatively easy to understand the direction and priority focus of QLDC for ratepayers

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:

Acknowledge a positive policy to seek engagement and contribution from interested parties on critical issues for the region

ALLAN Tim

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Council's responses to climate change are inconsistent. On one hand, Council claims to be concerned about climate change, but, on the other hand, Council wants to build a jet-capable airport at Wanaka. The building of a new airport is unwanted and not needed, and is not consistent with a responsible approach to climate change.

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

Neither / Neutral

Please tell us more about your response:

See attachment.

The focus of the submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona

Water Supply scheme is strongly opposed.

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.

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 urge Council to seriously look into a morning and evening public commuter service between Wanaka and Queenstown. We live beside Cardrona Valley Road, and there is a constant stream of early morning commuters heading to work in Queenstown.

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:

It is unreasonable for Council to increase charges any more than CPI. Incomes are not going up, so how can Council justify such large increases?

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

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;

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(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.

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ALLISON Erin

Wanaka/Upper Clutha area

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

I support the Aspiring Gymsports submission.

Aspiring Gymsports 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.

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:

AMMUNSON-FYALL Matt

Tourism Industry Aotearoa (TIA)

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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 to Queenstown Lakes District Council
on the Draft Long-Term Plan 2021-2031**

Date: 19 April 2021

Tourism Industry Aotearoa (TIA) welcomes the opportunity to comment on the draft Long-Term Plan 2021-2031 for Queenstown Lakes District Council (QLDC). This submission comprises two parts. Part One provides a general perspective on tourism at a regional level. Part Two provides specific feedback on the draft Long-Term Plan.

INTRODUCTION

1. TIA is the peak body for the tourism industry in New Zealand. With over 1,300 members, TIA represents a range of tourism-related activities including accommodation, adventure & other activities, attractions, hospitality, retail, airports & airlines, transport, as well as related tourism services.
2. The primary role of TIA is to be the voice of the tourism industry. This includes working for members on advocacy, policy, industry strategy, communication, events, membership, and business capability. The team is based in Wellington and is led by Chief Executive, Chris Roberts.
3. Any enquiries relating to this paper should in the first instance be referred to Matt Ammunson-Fyall, TIA Advocacy Co-ordinator at [REDACTED] or by phone on [REDACTED]

PART ONE - TOURISM AND LOCAL GOVERNMENT

4. Tourism takes place in local communities and offers jobs, regional economic opportunities, and vibrancy. We want tourism to provide real benefits to the communities where it operates, and local government has a key role to play in managing and enhancing local tourism experiences.
5. Tourism was the first industry to be hit by the COVID-19 pandemic and will be one of the last to recover. While the immediate outlook is uncertain, the industry's longer-term ambitions remain unchanged. TIA's Tourism 2025 & Beyond, A Sustainable Growth Framework – Kaupapa Whakapakari Tāpoi, sets a vision of 'Growing a sustainable tourism industry that benefits New Zealanders'.
6. Our view is that central and local government must deploy their resources and work alongside the private sector to revive and then revitalise the tourism industry for the benefit of local communities and Aotearoa. This is a shared opportunity to make bold changes to fix longstanding systemic issues that have compromised our desire to build a truly sustainable tourism future.
7. In August 2020 TIA wrote to all councils in New Zealand outlining three priority areas for consideration as they developed their draft Long-Term Plans (LTP). A summary of what we asked for follows:

Support for Destination Management Plans

8. For your region to get maximum benefit from tourism, your tourism proposition must be community driven, align with national sustainable tourism goals, and present a high-quality offering that appeals to both international and domestic visitors. Destinations are a collection of interests (including local government, iwi, communities, and business), meaning that coordination and destination planning is needed to deliver the best outcomes both for host communities and visitors.
9. This is the most important thing councils can do - look after and invest in the quality of their region as a destination. Councils must reflect the desires of their community, and this includes the voice of tourism operators, which must be strongly represented in these Plans.

Keep costs down

10. Businesses are key to the economic health and vibrancy of a city, town, and region. Tourism businesses typically bring significant cashflow and investment to a region through attracting both international and domestic visitors. Many of these businesses are now struggling to keep their lights on and trading conditions will be tough for the foreseeable future.
11. We acknowledge that councils themselves are facing reduced income because of COVID-19. This comes at a time when ongoing investment to maintain and enhance local mixed-use infrastructure (used by residents and visitors) including roads, amenities, and attractions is required. However, businesses cannot be expected to pick up the shortfall. The next three years is a time for councils to be willing to consider funding streams other than rates to maintain and develop infrastructure, such as increased debt and central government funding.

Environmental management

12. New Zealand's environment is our unique selling point. It underpins our 100% Pure New Zealand tourism proposition and supports many of our iconic adventure and outdoor activities. The top factor influencing international visitors to choose New Zealand is our natural landscape and scenery and getting outdoors is a key driver of domestic tourism. However, New Zealand's natural environmental assets are under constant threat, including many of our native species, our freshwater rivers and lakes, and our unique landscapes.
13. We ask that Council, through the Long-Term Plan, recognise that the environmental assets of your region are critical to tourism success and to make a commitment to maintaining, enhancing, and restoring these assets.

PART TWO - SPECIFIC FEEDBACK ON YOUR LTP

14. In the following section, we provide feedback on the tourism components within your Consultation Document for the draft Long-Term Plan 2021-2031. Our comments focus on the proposal to introduce a Visitor Levy from 2024/25.
15. We acknowledge the thought and planning that has gone into the draft LTP. The Plan recognises the need to manage the tumultuous impacts of COVID-19 but also take a view of what the recovery will look like over the next ten years.
16. The re-opening of the trans-Tasman border has brought a sense of cautious optimism back to the industry. However there remains significant uncertainty and a reopening of the border and the reliable return of international markets out of Asia, America, and Europe is required for confidence to return. A reopening to only Australia may have limited medium-term impact on New Zealand due to a significant segment of VFR - Visiting Friends and Relatives. It is becoming quite clear that reopening to destinations beyond Australia will not occur for some time yet. And it will be a gradual return as airlines build capacity and reschedule flights to New Zealand. A recovery for tourism in New Zealand could take five years or longer.

Visitor Levy

17. We do not support the proposal to introduce a Visitor Levy from 2024/25. The Levy would be established via a local member bill to Parliament. As there is no detail on the proposed bill we are unable to comment specifically on matters such as which accommodation sectors the tax would apply to and how it would be collected.
18. However bed taxes by their nature are unfair and target only one sector of the tourism industry. The Queenstown accommodation sector received 13.3% of the visitor spend (YE October 2020¹) which as a percentage is consistent with pre-COVID data and the wider accommodation sector across NZ which commonly receives about 9%-14% of the visitor spend. Under the proposal operators are being asked to pay 100% of the Visitor Levy adding an average \$23.3m per annum to the costs of accommodation, based on the accumulated levy figure of \$162.8m over a seven year period.
19. We can also draw on the challenges that Auckland Council have experienced since 2017 when they implemented the Accommodation Provider Targeted Rate (APTR). The attempts by Auckland Council to get the so-called non-commercial accommodation sector to contribute to the APTR have largely failed, with only a small minority of operators using platforms like Airbnb contributing. 3800 Airbnb properties were believed to be liable for the APTR but at July 2019 only 1164 (30%) were paying the tax, indicating 2636 (70%) remained undetected.

¹ MBIE Monthly Regional Tourism Estimates (MRTEs)

20. There is a common misconception that bed taxes support the tax principle of being equitable as it captures many visitors. However there is not the case and there is considerable slippage caused by day visitors and those staying with family and friends.
21. Profitability is being severely impacted across all the tourism industry. The occupancy rate in February 2021 for the Queenstown accommodation sector was 36%² when in the previous year hotels³ within that sector had an 88% occupancy rate during February 2020. Profitability within the accommodation sector has been hammered. The Average Daily Rate (ADR) for which a hotel room sells in Queenstown was \$167.00 in February 2021 compared to \$280.00 in February 2020 – a decline of 68%.
22. The Productivity Commission undertook an inquiry in 2018/19 called Local Government Funding and Financing, which included tourism as one of the focus areas. Within their November 2019 Final Report was an extensive chapter titled Responding to Tourism Pressures. The key points within that are relevant to this debate and provided below:
- Tourists' use of local infrastructure and services imposes costs on councils, though the impacts are not evenly distributed. Sometimes these costs are modest because of scale economies. But they can also be significant if additional capacity is needed to accommodate visitor use at peak times. Councils can fund infrastructure to tourists in [REDACTED], including through rates, user charging and with funding from central government.
 - Tourists already pay for most of the costs they create. They pay indirectly for their use of some local infrastructure and services through the price of the goods and services they purchase from businesses (who in turn pay business rates for the council services they use to meet tourists' needs). Tourists who stay with family or friends use services provided to these homes, which are funded from residential rates. However, there is a small shortfall because tourists do not pay for the local public-good type amenities and services they consume directly, but which are paid for through rates. These include public toilets, car parks, walkways, gardens, CBD street cleaning and rubbish collection from public bins.
 - This shortfall likely amounts to less than 2% of total council revenue in most districts.
 - International tourists pay a large amount to central government in the form of GST, making it different to other export industries that are zero-rated for GST. This is far more than what is needed to cover the costs international tourists do not already pay for. While central government receives the GST, councils bear the costs. Central government does provide significant funding to councils for local services and infrastructure to support tourism. However, these funds are distributed in an ad-hoc way through multiple funds that do not provide certainty or enable councils to plan and manage tourism growth effectively.
 - The Commission analysed several options for new tools for funding tourism shortfalls, which would require legislative change. An accommodation levy on sales to guests in both formal and informal accommodation scored relatively well. Yet, given the modest funding shortfall, and the significant implementation and administration costs, introducing new tools may not produce a net benefit.

² Accommodation Data Programme – All accommodation types (n=170 establishments)

³ Only hotel data available for a YoY comparison.

- To cover the modest funding shortfall from tourism, local governments should make better use of existing funding and financing tools, including more user charging, greater use of debt, raising more in rates (including efficient targeted rates), and better use of strategies and tools to manage peak demand.
- Significant scope also exists to improve central government funding flows to councils for tourism-related amenities and services. Funding should be distributed in a more systematic, ongoing, predictable and fair way by using a transparent allocation formula. This would also help preserve local government autonomy and avoid disadvantaging well-run councils.

23. We concur with many parts of the Commission's Final Report and the analysis resonates within the context of the Council's proposal for a Visitor Levy. Should the Visitor Levy not proceed ratepayers would be required to pay a further 2.3% per annum, consistent with the Commission's view that funding shortfalls are commonly around 2%.

24. We also agree with their comment that 'significant scope exists to improve central government funding flows to councils for tourism-related amenities and services. Funding should be distributed in a more systematic, ongoing, predictable and fair way by using a transparent allocation formula'.

25. Rather than advocate for a bed tax we ask you to join with TIA in seeking from central government the introduction of a Regional Tourism Fund.

26. The challenges faced by local councils in funding decisions is nationwide. To support investment in local tourism TIA is proposing a Regional Tourism Fund of \$300m p.a. These funds would be distributed to local government to address local tourism-related needs.

27. Local authorities' investment in tourism infrastructure would be informed by regional spatial plans (where they exist), local authority Long-Term Plans, and RTO/EDA Destination Management Plans. If these Plans are doing their job well, they should clearly articulate the aspirations of tourism in the region and funding required. While infrastructure would be included as an area for investment of funds, we support a wider scope for fund allocation as determined by regional destination management priorities.

28. The allocation model is determined by the measured level of visitor impact on each territorial authority. The premise behind this calculation is to create a transparent and sustainable model for annual funding rather than councils having to apply and hope. For example, it may be based on guest nights in a region. The Queenstown Lakes District Council received 6.7% of total guest nights⁴ in NZ in February 2021. If this were attained on an annual basis it would provide an additional \$20.1m p.a. to the Council for tourism investment based on our model. This would provide \$140.7m (86%) of the \$162.8m you are seeking from the Visitor Levy.

⁴ Accommodation Data Programme (ADP), February 2021

29. The proposal aligns with Infrastructure NZ's proposal for a Regional Development Fund, expanding the former \$1 billion p.a. Provincial Growth Fund into a \$2 billion Regional Development Fund (RDF) covering all New Zealand. Our proposal of \$300m is 15% of that \$2b fund.
30. We would work with Queenstown Lakes District Council and other local authorities to seek the introduction of this fund as soon as possible.

CLOSING

31. Most proposals within a draft LTP provide options to consider. It's disappointing to see that this hasn't been done for the Visitor Levy outside of an alternative plan to increase rates by a further 2.3% per annum over the last seven years of the LTP. We believe there are a number of alternative proposals to consider such as more user charging, greater use of debt, spreading the tax burden across more of those who benefit from tourism, and better use of strategies and tools to manage peak demand.
32. In particular there is our recommendation of a Regional Tourism Fund. If there is one fortunate part to the levy proposal it's that it isn't urgent and would not take effect until 2024/25 after the Long-Term Plan is next reviewed in three years. Therefore rather than commit to a local bill to introduce a bed tax we recommend council spends the next three years identifying suitable alternatives that do not target just one sector of a town where many others benefit from the visitor.
33. Lastly, we want to acknowledge the efforts being made by Council to improve infrastructure and increase amenities for the benefit of residents and visitors. Local government has a critical role to play in managing and enhancing local tourism experiences and QLDC appears committed to a principle of strong strategy development and good community consultation. We see this in both the draft LTP and the Queenstown Lakes Spatial Plan, which TIA is responding to in a separate submission.

ANDERSON Janet

WSH group

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

In accordance with WSH group submissions

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:

With all the development with new sections and the growth of the area, needs to be done before more titles are issued for sections. It is concerning that the wanaka pure treatment station at the air port, has never delivered, what it was designed to do. IE why are we carting the sludge from the treatment station to Winton?

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:

IN accordance with the WSH group submissions

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:

In accordance with the ASH group submissions

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:

In accordance with WSH group submissions

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

In accordance with ASH group submissions

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

In accordance with the WSH group submissions

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

In accordance to WSH group submissions.

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 could be doing more to be leading and encouraging better outcomes for the climate change issue.

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:

Please tell us more about your response:

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

I do not think QLDC should sell any Public assets

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

QLDC could do better with recycling.

Green bins for compostables.

Recycling metals better.

Recycling electronics.

ANDERSON robert

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

water treatment infrastructure not adequate for rate of development

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:

no further development at wanaka airport

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

Neither / Neutral

Please tell us more about your response:

rates levied on wanaka ratepayers must be retained in wanaka

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:

It's difficult for council as you have to dance between ORC, central Govt, agencies and our big businesses. However it feels that the approach does not comprehensively have a climate change strategy.

You seem to be relying on piecemeal tactics. Accepting post-COVID flights and vehicular visitor numbers to return and continue to grow unabated, then talking about cycles and buses for locals, making parking costs a key driver to reduce private car use, while not having ownership of a strategic infrastructure to enhance active transport and making it safe, cost-effective, easy and desirable to change our behaviours, does not seem like a meaningful strategic approach.

We should be thinking regionally with regard to airports and thinking about options like rail and water to make the region transversable. Accepting an increase in flight visitors as a given doesn't fit the bill and is an anathema to responding to CC challenges.

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:

Related to my comments on climate change, a full strategy is needed which incorporates the user experience.

I can't switch my family to using buses because they are: Unsafe without seatbelts. Next to very dangerous road crossings (SH6 / Hawthorne Drive). By a noisy, littered, dirty bus stop. Unreliable. Can't take my dog. ORC / QLDC needs to be way more responsive to people's actual experiences which we tell you about.

Where is the innovation? Where is the PPP monorail, gondola, water taxis, things that have been talked about for 40 years?

A zillion dollar parking building in town? For whom? How does that fit with active transport?

Where are the better links between Wanaka / Hawea and Frankton?

Safe crossings for kids and cyclists?

We can't have sprawling development and no commensurate massive integrated transport strategy.

Removing carparks is not the approach while there are NO real alternatives.

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:

Fees and charges are prohibitive for normal citizens. It seems like they and the process around them are designed for deep-pocket developers. you have great individuals in QLDC who go the extra mile to help us navigate them but they are working despite the system not because of it.

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

What is the justification for increasing costs on dog registration? I don't agree with it as I don't see benefit of paying for registration. What do they go to?

There are almost no dog poo bins around the trails. Get some new innovative ones that compost for example.

Can we please get dogs allowed on buses.

Rates:

Re increase in rates: with some of the \$ spent as highlighted in recent procurement issues, and things like the MJ report on airport expansion, it seems that our money could be spent more carefully and more transparently.

Why aren't we charging more rates for the 40% of empty houses in the Wakatipu for example - helping with the housing crisis and/or revenue gathering?

I spend @\$600 more a year on rates to airbnb a part of my house. This market is currently not active and I would like to pause this, but it's not an option as I know that getting the consent over again later will cost more - again, there are many families in this area trying hard to keep our heads above water and I feel council could be a better ally to us.

Under these combined circumstances I think that the proposed rates increase has not been demonstrated to be fair and reasonable.

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 has to be meaningful, not tick-box.

And you should be employing local expertise to do engagement :)

ASHE MARASTI Joanna

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

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

We must seize this opportunity we have now to dramatically reduce our CO2 emissions in every sector, so to limit the catastrophic results Climate Change will have on New Zealand and the rest of the world. It is our opportunity now to act. We are running out of time, and the sooner we take concrete decisions and put processes into place, the easier it will be to limit the amount of warming on our planet. We do not have the luxury of stalling any more on the actions that need to take place to reduce our emissions.

I feel that New Zealand is not on course when it comes to reducing our CO2 emissions. According to the IPCC report on the 8th October 2018, our emissions need to fall significantly in all sectors. The reports says the following “Global net human-caused emissions of carbon dioxide (CO2) would need to fall by about 45 percent from 2010 levels by 2030, reaching ‘net zero’ around 2050.” It is vital for us to start reducing our CO2 levels, in order to meet these targets, and prevent the disastrous results of Climate Change. This is why the Council needs to play its part in reducing our emissions.

We look to our Council to lead by example, and to make things happen. We cannot achieve these results if the Council doesn't take stronger action now. It will be a lot harder to control runaway Climate Change many years down the line. Let's not lose the opportunity we have now to make a big difference, for us and generations to come.

Joanna Ashe Marasti

Source:

https://www.ipcc.ch/site/assets/uploads/sites/2/2019/05/pr_181008_P48_spm_en.pdf

BACIGALOVA Dominika

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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 support the Aspiring Gymsports submission.

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

community budget. The spread of expenditure over the 10 years should also be equitable.

6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male sports, by investing in indoor sports facilities across the local government area.

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging

the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already

operating at capacity, only 2 years after its completion.

2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's

feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation

ponds (24 million over 10 years).

Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more

outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's

youth with no immediate benefit at all.

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

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

BADGER Kim

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

QLDC needs to do more to stop climate change

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

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

Please tell us more about your response:

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

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

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

It seems very clear that Development Contributions are not high enough. They are not contributing properly to minimising the environmental and infrastructural impacts of developments. Please increase these and use the increases to improve surrounding communities

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

KIM BADGER SUBMISSION

In my previous submission I did not realise I could comment here on the issue of the lack of facilities for the Gymnastics club in Wanaka.

Please add this to my submission:

All sports clubs should be supported by QLDC to operate in some way. They are not for profit and are hugely beneficial to the community. Aspiring Gymsports currently has to pay \$60k pa in rent which is not sustainable. A town of this size needs gymnastics facilities. The grant recently applied to the club is appreciated, but it isn't enough. Please add to the 10 year plan a budget to extend on to the Wanaka Rec Centre for Gymnastics specifically. This does not need to be a large space. The cost of supplying the grant annually will supersede the overall cost to add this extension on, it's a no brainer. Long term plan to build a facility will cost QLDC less than continuing to supply the annual grant. Please add to your 10 year plan a budget. I support the Aspiring Gymsports submission. Kim Badger

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.

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.

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:

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:

BARKER Erena

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Recently the QLDC declared we were in a Climate Emergency yet the Ten Year Plan seems to have little regard for this statement. Changes to our environment as a consequence of climate change should be given much stronger consideration in the TYP and the Climate Review Plan.

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

Neither / Neutral

Please tell us more about your response:

There is an urgent need to complete the water treatment program, however the Covid crisis has highlighted that there should be longer term planning for our changing population demands.

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:

Costs should be levied to the area where they are generated.

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:

I selected Option TWO because Aquatics, Cemeteries and Solid Waste particularly should be covered as part of Local Government services, and are for the 'greater good'.

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

I found the Ten Year Plan disappointing but unsurprisingly focused on GROWTH. The 2019 amendment to the Local Government Act reinstates that councils have a clear directive that community wellbeing needs to be a core consideration in any decision making. The great majority of residents in our region moved here to appreciate the scenic beauty, enjoy the tranquil lifestyle and strong community. This past year many locals have appreciated this period of reduced tourist numbers. (I appreciate there has been financial hardship for those solely dependent on the tourist trade).

I see little evidence that QLDC have a commitment to promoting social and environmental wellbeing of us, the people who voted the Council in. Instead you focus on the economic benefits demonstrated by 'all revenue streams return to 100% of pre-Covid levels by 2023-2024.' ie business as usual. [The following is copied from the Mt Barker Residents Assn submission, it expresses far more adequately than I can, and I fully agree with their entire submission] :

It would appear to us that some combination of the: Covid 19 saga; the visceral reaction to the unrelenting campaign QLDC/QAC has waged with regards their Wanaka Airport plans; and the growing awareness the young people of the world have bought to bear on the climate emergency has stimulated an overwhelmingly clear and mutually supportive response that this community has no desire whatsoever to return to the unsustainable growth model of pre-Covid. Whilst this plan discusses "sustainable tourism" in numerous places it neither defines what that means nor, most critically adjusts the forecast visitor numbers, in other words for the QLDC it's "tourism business as usual". That is contrary to the work of the Parliamentary Commissioner for the Environment and the Minister of Tourism who has established a Tourism Futures Taskforce charged with advising government on how the new tourism model "enriches Aotearoa and the wellbeing of New Zealanders". QLDC needs a sustainable tourism plan which gains social license, and which addresses in detail many of the objectives expressed, but seemingly given a low priority in the draft 10 Year Plan including: sustainability, reversing environmental degradation, addressing climate change and above all our resident's wellbeing.

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:

BARKER Michael

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Recently the QLDC declared we were in a Climate Emergency yet the Ten Year Plan (hereafter TYP) seems to have little regard for this statement. Changes to our environment as a consequence of climate change should be given much stringer consideration in the TYP.

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:

While I have selected Option One because improvements in water treatment are urgent and important, I see some benefit in delaying the plan to allow for a reset in growth of the region. I.e. completing the water treatment plan over a longer time period would allow for better long term planning with growth rather than rushing through a poorly costed and designed proposal.

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 current transport facilities are already fit for purpose. I don't see that changes to transport needs should be a high priority for the Upper Whakatipu/Wanaka regions.

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:

Costs should lie where they are generated.

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:

Council should be working to keep any fee increases to a minimum

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

1. It is very disappointing that this TYP is largely focused on a growth model that supports increases in airport traffic, (consequently visitor numbers and unbridled expansion in housing developments. The great majority of residents in our region moved to appreciate the scenic beauty and enjoy the tranquil lifestyle. Council needs to focus on (and was elected) to support the needs of existing residents not cater for and pander to increasing numbers of tourists.

2. Little is proposed that will meaningfully reduce carbon emissions.

3. The plan seems to focus on and support improvement in services and facilities for Queenstown and the Whakatipu Basin at the expense of other communities (Wanaka, Hawea, etc)

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:

BARTHOLOMEW Andrew

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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

Andrew Bartholomew.docx

Sir/Madam

Submission in response to QLDC Consultation Document for the 2021-2031 plan.

This plan is dry, lacks vision, inspiration, imagination and new thinking. There is too much bleating and too many pages of bland dialogue and impenetrable figures. The request for support for the various "bread and butter" options distracts from real issues, some of which are not even addressed in this document. It is the Council's job to understand these basics and implement the best solutions. Passing the buck like this, implies frailty at the core of the organisation. I will not be addressing your basic "Big Issues" in the rest of my submission and if you do make the wrong decisions regarding these going forwards, then your elected Councillors will face the consequence at the Polls.

I will be addressing 5 areas drawn from the document. These are Tourism, Housing, Travel, Health and Storm water.

Tourism

In his message the Mayor states "We need to support our Tourism system to recover" He would have been well advised to add the word "differently" at the end of this statement. It is widely acknowledged that the Tourism Industry in Queenstown Lakes was getting out of control prior to the Coronavirus Pandemic. It was becoming, at times, overwhelming, damaging and showing disregard for the beauty, fragility, peacefulness and history that New Zealanders value so much. Quick and dirty as opposed to slow and clean. The interregnum that this current pandemic has facilitated creates a massive opportunity to right the wrongs of the former Tourism industry and experience. If the Council truly believes that it exists in a unique and very special place it should be doing everything in its power to preserve this. On P9 under "Visitor Levy" you state that "it would be used primarily to fund the capital expenditure attributable to visitors" without giving examples of what these are, estimates of their cost and evidence for their usefulness or necessity. It is also inadequate of you to not make provision for recurring revenue expenditure of such capital expenditures. The figure of \$162.8m seems very unambitious. If you as a Council really do value Queenstown Lakes you should make absolutely certain that visitors, particularly overseas visitors, value it equally, if not more. We have to move away from hoards of overseas Tourists having New Zealand on their bucket list in favour a more limited number of considered Tourists who are seeking a once in a lifetime very special experience. There is no point in making all the residents of Queenstown Lakes sign up to the environmental principles unless the overseas visitors also do so. In fact, these tourists should be required to meet all standards and set the standard that residents then follow. Cheap Tourism in Queenstown Lakes must be a thing of the past. Loopholes should be closed NOW, clarity given around the World that only responsible Tourism will be tolerated and that this will come at a significant dollar cost to the tourist not just the handful of dollars that you are currently proposing. The overriding principle must be that only those overseas Tourists who are prepared to pay well for experiencing Queenstown Lakes, should be allowed to enjoy it. This means not only putting a levy on accommodation but also on personal transport and activities within Queenstown Lakes for overseas Tourists. This should extend to certain over popular DOC tracks e.g. Roy's Peak, Wanaka. Some may say that it is unfair to target overseas tourists in this manner. However, it is no different to the differential health care costs that exist between overseas tourists and residents of New Zealand. Some may say that it would be illegal. Well in that case get the law changed. Some may say that it would be difficult to administer. Well Kiwi's do difficult very well and with modern technology it would actually be pretty straightforward.

Housing

I have made a submission on the draft Spatial Plan under separate cover. However, I think that it is worth re-iterating that there are hundreds of acres of developable land in the Upper Clutha area but Council seem Hell bent on cramming more houses on to limited areas. This in no way, can be considered to aid "Growing Well" If this pandemic has shown anything at all, it is that the most important factors in limiting spread of such diseases are social distancing and fresh air. The next pandemic and there will be one, may be more virulent with higher infectivity, lower amenability to

vaccine development, even than the current one. You should not forget that the 1918 flu pandemic was most devastating to young adults, the very people you are proposing high density housing for. It appears, to the average resident of Upper Clutha, that we have a tail wagging dog strategy to housing. Land developers are making massive fortunes from relatively small areas of land with high density housing. Yes, it may be providing a short term solution to the housing shortage but it certainly does nothing to support the notion of "Growing Well". You should pause all future development in the highly expensive, increasingly over crowded and lacking in adequate infrastructure, areas such as Wanaka and Queenstown. Instead you should be focussing immediately on developing, in Upper Clutha, the areas around Luggate, Hawea and Cardrona focussing on adequate infrastructure to allow them to become independent, lower cost, low density areas for residents to live in. During this rest phase of further development in Queenstown and Wanaka, you can review the adequacy of their infrastructures and ensure that they are up to the mark, not only for current requirements but also for any future, well planned development. On P13 you talk of 'QLDC'S continued focus on more targeted masterplanning to ensure this intentional approach to development and investment and the wellbeing of our communities is consistent' I cant let this pass without commenting on the complete failure of your current masterplans for Wanaka to date, as evidenced by the fact that you have allowed development in, what transpires to be, New Zealand's highest risk wildfire area of Mount Iron. P13 "Investing in Infrastructure to Grow Well" states "...ensure that new development capacity enabled by councils is of a form and in locations that meet the diverse needs of communities and encourages well-functioning liveable urban environments" How you can publish a Ten Year plan without acknowledging this gross oversight, without identifying targeted funding to rectify the problem, is beyond me. It casts doubt on the validity, not only of your masterplanning process but also on the document as a whole. You must be aware of the SCION research that is still ongoing into the Wild Fire risks around Mount Iron as well as the multiple dialogues between the various Resident Associations, your Planning Department, FENZ and Civil Defence about this very dangerous situation. I expect to see reference to the above in your final Ten Year Plan to reassure, not only the affected Residents but also to give confidence to the rest of Queenstown Lakes residents, that when you make gross oversights that you are not above acknowledging your mistakes and rectifying them.

Travel

P14 "Responding to Climate Change" you state "an ongoing commitment to reliance on personal passenger vehicles encouraging a shift to active transport and public transport usage" and then on P22 "Currently we are not able to confirm funding from Waka Kotahi NZTA for all of the proposed Public Transport projects within the Ten Year Plan capital programme" Mixed messages are completely unhelpful and confusing to the ordinary resident. It's not our job to work out which pot money comes from for what, that is yours. Own it and do it and stop bleating on in an attempt to abrogate your responsibilities. However, I do have some comments on your overall strategy. Active travel tends to suggest walking and cycling. This is absolutely excellent and high value for leisure, wellbeing and health. Your programmes for extending walkways and cycleways for leisure is to be encouraged strongly. However, do not make the mistake of interpreting individuals desire for more active transport for leisure as an expectation individuals will wish to depend on active travel for all aspects of their lives. Roads are increasingly congested and your approach to higher density housing without increased roading will make this worse. As more and more electric vehicles appear on the roads, individuals will consider they have done their bit for Climate Change and will expect adequate roads and parking to accommodate them and their vehicles. You cannot seriously expect people to visit out of town centre shopping centres, sports facilities, tramping tracks, most places of work, go boating, go skiing, go golfing, go flying, go hunting, go kayaking, go thrill seeking etc etc in anything but a personal vehicle, albeit electrically powered. You need more roads not less. God help us if there is a major ecological disaster. There are absolutely no protected corridors, at least in Upper Clutha, to cope with such events. People will die in traffic jams.

I'd now like to turn my focus to air travel. This goes pretty much hand in hand with Tourism. Again P14 "Responding to Climate Change" you state "...our expectation the Queenstown Airport Corporation will be carbon neutral by 2050" When I first read this, I thought fantastic, because the only way this will happened is if QAC ceases to exist and that means you have given up on the

ridiculous notion of both increasing jet capable capacity at Queenstown Airport and creating jet capable capacity at Wanaka Airport. But hey, I'm not that naive nor stupid and neither are the other readers of this document. To make the above statement, without acknowledging the Council's determination to implement the above changes at both Queenstown and Wanaka, is not only deceitful but tantamount to a lie and is an insult to the residents of Queenstown Lakes whom you are contracted to serve. You should be ashamed of yourselves. If you are going to mislead in this fashion, at least be bold enough to state that you will **ENSURE QAC WILL** be carbon neutral and if they fail, they will be held to account, heads will roll, their operations cease and residents compensated financially for having been led down the garden path and for having suffered the adverse consequences of noise and air pollution, traffic congestion and hoards of overseas tourists wrecking their precious environment over the decades, as a result of their failure. Imagine this. The complete absence of jet aircraft noise over Queenstown and Wanaka, with only the gentle sound of electric public transport vehicles gliding around the towns, depositing the domestic passengers and overseas tourists from their truly new and fully international airport to their chosen destination or accommodation, in vehicle free, pedestrianised Queenstown and Wanaka.. That airport designed to take the long haul supersonic aircraft which will be transporting visitors from around the globe, in half the time it currently takes, by 2030. The runway designed to accommodate the commercial sub orbital passenger craft arriving by 2040. An intelligent and sophisticated public transport hub based at the largely redundant Queenstown Airport which now hosts only leisure flights, as does Wanaka Airport. Those customers who demand the ability to hire their own vehicle at the new international airport, will drive to this public transport hub, one of which will also be located on the outskirts of Wanaka, where they will access, what should be, a world beating public transport system, as you can design it from scratch. Genuine permanent residents of both towns will be able to use either these hubs or closer to town park and ride/walk/cycle facilities. Where is this new airport. Well I don't mind but my personal preference would be the Tarras option as it opens up potential for access to Mackenzie Country and Central Otago, both of which would benefit in many ways from such a facility. If it had to be Invercargill, so be it, its still a far better option than what this Council is wasting its time and rate payers money in pursuing. Come on guys, you are talking 2050, 30 years away. Digital technology has only been around for about that long. Open your minds as to what exciting possibilities will exist in another 30 years and start projecting your aspirations for Queenstown Lakes towards that.

Health

I do understand that Health falls largely under the remit of DHBs and Central Government. However, the Mayor at least shows some concern for Mental Health Issues in his message P3. You address "Investing in Infrastructure to Grow Well" P13.. The current population of Queenstown Lakes of 42,000 is significant and is growing. We have one public hospital in Queenstown with 10 Acute Care beds, some OP and day case services as well as some diagnostics and Allied Health services. This population is already greater than the catchment population of 32,500 for the new Greymouth Hospital, which has the following facilities.

"The 8,500 square metre facility, adjacent to the current Grey Base Hospital, includes 56 in-patient beds, three operating theatres, and an integrated family health centre to support the delivery of primary healthcare services. It will also house and support the delivery of other clinical services including a 24/7 emergency department, critical care unit, acute and planned medical and surgical services, maternity services, and outpatient care."

There is no such facility in the Upper Clutha area of Queenstown Lakes and the default position for Acute Care that can't be managed at the Wanaka Lakes Health Centre is Dunstan Hospital or Dunedin. As the Upper Clutha population expands it is going to require its very own Hospital in order for its population to "**Grow Well**"

I don't expect Council to provide this but I do expect you to lobby and lobby hard, persistently and exhaustively for this, otherwise, as always happens, even after growing well, we all eventually become sick and require Hospital Care. Dunstan is already inadequate and is an 80 km, 1 hour drive and Dunedin a 275 km, 3.5 hours drive, from Wanaka. Acute cardiac, stroke, bleeding, breathing, severe trauma types of medical problems require complex interventions, stabilisation,

management and monitoring with occasional transfer, urgently, within minutes, not hours. Your residents of Upper Clutha will suffer avoidable morbidity and mortality unless planning for its own Hospital facility begins now, as even then, it will be at least a decade before it is forthcoming. Please acknowledge this in your final 10 Year Plan and commit to getting involved wherever and whenever you can, to make it happen. Show you really care about your Resident and Visitor populations.

Storm water

Just to say on this, that as you allow more housing, more roading, more concreting and more commercial centres, you are going to get massive water run off causing flooding, intermittently. Domestic soak pits, that gradually silt up, are not a sustainable long term solution. A comprehensive stormwater management plan should be as fundamental as a sewage plan for all housing, sub divisions and commercial developments and become part of the normal development infrastructure prior to commencement of building construction.

Andrew D Bartholomew [REDACTED]
[REDACTED]

Date of Submission 18th April 2021

BARTLETT Gavin

Wakatipu Rugby Club

Queenstown/Wakatipu

Q. Responding to Climate Change

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

No comment

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:

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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:

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

210419 10yr Plan submission.docx

WAKATIPU RUGBY CLUB 10yr PLAN SUBMISSION – April 2021

Queenstown Recreation Ground Playing Surface Condition

The members of the Wakatipu Rugby Club (“the Club”) continue to note a reduction in care and maintenance of the Queenstown Recreation Ground playing surface, and a consequent ongoing deterioration in the quality of the ground and its fitness for purpose as a playing surface throughout the year.

This situation has been aggravated by damage caused directly to the playing surface during infrastructure works being carried out at the Recreation Ground. Of particular concern has been the area used for the construction of the wastewater pump station and the length of time the project has taken, and the proposed use of the Recreation Ground as a construction yard for the Queenstown Arterials project.

We note the following extract from the Queenstown Recreation Ground Reserve Management Plan (2006):

Policy 1 – Rugby Ground

- 1.1 Provide and maintain the current size rugby ground comprising a high quality multi-use sports turf.*
- 1.2 Minimise the impact of organised sport and events on playing surfaces by defining and enforcing maintenance requirements and recovery periods.*
- 1.3 Give priority to allocation of the field to rugby as long as the Wakatipu Club has clubrooms adjoining the site.*

The committee of the club is concerned that these policy objectives are not currently being met, and submits that the annual budget for care and maintenance of the playing surface should be increased over that allowed in recent years.

Further to this, consideration should be given to funding a full rehabilitation of the playing surface in order to bring it up to the high quality standard set out in the Management Plan, and to be able to host sporting events throughout the year. The Club again suggests Council engage a qualified turf management company to provide an assessment of the state of the playing surface and a recommendation as to the long term sustainability of the grass surface.

In the meantime guidelines need to be put in place for users of the ground, particularly with respect to operation of vehicles on the surface, with reference to areas of operation, prohibited areas, surface conditions, etc.

Queenstown Arterial Project

The Wakatipu Rugby Club notes with concern the granting of consent for Stage 2 of the Queenstown Arterial project, particularly the proposed demolition of the Memorial Centre and Rugby Clubrooms. The Club prefers that an alternative option, not requiring demolition of Memorial Centre and the Club’s facilities, be utilised. If the current plan proceeds, the Club would expect a similar or better replacement clubrooms building in return for relinquishing our existing facilities (including the Memorial Centre changing rooms). We would also expect to be consulted at all stages where the demolition of our existing facilities is being considered.

BARTON David

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years.

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

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play.

During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

I am asking for the \$16.4m of investment in active transport in Wanaka from 2025 to 2027 to be brought forward to 2021 to 2023. I understand this may require a reprioritisation of other investment.

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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:

BARTON David

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

See attached submission

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

Neither / Neutral

Please tell us more about your response:

See attached submission

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

Neither / Neutral

Please tell us more about your response:

See attached submission

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

Neither / Neutral

Please tell us more about your response:

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

See attached submission

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

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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

David Barton-Submissions to QLDC on TenYP-April 19, 2021.docx

QLDC Ten Year Plan 2021-2031

Submission from David Barton

Submitter's details

David Barton

Email: [REDACTED]

Postal: [REDACTED]

"Do you wish to be heard?": Yes, we do please.

Summary

- A. **Listen to your communities. QLDC must start genuinely putting its people first: the views and wishes of the communities you serve are paramount, and should be at the heart of council strategy.**
- B. **Re-set for sustainable growth.** QLDC must urgently address the fundamental disconnect between Council's stated aspirations and the actual investments and growth strategies planned.
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- D. **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.
- E. **Airport strategy Plan B.** Council must abandon its dual airport strategy to accelerate growth, especially tourism growth, in the Upper Clutha and request that QAC develop a Plan B to manage growth sustainably within existing airport constraints.
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A. Listen to your communities

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.**

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So our first message is this: **when you do engage - make sure that you listen.**

As you know, our communities have a range of concerns - and a key theme underlying each of these concerns is that they feel that are simply not being listened to. We, along with many other community organisations representing the Upper Clutha community, are deeply frustrated by this. The Council appears to be squandering the opportunity for any re-set, ignoring advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, the single minded focus is to return to pre-Covid levels of tourism activity.

Tomorrow's tourism cannot be business as usual. This is not what our communities want.

We frequently hear it's "what's best for the overall district" or "**Wanaka needs to share the load**". The later statement made by a number of Queenstown Councillors is a staggering admission of failure. We certainly don't accept that we need to build another airport in Wanaka because Queenstowners don't like the current immediate impacts on ZQN. That sort of broad stroke planning is not the way to build first class communities or first class tourist destinations. We are individual communities with individual goals and values. Council must listen to and respect that diversity. That is part charm of places like Wanaka or Glenorchy or Hawea or Makarora or Kingston.

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1. Council should review its consultation methods and how it treats community input and input from community organisations into planning. This will be absolutely necessary for QLDC to move from 48% of respondents in 2020 who "are satisfied with the opportunities to have their say" to their target of 80% in all following years.
2. The Local Democracy section of the TYP should reflect the representation review process currently underway. Given population growth in the Upper Clutha, a fourth Wanaka Ward councillor seat should be confirmed prior to the next election.

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TYP year plan financial projections show that in spite of planned rates rises, bed tax levies, and a higher debt ceiling, **the council is underfunded to deliver projects** in transport, community facilities, waste management, sewage etc that are needed to move the region forward to a well planned, carbon neutral future by 2050. QLDC has yet to effectively address historic problems caused by pre Covid high growth, let alone be in a position to deal with significant future growth, especially if growth continues at anywhere near historic levels. And it is clear that the rate of population growth is likely to be higher than budgeted for in the TYP. This has concerning and costly implications for our district. Are we planning for a future we can't afford?

By 2031 QLDC is predicting a peak ratio of 2-1 visitors to local residents. Can ratepayers afford to pay for the infrastructural costs of ever increasing numbers of visitors on top of some of the highest levels of residential growth in the country?

The TYP capex plan is remarkably tight in its proposed funding of Upper Clutha infrastructure projects, ranging from transport to community facilities to waste management, especially for the rapidly growing Hawea community. Council says it is reluctant to load rates further. But at the same time it is moving forward with a massively expensive dual airport strategy (estimate publicly stated by QAC CEO Colin Keel in on April 29th 2019 circa \$400 million) for Wanaka airport. This is irresponsible.

There is a fundamental disconnect between Council's stated aspirations and the actual investments and growth strategies planned. The funding model is broken.

It is within council's power to address many of the drivers for unsustainable growth but the draft TYP and SP do not do so. The QAC/Council strategy to expand Queenstown Airport and develop a jet capable Wanaka Airport is a clear accelerator of growth for the district. Such a development would exacerbate our current infrastructure deficit and seriously undermine any attempt to reach our carbon neutral targets as outlined in the Carbon Emissions Roadmap. A sustainable policy for air services is vital to the economic and social wellbeing of the communities within the Queenstown Lakes.

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Specifically we see inadequate investment to reduce carbon emissions in the Upper Clutha and no commitment or planned mechanism to measure carbon emissions properly across projects and activities in the district. The work of the Climate Reference Group which has been in place since August 2020 should be feeding into the TYP and Spatial Plan process. The TYP refers to an "emissions roadmap prepared to achieve net zero 2050," yet there are absolutely no references to any compliances with it and it remains unpublished.

The community needs to see a copy of the road map referenced, and for this to inform all planned activities. Similarly, we understand that the Climate Action plan will not be finished until well after the adoption of either the TYP or Draft Spatial Plan, when it should be driver of strategy for both of these.

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Clearly the TYP is not informed by any substantive carbon policy work. There is no consideration of food waste collection, no measures envisioned for building waste and landfill reduction, no recommendations for developments to include climate mitigation measures or targets. Given the resolution passed in June 2019 Declaring a Climate Emergency this is disappointing and irresponsible, and it will cost the community in terms of carbon emissions in the future (in fact Council has budgeted for future landfill emission costs). Despite broad aspirational statements, the actual policies and funding strategies present in both draft plans represent a failure to live up to Council's stated commitment to climate emergency and a carbon neutral economy.

In addition to the submissions we have made in this document, we fully support the submission made by Wao Charitable Trust on the Draft Ten Year Plan.

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14. The Climate Action Plan needs to be brought forward and given priority.

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Given all of the above issues - a sustainable funding model, a sustainable climate model, a sustainable growth model, a sustainable tourism model, resounding community opposition - how can Council possibly be promoting a dual airport strategy to substantially accelerate growth, especially tourism growth, in the Upper Clutha.

Over the last two years numerous studies and surveys have clearly demonstrated community desire to control or limit ongoing expansion of airports and visitor numbers into the district. This includes both QLDC's own Quality of Life Surveys and the Impact Assessment report conducted by Martin Jenkins for QLDC. This has been echoed by our own membership and communicated very clearly by the residents associations of Hawea, Luggate, Albert Town, Mt Barker and Cardrona. All of this - data commissioned by Council as well as data delivered to Council by community organisations - has been ignored.

Despite Council's earlier talk of "reset" there appears to be no attempt to do anything other than facilitate unrestrained visitor growth. The QLDC itself is predicting that peak season visitor numbers will outnumber local residents by 2 to 1 by 2031. (page 23 TYP).

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This appears very like dual jet airport strategy by stealth, rather than making it transparent in the plan for community input. It has been suggested by QLDC councillors in the past, and we fully agree, that QAC needs to develop a plan B for its airport strategy: one which allows it to live within its means, both financially and in terms of community and environmental license.

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17. Council and QAC should develop a Plan B to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports. For the Upper Clutha, this would be a strategy which makes the most of existing resources at Wanaka Airport, focusses on air transport links which do not involve building jet capability or jet infrastructure at Wanaka Airport, less than 60 kilometers from existing Queenstown Airport, and factors in the impact of carbon emissions.

E. Community Services and Facilities spend does not meet required outcomes

Page 65-72 of the LTP lists spending by area over the 10 year period. These are my initial comments having regard to the little time I had to review the numbers. I will do a more extensive analysis of the numbers to further back up my comments

Point 1 - The spend does not take account of rapid growth in certain towns within each area such as Hawea (currently 1088 properties with the current SHA will add a further 480 potential properties i.e. 43% increase in properties and at least a further 1000 added to the population)

Point 2 - The spend in certain areas is completely disproportionate both to the population and the demographics in those areas – it is grossly unfair and indicative of a bias to the perceived wealth of Queenstown. For example, buyers in a place like Hawea particularly the SHA will be 1st home buyers looking for affordable housing to raise their young families. The community spend for Hawea does not include playgrounds nor public transport into Wanaka for essential shopping and medical facilities. Instead they will have to use their cars and their emissions increase accordingly therefore ensuring we do not meet our climate emergency goals.

Can you please explain the logic and justification behind such budgeting

Can you also explain why a budget of \$4.861m + has been set aside for a replacement Lake Hayes Pavilion Hall whose purpose is mainly as a wedding and function venue. I cannot see how you can justify such a spend when other areas need it more

	Arrowtown	Lake Hayes	Hawea	Total Pop QT/Wanaka
Population 2031	2045	1248	1110 rising to 1590 due to SHA	85,372
% of total population	2.4%	1.46%	1.84%	
Community spend & facilities 2021-2031	7,360,555	10,369,674	254,572	268,016,375
% of total spend	2.75%	3.87%	0.09%	

Point 3 - The spend is not clearly aligned to the outcomes required set out in the Spatial plan (more housing choice, public transport & cycling & walking, sustainable tourism, well designed neighbourhoods and a diverse economy)

Point 4 - The total 10 year spend in Queenstown compared to Wanaka is disproportionate to the population in the Wanaka (32% growing to 33%) compared to Queenstown (68% to 67%) – page 22, Vol 1, LTP

Average day	2021	2031	2041	2051
Wanaka	15,932	26,772	33,824	39,705
Qtown	34,619	58,600	69,692	79,037
Total	50,551	85,372	103,516	118,742

Wanaka	32%	31%	33%	33%
Qtown	68%	69%	67%	67%
Peak day	2021	2031	2041	2051
Wanaka	33,140	49,033	61,672	72,248
Qtown	69,209	95,749	115,136	131,467
Total	102,349	144,782	176,808	203,715
Wanaka	32%	34%	35%	35%
Qtown	68%	66%	65%	65%
Visitors only	2021	2031	2041	2051
Wanaka	17,208	22,261	27,848	32,543
Qtown	34,590	37,149	45,444	52,430
Total	51,798	59,410	73,292	84,973
Wanaka	33%	37%	38%	38%
Qtown	67%	63%	62%	62%

The number of Rating units is way less than required to cater for peak day usage. This statistic should be compared to other districts around the country to show how stretched our ratepayers are in order to pay for visitors. The tourist levy may help but this needs to be clearly shown so we can see how far our ratepayers rates go to service the peak usage. It may show that we cannot continue to subsidise our visitors, another reason to reduce our tourism goals

	2021	2031
Rating units	27,703	34,296
Rating %	55%	40%

BARTON David

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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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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QLDC Ten Year Plan 2021-2031

Submission from David Barton

Submitter's details

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E. Community Services and Facilities spend does not meet required outcomes

Page 65-72 of the LTP lists spending by area over the 10 year period. These are my initial comments having regard to the little time I had to review the numbers. I will do a more extensive analysis of the numbers to further back up my comments

Point 1 - The spend does not take account of rapid growth in certain towns within each area such as Hawea (currently 1088 properties with the current SHA will add a further 480 potential properties i.e. 43% increase in properties and at least a further 1000 added to the population)

Point 2 - The spend in certain areas is completely disproportionate both to the population and the demographics in those areas – it is grossly unfair and indicative of a bias to the perceived wealth of Queenstown. For example, buyers in a place like Hawea particularly the SHA will be 1st home buyers looking for affordable housing to raise their young families. The community spend for Hawea does not include playgrounds nor public transport into Wanaka for essential shopping and medical facilities. Instead they will have to use their cars and their emissions increase accordingly therefore ensuring we do not meet our climate emergency goals.

Can you please explain the logic and justification behind such budgeting

Can you also explain why a budget of \$4.861m + has been set aside for a replacement Lake Hayes Pavilion Hall whose purpose is mainly as a wedding and function venue. I cannot see how you can justify such a spend when other areas need it more

	Arrowtown	Lake Hayes	Hawea	Total Pop QT/Wanaka
Population 2031	2045	1248	1110 rising to 1590 due to SHA	85,372
% of total population	2.4%	1.46%	1.84%	
Community spend & facilities 2021-2031	7,360,555	10,369,674	254,572	268,016,375
% of total spend	2.75%	3.87%	0.09%	

Point 3 - The spend is not clearly aligned to the outcomes required set out in the Spatial plan (more housing choice, public transport & cycling & walking, sustainable tourism, well designed neighbourhoods and a diverse economy)

Point 4 - The total 10 year spend in Queenstown compared to Wanaka is disproportionate to the population in the Wanaka (32% growing to 33%) compared to Queenstown (68% to 67%) – page 22, Vol 1, LTP

Average day	2021	2031	2041	2051
Wanaka	15,932	26,772	33,824	39,705
Qtown	34,619	58,600	69,692	79,037
Total	50,551	85,372	103,516	118,742

Wanaka	32%	31%	33%	33%
Qtown	68%	69%	67%	67%
Peak day	2021	2031	2041	2051
Wanaka	33,140	49,033	61,672	72,248
Qtown	69,209	95,749	115,136	131,467
Total	102,349	144,782	176,808	203,715
Wanaka	32%	34%	35%	35%
Qtown	68%	66%	65%	65%
Visitors only	2021	2031	2041	2051
Wanaka	17,208	22,261	27,848	32,543
Qtown	34,590	37,149	45,444	52,430
Total	51,798	59,410	73,292	84,973
Wanaka	33%	37%	38%	38%
Qtown	67%	63%	62%	62%

The number of Rating units is way less than required to cater for peak day usage. This statistic should be compared to other districts around the country to show how stretched our ratepayers are in order to pay for visitors. The tourist levy may help but this needs to be clearly shown so we can see how far our ratepayers rates go to service the peak usage. It may show that we cannot continue to subsidise our visitors, another reason to reduce our tourism goals

	2021	2031
Rating units	27,703	34,296
Rating %	55%	40%

BARTON Judith

Wanaka B&B

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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:

Rates are too high now, and often wasted on things we don't need. Bed tax is not well considered. Accommodation providers already pay higher rates. It must be evenly spread over all those businesses that cater for tourists. Why pick on the easy target. The plan for collecting bed tax isn't workable.

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:

BAYLISS Michael

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

QLDC on this issue must get out of 3rd world

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:

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:

BE ABLE Barbara

Concerned citizen

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

This has been delayed and delayed and is long overdue. This is particularly concerning especially, as it involves the filtering of the growth in Lake Wanaka and constant blocking of water pipes etc supplying domestic homes. How can the QLDC allow the increasing building to go ahead if the infrastructure is not in place to support it?

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:

New rates recovery in the CBD would help with maintenance and development of the CBD. Tourist numbers have impacted on their income but it does beg the question what do they do with their profits when all is going well and they have had a very good run in recent years. They have suffered this last year but so has everyone. That ghost town that developed through COVID was surely a warning sign that there needed to be diversity in the CBD not just junky tourist stores. This might be the time to develop a more diverse centre - "less is more"- "quality not quantity" focusing on excellence in presentation/ service and high quality products rather than high price.

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:

In our area of interest, (Athletics) it is not only the rate payers that use our facilities but many visitors or unaffiliated public who stay in the Wanaka district through the summer and winter months - they dont pay a cent to to use the facilities - how can this be fair? Our club already pays a large hirage fee to use a 'reserve' for specialist training for athletes - this requires the grass to be mown once a week and irrigated/fertilized and some lines painted on the grass to form a track. Many casual joggers/triathletes etc use the surface free of charge but as a club we have to pay for the privildge ... it is not even a speccialist surface - just a piece of grass that is incidentally so overused in the winter by football that it needs 2 months out of our summer season to be refurbished! All our club registrations go towards hirage of the grass - so to increase the fees even more would be unfair and affect our growing membership.

A visitor levy would go some way into helping offset the proposed increase in fees and charges. Many of the people who live and contribute to the community are not wealthy and work hard to be able to remain here!

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

I am concerned about the airport fiasco involving Wanaka and now also Tarras. I have yet to read any information that allay my fears that Wanaka will become another Queenstown with the development of a jet capacity airport. All the money that should be going into the local community infrastructure is being set aside for the airport development which, in my opinion, is not necessary nor is it welcome. This approach is also stalling the other necessary projects that will enhance/protect the community and the unique environment from being developed/ completed. Surely COVID has shown how fragile this intended development is and now we have the opportunity to re set it would seem that QLDC is ignoring the obvious. Wanaka does not need a Jet capacity airport! Why the subterfuge? Who is to gain most from thisthe tourist \$ should not be the driving force in this economy!

I have noticed a bias to the Wakatipu area in the Draft Plan - the submissions that I made were completely ignored yet the Queenstown ones were picked up developed and highlighted showing a complete disregard of the knowledge and expertise that the Wanaka area has to offer. I keep reading incorrect assumptions and conclusions published in the draft 10 Year Plan that have been repeated from the consultants in previous publications. This clearly shows they have clearly have very little expertise in our area of interest and personnel at QLDC have little knowledge to challenge their statements. Surely the title of the 10 Year Draft Plan document should have been "Let's Listen" rather than "Let's Talk". There are many intelligent and knowledgeable people in this community but I fear only those that comply with the 'hidden' agendas are listened to.

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:

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:

I fully support the Aspiring Gymsports submission below.

Aspiring Gymsports is seeking from QLDC's 10 Year Plan the following:

Short-term (1 to 2 years)

1. The provision of a Community Grant for \$30,000 to help cover our \$60,000 pa rent expense from the 2021- 22 annual budget, and subsequent years if no progress has been made with alternative premises. This would allow AGS to continue to lease a commercial facility until such time an alternative fit for purpose facility becomes available. AGS considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining a single "high profile" turf. Not to mention the \$2.2m being spent in Queenstown on the planned redevelopment of the Rugby Club.

2. Certainty before July 2021

a. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,

b. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.

3. Recognition of the Wanaka Mitre 10 Youth Community & Sports Centre Project within the 10 Year Plan as an option for QLDC to purchase or lease. Including an allowance for purchase or lease within the budget and name the source of potential funding.

4. Acknowledgement, listening to, and implementing community consultation feedback. The report back on the public consultation regarding the Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 appears to ignore or dismiss community feedback, as coming from a small vocal group/individual who did not get what they want and who believed there was a 'perceived lack of funding'.

5. To support Wanaka's key community group submissions such as The Upper Clutha Tracks Trust and Active Transport Wanaka. We request a readjustment of the overall 10 Year Plan budget split to be more equitable for Wanaka. We call for funding to be split 66% Queenstown and 33% Wanaka in line with relative ward populations. The current Community and Sports Funding is more of a 80/20 split and it includes reclamation of oxidation ponds which we believe should not be in the community budget. The spread of expenditure over the 10 years should also be equitable.

6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male sports, by investing in indoor sports facilities across the local government area.

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already operating at capacity, only 2 years after its completion.

2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation ponds (24 million over 10 years).

Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's youth with no immediate benefit at all.

Further Background

Aspiring Gymsports (AGS) has been working with the Council now for several years with the aim of having a fit for purpose, affordable community facility for Gymsports. Gymsports is a broad discipline and includes Preschool, Recreational, Competitive, Trampoline, Tumbling, Parkour, Cheerleading, Rhythmic and Aerobic Gymnastics. Despite encouraging feasibility studies and many supporting submissions this aim has so far not been included in any of QLDC's plans for the next 10 years.

AGS is aching under Wanaka's population boom of children. We love being busy, but we hate having wait lists, this term we had had to turn away around 30 children due to lack of space.

Our club has grown from 90 to 300 active members (Wanaka Trampoline has another 200 members). We have over 1,000 families on our database. We employ 14 coaches and have a committee of 7 women. 75% of our members are female. 90% of our gymnasts are recreational with the remaining 10% competing in both Women's and Men's Artistic Gymnastics.

In the last 4 years we have suffered skyrocketing commercial rents up 150% to \$60,000 pa. This has turned our previously successful club, which had been operating

for 19 years with an annual surplus, into a loss-making entity for the past 3 years. This is despite the demand for our services.

- We cannot increase our rates to match our increase in costs
- We cannot meet our waitlists within our current facility, and
- We can no longer afford to continue paying commercial rent. In the past 6 years of being in Reece Crescent, Aspiring Gymsports has paid rent in the realm of \$250,000. Council has thankfully, supported AGS in 2020 by providing a community grant of \$15,000 to assist with our rent. While we appreciate this support, as one of the largest clubs in the district, we believe that this a very minimal contribution compared to what many other clubs in the region have received in terms of support from Council over the past decade.

Given the demand for Gymsports along with the available built spaces in central Wanaka, we believe the old Mitre 10 building is the right one to meet our community's growth and demand for indoor sports NOW. Not in 10 years' time, when our kids have grown up and moved on.

QLDC commissioned a feasibility study in April 2020. It recommended that Gymsports is something QLDC should be getting behind NOW, and that the Mitre 10 building could be an ideal solution for the short to medium term. It also recommended that at a minimum, Aspiring Gymsports should be included within the planned short-term expansion of QLDC's recreation centre.

However, AGS was not included in the plan despite the reports' recommendation. Aspiring Gymsports submitted to QLDC's Rec Centre Master Plan on the basis that it should provide for a Gymsports space rather than yet another adult gym. This is now a moot point as unbelievably, there is NO current budget allocated within the 10-year plan for ANY expansions of the Wanaka Rec Centre let alone a long term "movement centre for youth".

This leaves us with many questions around the priorities of the Council and the Community Board for Wanaka's immediate indoor sporting needs. Especially, knowing that the Wanaka Recreation Centre and pool has been operating at capacity since it opened over 2 years ago.

We ask that Gymsports, and other indoor sports which have a predominantly female participation such as Netball, be supported in the same way that predominantly male, mostly outdoor field sports like Rugby and Soccer continue to be financially supported. By continuing to fund these mostly male dominated outdoor activities as a priority, over other indoor options, QLDC is seen to be favouring men's sport over women's and continuing the perception that men's sports are more important.

By deferring, and not budgeting for, a gymsports facility within the next 1-3 years as advised by both QLDC's own RSL Consultant's Feasibility study along with the guiding Queenstown Lakes Central-Otago Sub-Regional Sports & Recreation Facility Strategy, QLDC are not being supportive of or prioritising the aims of the National Strategy of Women and Girls in Sports and Active Recreation NZ. Budgeting for and providing a fit for purpose gymsport facility in the short term, would meet the aims of this national strategy by encouraging girls and women to participate from a young age and stay in the sport long term.

Inequitable Expenditure

The following Community Facilities budget highlights the inequity between Queenstown and Wanaka expenditure and the ongoing investment in predominantly male sports such as Rugby:

QUEENSTOWN & SUROUNDS

Arrowtown Pool Upgrade \$4,483,650 2024

NEW Hall - Ladies Mile \$4,509,709

NEW Hall - Lake Hayes - Replace Hall & Upgrades \$8,421,300

NEW Hall - Land Acquisitions & Build, Southern Corridor \$6,718,787

Frankton - NEW Golf Course \$3,353,884 2026

Frankton Library - Fitout + Renew \$1,485,549
NEW Arts Centre \$51,276,279 2024
Events Centre - NEW Club Rooms, 2 NEW Courts, Redevelop Playing Fields + Renewals \$61,115,039 2021
Events Centre - Alpine Health & Fitness NEW Gym Equipment \$1,132,006 2021
Rugby Club Replacement \$2,202,524
Total Queenstown 10 Year Plan - Significant Community Projects \$144,698,727 79%

WANAKA

Oxidation Ponds - NEW Fields, Ballantyne Road \$24,213,760* 2021- 27
Lake Wanaka Centre – Renewals \$1,107,006
Water Sports Centre - NEW Carpark \$916,845
Wanaka Rec Centre - NEW Heating, Renewals, Amend Parking + NEW Pool (\$1.6m) \$3,246,593
Lakefront Development Plan \$8,608,317 Now
A&P Showground + Rugby Ground + Pembroke Park Irrigation \$1,352,146
Total Wanaka 10 Year Plan - Significant Community Projects \$39,444,667 21%

* This \$24.3M includes \$5.6M for reclamation of the oxidation ponds which we believe should be included infrastructure, this makes the split of Queenstown/Wanaka expenditure for community facilities even worse than 79% vs \$21%

Community Consultation Process

Our community voices are not being recognised and are being dismissed as a small vocal group who didn't get what they wanted.

Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 (Community & Services Committee 25 February 2021)

QLDC received 90 response to the Wanaka Recreation Centre Master Plan (which is informed by the Lakes Sub-Regional Strategy). In total QLDC received 206 submissions for the Strategy, 90 from the Upper Clutha of which 36 were from gymnastics individuals and the club. However, we feel that our voices have been ignored and trivialised, as follows:

"It is apparent that a number of submissions received were from a small number of groups who disagreed with the Strategy as the accompanying Masterplans did not provide enough detail or did not include their particular activity." Pg 8

"As identified in the Strategy, underinvestment in community sport and recreation facilities in the past has meant many groups have not seen facility development or investment keeping up with population growth and increased participation in the District. This has led to some groups/individuals being very vocal around their specific needs and projects and the perceived lack of funding from Council for their specific facility needs." Pg 10

Clearly with zero investment in the WRC Master Plan, within QLDC's 10 Year Budget, this is not a perceived but an actual lack of funding for indoor sports facilities in Wanaka.

In addition, the following is quoted in the report "Disadvantages (of adopting the strategy): Item 29 The Community does not believe the Council has listened to them" despite this, Council staff recommended adopting the strategy anyway (pg 10).

This infers that consultation is not a genuine process and begs the question as to why the community should spend the time on submitting when their views are ignored or trivialised?

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

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

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

I fully support the WSG submission and recommendation on the QLDC Ten Year Plan and share the concerns they have raised.

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:

BELMONT Jennifer

Wakatipu Community Foundation

Arrowtown

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

WCF Submission to Annual Plan Final.docx

SUBMISSION ON ANNUAL PLAN

Background:

The Foundation was launched in March 2018. We support the Wakatipu region (from Kingston to the south, Glenorchy to the west, Gibbston to the east and Crown Range to north).

We are part of a national network of community foundations throughout New Zealand that number 17, with every region covered outside of Southland and Dunedin. Community Foundations have been in NZ for 20 years and derive from the North American model of giving forever through endowment funds that are invested and benefit the community in perpetuity. **Community Foundations focus on providing leadership to create stronger and more connected communities, building legacy endowment funds that support local community groups and causes in perpetuity as the money is invested and benefits the community forever.** We also provide those who give an outstanding service of reporting and insight into the impact they are creating locally.

2020-2021 Milestones include:



- In excess of \$500,000 in donor advised endowment funds invested with Craigs IP in perpetuity for long term community benefit
- Rapidly responded to the Covid-19 crisis engulfing our community by supporting the launch of the Wakatipu Community Foundation that will have raised over \$1m during the calendar year 2020 for the Wakatipu Greatest Needs Fund. This fund has made a significant contribution to supporting our community and our most vulnerable.
- Facilitated a successful visit by the Morgridge Family in January, which has resulted in a \$220,000 grant to the Wakatipu focused upon education, extension of the Queenstown Trails and protecting and improving Lake Hayes.
- Fostered the creation of Impact 100, pioneered by Wendy Steel who accompanied MFF on their visit. Kristen Holtzman successfully founded this effort in the Wakatipu amid Covid-19 with the support of the WCF. This initiative now has 151 members and has raised over \$150,000 and more importantly has created a group of amazing women who are likely to make this an ongoing initiative to make transformational grants into the Wakatipu.
- Continuation of the Youth Philanthropy Program at the Wakatipu High School in the face of Covid-19. It is now in its third year of operations.

- Implemented our inaugural September Wills month, a significant branding event and crucial for us to attract endowments through people's wills. This has the benefit of enhancing our relationships with major law firms in the Wakatipu.
- Significant progress towards starting endowment funds with private individuals, local community groups and resettling of trusts.

WCF would like to submit the following request to the Council's Long-Term Plan;

WCF provides these services on a very small budget of \$100k per annum. This comes from caring local donors and businesses and the Tindall Foundation.

1. Council's ongoing support for the WCF
2. QLDC provides \$15,000 towards the administration costs so that we can deliver programmes such as Impact100, Generation Give and other initiatives to grow philanthropy in the Wakatipu.

WCF is happy to provide any additional information Council seeks in relation to the above submission.

Contact:

Jennifer Belmont



BENECKE Katrina

Queenstown/Wakatipu

Q. Responding to Climate Change

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

We need to keep developing affordable public transport options. The lake is a natural transport conduit. Ferry service between Kingston and Queenstown and Frankton and Queenstown would be a good vision for the future. The council should seek out partnership possibilities with Transport operators. We need less vehicles on our roads.

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:

We need good Public transport facilities sooner than later to keep ahead of demand and growth and to change peoples thinking about personal car use. NZTA need to provide the necessary funding for this 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:

Everyone should contribute the same. We are one community.

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:

Meeting transport needs seems the biggest issue. The council needs to pressure NZTA for more roading and bridging. We need more capacity over the Shotover River if we are going to allow more development on the ladies mile area. The current situation is unacceptable so I don't see how the Council can allow more development to go ahead without adequate roading infrastructure.

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:

BETHELL Peter Graham

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Extra funding for climate change issues would not be necessary if the council wasn't hell bent on rampant expansion. Council is two faced.... on the one hand tutt tutting about climate change, then on the other hand demonstrating a desire to create a future where more muck is thrown into the atmosphere.

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:

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:

Council LISTEN to the community. As ratepayers WE PAY YOU to look after OUR INTERESTS, not those imaginary people who haven't arrived in the district. The ratio of visitors to residents is way out of line. It has reached the stage where a great many residents are fed up with the volume of tourists.... except for the selfish opportunistic few who own tourism related ventures. Tourism is good for the district.... but there's a limit... and it's been reached. The blunt fact is that we don't want more noisy aircraft dumping hoards of visitors upon us. The infrastructure cannot cope, and it shouldn't be forced to. Nor do the ratepayers desire you to spend more of THEIR MONEY turning Q'town/Wanaka into a bigger mess than the one that you have already created

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:

BINNEY John

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

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

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

John Binney.docx

QLDC Ten Year Plan Submission

Introduction

In summary, the plan completely fails the ratepayers of QLDC and particularly those living outside Queenstown. The plan also misses the once in a generation opportunity to reset following Covid. There are lots of admirable motherhood statements about protecting our unique slice of NZ, enhancing the wellness of residents and recognising the global climate emergency. However, there is no bold action plan to achieve these goals. The plan is only a statement of how QLDC moves back to the bad old pre-Covid days of unsustainable low value mass tourism with associated pressures on the environment and infrastructure.

This submission starts with a definition of a term that appears a number of times throughout this document.

Definition

Social Licence - having a **social licence** to operate is the ability of an organisation to carry out its business because of the confidence society has that it will behave legitimately, with accountability and in a socially and environmentally responsible way. (Definition by the NZ Sustainable Business Council)

QLDC Governance.

The most concerning item in the ten year plan is buried in Vol One on page 154. The KPI for 'Percentage of Residents who are satisfied with overall Council performance' is currently **only 37%**. The KPI target for future years is more than twice this (>80%). If the Council was a private business they would no longer be in business! Even more concerning is the likelihood that if the KPI was reported separately for Wanaka the current percentage excluding Queenstown would be even lower.

This **37%** should be of huge concern to our elected representatives. It reflects an unacceptable disconnect between residents and QLDC. Councillors are clearly not communicating with those who they are elected to represent and then Councillors are not distilling residents needs and wishes into affordable and deliverable objectives that the QLDC is charged to deliver for all residents in an equitable, cost effective and timely manner.

There is nothing obvious within the plan that indicates how councillors and QLDC will change to even get close to achieving this KPI. This Council has lost its' social licence!

Sustainable Tourism.

This theme appears numerous times throughout the plan. Covid 19 has clearly shown residents the adverse effects of mass tourism. Residents have now seen what no tourism, domestic tourism and domestic plus international tourism looks like. Feedback from residents is almost unanimously aligned and to some degree, the need to change the tourism model is recognised within the plan.

The pre-Covid model no longer has social licence. Furthermore, the pre-Covid model does not reflect many of the basic objectives stated in the 10 year plan such as sustainability, reversing environmental degradation, addressing climate change and above all residents' wellness. Central government has recently opened the door to developing a new tourism model. As one of the communities most impacted in NZ, QLDC must be jumping at this opportunity as it is a journey both local and central government must make together. The days of mass tourism should be left behind and a new model of high value, low volume tourism introduced in parallel with opening of borders. The Ten year plan is currently built on 'business as usual' with ever increasing numbers of visitor. There is nothing in the plan that clearly spells out how QLDC will engage with the broad community on a clear definition of Sustainable Tourism and how we move towards this goal in a timely and effective manner. This needs to be a model with broad social licence and not just catering for organisations (such as QAC and tour companies) that drive their profitability through the mass tourism model.

As one input in evolving this new model residents wishes must be fully reflected in the Destination Queenstown project. The Destination Queenstown project team must have a primary objective of 'more income for less impact'. Headcount through Queenstown airport or numbers of buses arriving daily in the district must not be used as a KPI of tourism success.

Equitable Expenditure

The imbalance of expenditure between Queenstown and the rest of the district is beyond belief. A fundamental principle of good, sustainable business management is an equitable balance of cost and income within each sector of the business. QLDC cannot continue with this Queenstown bias in their expenditure and hope to claw back their social licence with residents north of the Crown Range.

Further reinforcing this concern is the proposal to smear wastewater and water operating costs equally across the district (p30 of the Consultation Document). What other imbalances in costs will get hidden this way in future plans?

Transport Strategy.

The transport strategy is clearly driven by an agenda that reflects big city needs and central government ideological thinking. The QLDC strategy needs to be different. It needs to recognise we are a number of small and relatively compact communities needing strong

local linkages (for example between Wanaka, Luggate, Hawea and Cromwell). While I do not disagree with the objectives in the plan QLDC must take a more balanced view that recognises the broad needs and limitations of the Upper Clutha communities. We have an ageing demographic and a population that cannot support a public transport network. A 75 year old resident cannot ride their e-bike from Hawea to Wanaka to do their weekly shopping! QLDC needs a transport/parking strategy that recognises all forms of transport and accommodates the needs of both visitors (who all seem to want to park on the lakefront) and an increasing number of locals who need to park close to their destination because of their reduced mobility and/or need to carry goods to their vehicles.

The QLDC also needs to review the ongoing changes in road traffic accident statistics to justify their ill conceived reductions in Wanaka road speed limits. There was no scientific basis for the change – just a political agenda and simple generalities. There is always a risk associated with any travel but speed limits need to be set in a balanced and scientific manner that recognises other risks we accept in our daily lives (a lot more injuries from skiing or mountain biking but there is no talk of reducing speed for these activities!)

Freedom Camping.

Central government has brought Freedom Camping back on the national agenda. QLDC must strongly support their initiatives in restricting the vehicles permitted to camp outside Council authorised camping grounds.

By the way I note that Freedom Campers performing their morning ablutions beside their little blue stickered van does not qualify as contributing to the Deafening Dawn Chorus!

Project Pure.

Costs associated with changes to accommodate Wanaka airport development need to be shown as a separate budgetary item so all QLDC costs associated with the QAC airport development are clear to residents.

Wanaka Airport.

QLDC and by association QAC have absolutely no social licence to introduce any form of RPT jet aircraft services to Wanaka airport. This should be clearly stated in the plan and if QLDC believe it has a case to introduce narrow bodied jet aircraft lack of social licence needs to be an identified risk factor with a clear strategy as to how they would try to obtain such licence.

John Binney

15/4/21

BITCHENO Jon

Showbiz 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:

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:

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

To Whom It May Concern

Introduction

I am writing this submission to the Ten-Year Plan in my position as Chairperson of, and on behalf of, Showbiz Queenstown Inc. Our prime interest in the Ten-Year Plan as an organisation is the ongoing need for facilities and other support for organisations like ourselves involved in the arts in the district. We believe that, amongst other things, local government generally has a responsibility for sustaining and improving arts and culture in their communities and we further believe that the need for an active and vibrant arts community in Queenstown and the wider district has grown in the past 12 months because of the impact of the Covid-19 pandemic. Our most important specific need is for the provision of rehearsal and performance space which would allow us to plan our future activities with some certainty. The focus of this submission is, therefore, this specific subject.

Background

Showbiz Queenstown is a community musical theatre company whose two main objectives are: (1) to provide opportunities for people of all ages, ethnicities and backgrounds to participate in musical theatre productions and (2) to provide musical theatre entertainment for the community at large. We encourage a wide and diverse range of people to join in, and we provide professional training and learning opportunities through workshops and participation in specific show productions. Production of our 2021 show, ***Legally Blonde The Musical***, will involve cast and crew of around 70 people and will reach an audience of up to 3,000 people. We have been active in the Wakatipu District for over 40 years and have a strong reputation and high profile in the community. Amongst other relationships, we have a strong association with Wakatipu High School and provide opportunities for younger members of the community to participate and learn appropriate theatre skills.

Strategic Plan

In 2020 we started work on a 5-year Strategic Plan, the development of which was, unfortunately, interrupted due to Covid-19. However, the most pressing needs identified for our continued success in the future was that of access to dedicated rehearsal rooms and an appropriately designed and purpose-built auditorium in which to stage our productions.

Current Facilities

At the moment, we are very lucky to have use of premises in Isle Street which we also share with the Remarkable Theatre group. We use these premises on a regular basis for rehearsals and other meetings. However, these premises are not ideal and do not adequately serve our purpose for a number of reasons. In the past 4 years we have had to vacate them on more than one occasion for a period of time for work to be carried out. The building is old and Showbiz, as tenant, carries much of the financial responsibility for repairs and maintenance. The building also does not provide the space we require for storage of, for example, sets, costumes, props etc. The major problem is that whenever this building is not available to us, alternative premises are very hard to obtain. Despite the best endeavours of QLDC staff to assist us in this regard, other similar facilities just do not exist. Failure to obtain rehearsal space has in the recent past resulted in us not being able to mount a planned production,

with great disappointment for many people and financial losses amongst the unwanted outcomes.

Our major annual show is usually staged in the Queenstown Memorial Centre which has the right seating capacity but lacks many of the requirements for productions such as we and others need. In addition, the long-term certainty of this venue has been in doubt for some time due to new roading and other plans. Although alternative solutions have been proposed, at the present time we do not know when or where any new facility will be built.

Our Future Needs

For Showbiz Queenstown to be able to plan for its long-term future, it needs certainty around these two different premises needs ie rehearsal/meeting space and performance space. We note that the Three Lakes Cultural Trust has identified similar needs in their Cultural Plan developed for the district last year and the series of meetings they held throughout the district highlighted the overwhelming need for space due to growth in demand and population.

A fit for purpose rehearsal/meeting space would require adequate floor space, adequate storage facilities, specific needs such as sprung dancing floor, floor to ceiling mirrors, sound and lighting equipment, changing rooms etc. It would also need to provide adequate parking. The performing arts centre imagined by, for example, Project Manawa would probably need to cater for a range of theatrical, music and other types of productions and would need careful consideration as to design, but there is little doubt that something like this is needed now. It seems somewhat sad that Queenstown is unable to attract eg orchestras or even chamber music groups and certainly not international acts due to its lack of adequate facilities.

Conclusion

Showbiz Queenstown has been active in Queenstown for 40 years and intends to remain at the forefront of musical theatre in the district for the long term. In order to survive and to continue to provide the community with the highest standard of production, we require certainty as to premises for rehearsing and performing and which are also of the highest standard. We believe Council has a responsibility to support the arts and cultural aspects of the district and those organisations which provide these outlets for the community. We would be happy to work with Council to develop ideas and plans accordingly.

Jon Bitcheno
Chairperson
Showbiz Queenstown

BLACK Fiona

Real Journeys Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

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

With respect to addressing Climate Change; the Council needs to address post COVID-19 behaviours'. For instance, peoples preference to travel in private vehicles to remain in their "bubble" away from virus vectors. This behaviour may become more pronounced as NZ borders are opened up to international visitors. Also the utilisation of single use plastics / packaging has increased

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:

Not appropriately managing Wastewater has the potential to adversely affect Queenstown (and New Zealand's) destinational reputation; that is our reputation as a safe, clean visitor destination.

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:

With respect to addressing Climate Change; the Council needs to address post COVID-19 behaviours'. For instance, peoples preference to travel in private vehicles to remain in their "bubble" away from virus vectors.

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:

Many Queenstown Lakes District businesses will need to pivot their business post COVID-19 and increases in fees and charges may compromise new business initiatives

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

As implied by my comments above; more consideration needs to be given to how resident and visitor behaviour will be changed post COVID-19.

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:

BLAKE Marc

Queenstown Contemporary / Broker Galleries

Queenstown/Wakatipu

Q. Responding to Climate Change

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

I am satisfied with the Council's response, funding should be prioritised to efforts/projects with demonstrable and researched backed viability.

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:

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

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

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Marc Blake - Arts and Culture in QT.docx

Arts and cultural opportunities and support are a fundamental part of a healthy society.

In June 2019, thanks to the overwhelming generosity of the owners, I took an empty, new commercial tenancy in Five Mile and subsequently turned it into the largest artist-run space in New Zealand - Queenstown Contemporary. In the short time that has followed, even through pandemics, lockdowns and economic downturns, I have managed to show the work of over 300 artists from around our region and beyond and have staged exhibition opening night events that attracted an average of 150 people each, with some gathering up to 250, which is more than all the other galleries here combined. We have also sold large volumes of artworks and assisted with the professional and career development of artists.

The community support has been overwhelming. The gallery itself has seen thousands of visitors during opening hours, both locals and from further field. This kind of support demonstrates the absolute demand and need from both artists and the public alike, to create, promote and engage with visual art on a regular and increasing basis. This drive of mine is multi-generational and is as much about creating opportunities for the public learn and understand the true value of arts and culture as it is for artists to make and show their work.

As a professional artist with 17 works held in New Zealand's largest private collection and almost two decades of national and international exhibition experience, Queenstown Contemporary was born out of the desire to see Queenstown finally begin to step onto the stage, with the goal of becoming a major destination for arts and cultural tourism, as well as sustaining a vibrant, local arts scene that educates and sustains a healthy, culturally rich community. The first step towards this goal, is to establish a local, arts hub where members of our own community can gather, create, learn, develop and show and foster networks and support and also provide a location for education and input from professionals from outside our region.

I knew that within 2 years of beginning this QC project, I would literally single-handedly create the very beginnings of the "insider art world" context for what needs to go on to become an arts industry in Queenstown, creating jobs and sustainable economic growth. Right on schedule, we now see Starkwhite, an established Auckland commercial gallery recently opening in the Queenstown CBD, Webbs auction house about to launch their first ever Queenstown based auction in the next couple of days and I have personally opened my own commercial gallery space, Broker, in the CBD. This is only the very beginning, but in order to sustain this trend and maximise it, the QLDC *must* take an active and lead role in assisting the strategic and closely managed direction of arts and cultural support and infrastructure from this moment on and it has to be lead by the right people with the right vision to guide it specifically as the global art world needs it to be. We are literally at the beginning of a new economic chapter for Queenstown Lakes, one which will add to the overall

health and wellbeing of our entire community and further establish our region as the premier destination for visitors, both domestically and internationally.

Recommendations:

- Formation of a small, key team of locally based arts professionals to assist with programming, funding, infrastructure and strategic planning.
- QLDC + government + private partnerships.
- The formation of and ongoing financial support of a dedicated visual arts centre.
- Significant elements of the Three Lakes Cultural Trust Masterplan brought to life.
- Strategic planning as to how QT Lakes can diversify towards a sustainable, growing Arts & Culture economy.
- Strategic planning as to how QT Lakes can become a premier showcase for New Zealand arts and culture, thereby adding an entire new reason to visit, stay and live in our region.
- Investment in infrastructure and planning towards sustainable pathways for arts and cultural economic growth.
- Support and education for locals in terms of understanding the health and wellbeing and overall fundamental value of art and ideas in our community.
- Professional development programmes to enable/create entrepreneurship and arts careers for locals.
- Support via grants and funding for individuals and teams with proven track records seeking to “raise the bar” through arts related projects.
- Strategic planning towards a public art museum.
- Financial support/incentive to arts/cultural businesses to assist/ease initial stages of operation/setup.
- Financial support/incentive to property developers to allow them to create spaces for arts and cultural activities within new developments.

BLATT Babu

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

I have big concerns regarding the Ten Year Plan:

There is a failure to live up to Council's stated commitment to climate emergency and a carbon neutral economy. Specifically, no investment to reduce carbon emissions in the Upper Clutha.

There is not even a commitment to measure carbon emissions properly across projects and activities in the district. Further, Upper Clutha spending on carbon mitigation initiatives is severely limited, with investments heavily weighted towards Queenstown.

You propose a growth model of ever increasing visitor numbers with tourists outnumbering residents by 2 to 1 by 2031. Council's own annual Quality of Life surveys conducted over the past three years show that the majority of residents are frustrated by the ever expanding impact of tourists and visitors on their district. Yet this has been effectively ignored.

You propose no reset on tourism and instead continue with a view to develop a dual jet airport strategy. This is still the only direction offered - and is clearly in opposition to your long term vision of a zero carbon community.

The funding model is broken. It is clear from the financials in the Draft 10 Year Plan that in spite of rates rises the council is seriously underfunded to deliver projects in transport, sewage, waste management etc that are needed to move our region forward to a well planned, carbon neutral future. The Council is deferring essential projects so as to avoid unacceptable levels of debt, yet plans to keep the visitor numbers coming. Ratepayers can simply not afford to pay for the infrastructural costs of ever increasing numbers of visitors on top of some of the highest levels of residential growth in the country.

I see a substantial and inexplicable imbalance of investment between Upper Clutha and Wakatipu. This is the case in areas such as transport, public transport and active transport networks, reserves and community facilities. Although not new, this is not fair and needs to be corrected.

Overall, the council is using under-estimated growth projections leading to reactive rather than proactive planning. I would much rather out council switch to pro-active planning strategies.

As per recent surveys results, there is a loss of quality of life for residents, which the Council does not seem to be interested to take into account. Mass tourism and constant growth are not the answer.

I propose the Council do one of two things; either :

- 1 - rewrite their plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or
- 2 - manage growth and limit visitor numbers to what we as a community can cope with and fund.

Thank you.

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

Neither / Neutral

Please tell us more about your response:

Please see above (First box)

I propose the Council do one of two things; either :

- 1 - rewrite their plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or
- 2 - manage growth and limit visitor numbers to what we as a community can cope with and fund.

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:

Please see above (First box)

I propose the Council do one of two things; either :

- 1 - rewrite their plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or
- 2 - manage growth and limit visitor numbers to what we as a community can cope with and fund.

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

Neither / Neutral

Please tell us more about your response:

Please see above (First box)

I propose the Council do one of two things; either :

- 1 - rewrite their plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or
- 2 - manage growth and limit visitor numbers to what we as a community can cope with and fund.

Please tell us more about your response:

Please see above (First box)

I propose the Council do one of two things; either :

- 1 - rewrite their plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or
- 2 - manage growth and limit visitor numbers to what we as a community can cope with and fund.

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:

BLENNERHASSETT Nick

Ruby Island Management Committee

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

Funding grant request 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:

To: Queenstown Lakes District Council
c/o Marie Day

Re: 2021 - 2031 Ten Year Plan Funding – Ruby Island

Background

The Ruby Island Management Committee (RIMC) was established in the 1990s by a group of local volunteers who wished to contribute to the upkeep of the island for recreation and environmental benefit. The island is a recreational reserve under Queenstown Lakes District Council (QLDC) management, unlike other islands in the district which are Department of Conservation reserves. QLDC has an approved management plan for the island, which permits the RIMC to undertake work activities on the island, subject to an approved Health and Safety Plan and a Volunteer Agreement. A Memorandum of Understanding between QLDC and RIMC was signed in 2017; this MoU further clarifies the responsibilities of the parties.

The RIMC consists of a Co-ordinator and several committee members. Current core committee members are:

Michèle Lacroix	Co-ordinator
Chris Arbuckle	Health and Safety
Nic Blennerhassett	Treasurer
Brian Nimmo	Machinery
Bruce Jackson	Horticultural

From time to time the RIMC utilises casual volunteers to work on specific projects for the maintenance and management (working bees) of Ruby Island. The Co-ordinator oversees each trip to Ruby Island, and is responsible, along with regular volunteers for the health and safety of the trip and day's activities.

Because of its proximity to the township, Ruby Island receives more visitors than other islands in Lake Wanaka - estimated to be at least 5000 per year. As well as local and visiting boat owners, kayakers and paddleboarders, four commercial companies bring people to the island. To cater for these visitors, a gas barbeque was built in 2001 and in 2016 a Norski toilet replaced the existing long drop toilet. Interpretation signage will be put up in the coming year; a structure for the signage is already in place and panels are currently being designed. In the next month, a new shed will be erected on the island, providing much needed storage space for RIMC's mowers, weed eaters, loppers, pruning saws and secateurs, fuel, herbicides, etc.

Due to the difficulty of fighting a fire, there is a total fire ban on the island.

Funding

In past years, an annual grant of \$5000 has been allocated for use by the RIMC for working bees and general maintenance. We understand QLDC plans to implement a new funding model, whereby various volunteer groups will be required to apply for funding on a yearly basis.

Regular annual costs in managing the island are estimated to be:

• emptying the Norski toilet	2,200
• advertising for working bees	150
• repairs to lawnmowers and weedeaters	300
• fuels for small machinery	100
• herbicides	80
• transport to the island	300
• sundry (H&S, tools, cleaning/toilet consumables)	400

Total annual costs \$3,530

In addition to this annual amount, the RIMC needs to cover the new interpretation signage (approx **\$250**).

The barbeque has been replaced a number of times since 2001, including 2 new units in the past three years. Most recently, there was a small fire caused when accumulated oils ignited, and any model with a naked flame will contain a fire danger to the island. We need to upgrade the barbeque to a safer and more robust model, such as the 'Urban Single 1390 Gas Barbeque' push button model. The unit costs \$10,488 + GST = **\$12,061.20** , and there will be approximately **\$75** extra required for a concrete slab and bolt fixings. Information on the unit is attached.

Funds Requested for 2021 / 2022 / 2023

Three year's annual costs	10,590
Interpretation signage	250
New barbeque	12,136.20
Contingency	1,500
Total	\$24,476.20

While we have outlined funding required under the proposed new funding regime, our preference is that the current funding model remains i.e. a regular amount of \$5000 to be included in the Annual Plan.

In this case the funds requested for 2021 / 2022 / 2023 would be 3 x 5000 plus the amount for the new barbeque, giving a total of **\$27,136.20**.

Yours sincerely

Ruby Island Management Committee
c/o Michèle Lacroix
Co-ordinator

██████████
████████████████████

c/o Nic Blennerhassett
Treasurer

██████████
████████████████████

Urban Effects is proud to offer
our latest Electric and Gas
barbeque (BBQ) range

with big benefits for everyone



Easy operation + safety



- Push-button start and stop
- Optional child safety switch

Clever cooking



- Coloured LED lights indicate when hotplate is heating up, ready to cook, or cooled down
- Audible beeps indicate when hotplate has switched off

The new and improved, smart BBQs make it even easier to achieve taste sensations in a flash and are a breeze to install and service.

A unique 'Plug and Play' electronic system are at their heart. Sitting within tamper and weather-proof casing, the control module does all the hard work – with reminders at every cooking phase for sensational results.



Smart for buyers, *a dream for maintenance teams*

Easy installation + speedy service

- BBQ cabinets come fully assembled
- In-bench unit easily inserted and secured
- Lightweight in-bench unit (15kg) for simple, cost-effective installation and maintenance
- Unique 'Plug and play' system allows for quick set up and express repair / replacement of parts
- Unit easily removed and replaced in case of floods or fires (without electrician)
- Self-detects faults with the hotplate or thermostat, then alerts user or shuts down if necessary
- Each unit comes with a waste bucket and heatproof bag to efficiently and hygienically capture and remove waste

Hygienic



- Electropolished, Food grade 316 stainless steel hotplate
- Designed for easy, thorough cleaning
- Rapid pre-heat to reach sterilising temperature

Perfect heat – for superb steaks



- Innovative heatcell technology transfers all heat efficiently and evenly
- Consistent high temperatures across the entire hotplate
- Directs heat where you need it: cook more and cook well

Plenty of space



- Large working bench

Efficient + versatile

- Energy efficiency through better heat capture and control
- 15-amp
- In-bench unit designed for easy retro-fit into older installations
- Adjustable cooking time option to set maximum cooking time for users (10–40 minutes)
- Unique 4-sided clamping system prevents buckling and water ingress

Proven quality + durability

- Vigorously tested and certified to relevant standards

- Built to withstand harsh weather conditions
- IP rated plugs, preventing water ingress
- Self diagnostics fault codes and flashing warnings to allow easier and quicker rectification
- Integrated surge protection

Peace of mind

- Backed by generous 2-year warranty for hotplate and 10 years for cabinet*
- Fully enclosed electric BBQ with no exposed flames to help prevent fires
- Overriding thermostat cut out to prevent overheating

*see warranty for details

Sizzling Hot Range

Powered by

grilleX

Also available
on some models:
- Coin operated
machines
- Lids

Urban Electric Inbench Cooking



- Plate and Retro Fit Door
- 316 stainless steel

Urban Electric BBQ



- Single 1200
- Finish: Powder coated Aluminium cabinet with 316 stainless steel bench & cooking plate

Urban BBQ Kitchen



- Cooking plate and sink
- Finish: 316 stainless steel bench, cabinet & cooking plate

Urban Electric BBQ



- Double 1900
- Finish: 316 stainless steel bench, cabinet & cooking plate

Urban Contour BBQ



- Easy Access Single
- Finish: Powdercoated aluminium cabinet with 316 stainless steel bench & cooking plate



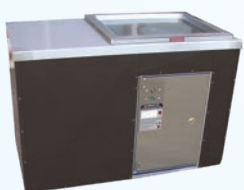
Urban Contour BBQ



- Easy Access Double
- Finish: Powdercoated aluminium cabinet with 316 stainless steel bench & cooking plate



Urban Gas BBQ



- Single 1390
- Finish: 304 stainless steel bench & cooking plate
- Galvanised & powdercoated cabinet
- Separate door for gas bottle safety

Urban Gas BBQ



- Double 2090
- Finish: 304 stainless steel bench & cooking plate
- Galvanised & powdercoated cabinet
- Separate door for gas bottle safety

Please note: Some of the features available on the electric BBQs are not available on gas BBQs.

Contact us today

Freephone 0508 4 URBAN or visit urbaneffects.co.nz



Urban Single Gas BBQ

The *Urban* Gas BBQ – Single versatility means these can be situated at remote locations where electricity is scarce and still provide a permanent cooking station for Kiwi outdoor experience. Along with the sleek modern looking cabinet panels, the large hotplate is big enough to cook and cater for a large family and/or friends.



Part of a range

Quality & durability

- Gas powered, either bottled or piped
- Non-corrosive & durable large stainless steel benchtop for food preparation
- Extra-large 680mm x 590mm Stainless Steel cooking plate
- Strong Galvanised & Powdercoated cabinet 1390mm x 750mm
- Has additional door for storing 2 Gas Bottles for safety
- Push button operated ignition standard (Coin operated also available)

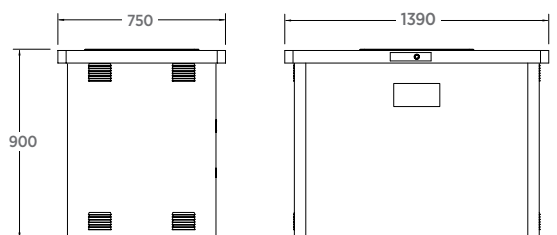
Ideal for

- Parks
- Sport and recreation areas
- Tourist areas, including remote locations

Finishes available

- Galvanised & Powdercoated Cabinet (Grey Friars standard colour) with Stainless Steel 304 Bench & Cooking Plate

Specifications



Other products in the *Urban* BBQ range

- *Urban* Double Gas BBQ
- *Urban* Gas In-bench Cooking Plate
- *Urban* 1200 Single Electric BBQ
- *Urban* 1900 Double Electric BBQ
- *Urban* Electric BBQ Kitchen with Sink
- *Urban* Electric Inbench Cooking Plate
- *Urban* Electric Easy Access Single BBQ
- *Urban* Electric Easy Access Double BBQ

To view other products in the *Urban* range, visit our website

Contact us today



Freephone 0508 4 URBAN or visit urbaneffects.co.nz

URBAN BBQ RANGE PRICELIST

ELECTRIC BBQ RANGE:

	PRODUCT DESCRIPTION	CODE	KITSET PRICE
	Urban 1200 Single Electric BBQ, Powdercoated Aluminium cabinet with Stainless Steel Bench	UEBQSIPCS	\$ 7,487
	Urban 1900 Double Electric BBQ, Stainless Steel cabinet & Bench	UEBQDOSSC	\$12,996
	Urban BBQ Kitchen, Electric, with 1 Cooking Plate & Sink, Stainless Steel cabinet & bench	UEBQKISSC	\$ 9,986
	Urban Electric In-Bench BBQ Hot Plate	UEBQUNIHP	\$ 3,931
	Urban Retrofit Door for Electric BBQ	UEBQCADSSC	\$997
	Urban Contour BBQ, Powdercoated Aluminium cabinet with Stainless Steel Bench	UEBQACSI	\$ 8,984
	Urban Electric Contour Double BBQ Colour Powdercoated Cabinet, Stainless Steel Bench	UEBQACDO	\$14,481

GAS BBQ RANGE

	Urban Single 1390 Gas BBQ, Galvanised & Powdercoated Cabinet with Stainless Steel Bench, with additional door, Push Button Model	UEBQMESCPC8	\$9,978
	Urban Double 2090 Gas BBQ, Galvanised & Powdercoated cabinet with Stainless Steel Bench, with additional door, Push Button Model	UEBQMEDCPC8	\$15,981

URBAN BBQ RANGE PRICELIST

	Urban Retrofit Door for Electric BBQ, Stainless Steel, complete with night latch	UEBQCADSSC	\$ 997
	Urban Coin Control Unit for Electric BBQ	UEBQCS20F	\$ 959
	Urban Single 1390 Gas BBQ, Stainless Steel Cabinet & Bench, with additional door, Push Button Model	UEBQMESCSS8	\$10,488
	Urban Single 1390 Gas BBQ, Galvanised & Powdercoated Cabinet with Stainless Steel Bench, with additional door, Coin Operated Model	UEBQMESCPC7	\$ 10, 980
	Urban Double 2090 Gas BBQ, Stainless Steel Cabinet & Bench, with additional door, Push Button Model	UEBQMEDCSS8	\$16,809
	Urban Double 2090 Gas BBQ, Galvanised & Powdercoated cabinet with Stainless Steel Bench, with additional door, Coin Operated Model	UEBQMEDCPC7	\$16,786
	Urban Gas In-Bench BBQ Cooking Plate & Retro Fit Doors, Push Button Model	UEBQMEMBC8	\$ 6, 179
	Urban Gas In-Bench BBQ Cooking Plate & Retro Fit Doors, Coin Operated Model	UEBQMEMBC7	\$ 6,582

All prices are for single units, kitset unassembled, excluding GST.

Freight & Packaging prices (excl. GST):

Total order up to \$2499 add 10% | Orders between \$2500-\$4999 add 5% | Total order over \$5000 - FREE

BOHM Christel

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

Dear Council,

I have carefully read the TYP document and have come to the conclusion that I could be quite caustic and rude in my submission.

The Council has shown in the past that it does not listen to the Upper Clutha community (just two examples, the Universal subdivision in Hawea, the Wanaka airport expansion) and has, in my opinion no intention of acting on the community's wishes. The Council is Queenstown centric. There is nothing to advance the well being of the Upper Clutha community. Where is the plan for public transport for this part of the district? All the signs are there that QLDC is wishing to return to just the way things were before Covid struck as far as tourists are concerned. QLDC will be holding its hand out again when the next crisis strikes. Business as usual. Hollow weasel words; hollow PR speak. I feel that we don't deserve what's being dished out to us by QLDC but doing a 'proper' submission is a waste of my time as far as I am concerned.

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:

To me, what predominate here are hypocrisy, sham and hollow words with too little truth in them. QLDC seems only interested in trying to look good. Publicity, image and marketing rule in your book, not the future welfare of our families and children. Well, emperor QLDC, you have no clothes. You are exposed for the danger that you pose to us all. Examples? You claim, p 14 "the Council is serious about, and committed to, addressing climate impacts...an ongoing commitment to reducing reliance on personal passenger vehicles, encouraging a shift to active transport and public transport usage.." Rubbish and marketing eyewash. About \$808,000 for pedestrian / cycle ways for Wanaka in the next 10 years, while Queenstown will get about \$28 million. Wanaka to get almost nothing for public transport. This isn't serious about anything. You may excuse yourself elsewhere in the 10 yr plan saying QLDC itself is responsible for only 2 % of carbon emissions. But you duck your responsibility to curb and control those from other sources in your rohe. Shame on you, you disgust me. And I haven't even started on the airport.

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 investments in water treatment and infrastructure are long overdue and thank goodness central government appears to have finally forced QLDC to do what it ought to have been doing already. What excuse do you have for allowing water treatments to become non-complaint, QLDC? Doesn't sound like good competent management and stewardship to me, more like negligence. Get on with it and do your job, QLDC. Re - wastewater, you say planned investment includes delivering more emergency wastewater storage from year four (2024- 2025) onwards. A sceptic like me might suspect this was one investment you tried to avoid when you applied in 2018 for consent to pollute by discharging waste into rivers and lakes with impunity. I think you have done enormous damage to your credibility over the years. Good to see the Hawea township sewage treatment finally to be finished, but why did you allow it to be non-compliant for so many years? Another crass example of QLDC's irresponsibility in my view. Especially considering your consenting of the Universal Developments subdivision over the wishes of the local residents and the extra strain that will impose on the already failing Hawea sewage treatment system. Looks to me that getting in more rates and development fees are more important in Queenstown/Wakatipu QLDC councillors' thinking than are local people's health and the environment (e.g. no public transport Hawea / Wanaka for all the new residents in the new subdivision).

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:

Who wrote this survey?! Option three - yes I do support neither option, but I am NOT NEUTRAL. Unless seething with indignation can be described as neutral. I feel this section in the consultation document provides more evidence of QLDC's blind bias towards Queenstown compared to the other districts it rules over. You predict that Wanaka will experience substantial population growth over the ten years of this plan yet all you seem to think of is spending most of the ratepayers' money on the Queenstown side of the hill?

Your consultation document does not make clear at all how these largely Queenstown focussed transport infrastructure proposals will be paid for, i.e. what share of them will be paid by Upper Clutha ratepayers and what by those in other districts. The fact that you don't make this clear is I can only assume deliberate on your part. I think you want to avoid saying clearly for everyone in Upper Clutha to understand that you propose to make us pay for a substantial proportion of the cost of projects that will mainly benefit the ratepayers/voters that support you and live in Wakatipu district. In other circumstances with different rules and rulers, behaviour like this could get you into court on a charge of theft. Given my other observations of your "stewardship" this is perhaps what I might expect. It might be nice if it were really the old fashioned local body sloppiness of yester-year. Alas, somehow, I don't think so.

More optimistically perhaps, I hope all my comment above shows is that I simply failed to understand the bureaucratic language - thicket of your explanation of all of this. Please communicate more clearly and simply.

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

Neither / Neutral

Please tell us more about your response:

I may or may not have been right in my cynical assumption QLDC plans to extract a big rates subsidy for its pet projects on the Queenstown side of the hill out of Upper Clutha residents' pockets. But one thing that's abundantly clear: you only ask these questions in regard to Queenstown CBD and Wakatipu. For you, it appears that future plans for Upper Clutha and the funding for them seem not worth asking questions about here.

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

Ratepayers should not be required to subsidise services which they don't use or benefit from.

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

It's clear to me QLDC has much more interest in what happens in Queenstown first and Wakatipu second: If you don't live those areas, you don't count for much. Those of us who live anywhere else in Queenstown Lakes District seem to come a very distant third. QLDC's bias is so blatant I find it insulting. For the many residents in Upper Clutha who like me have a strong awareness of this sad state of affairs, it seems that feeling cynical about QLDC is important for preserving our mental well-being.

I was dismayed though not surprised to learn of QLDC's plan to put \$52 million into a performing arts centre for Queenstown. Why not take Mr Tremewan's advice and spread the investment fairly between Queenstown and Upper Clutha? Now that might be unreasonable to expect such good judgement from QLDC. Does QLDC plan to engineer the removal of the heart of the Arts Festival to Queenstown perhaps? What about the Mountain Film Festival too for good measure? and the other performing arts events that put Wanaka and Upper Clutha on the map. Might help you to justify your investment, perhaps? And how do you propose to fund the \$52 mill? Will you tithe every QLDC ratepayer to pay for it? Your silence on this question means I and I'm sure lots of others will suspect your true intentions in this matter.

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:

Rates must be below inflation

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:

Rates must be below inflation

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:

Rates must be below inflation

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:

Rates must be below inflation

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:

Increase the rates by inflation

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

Rates must be below or equivalent to inflation

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:

BOOTH Ashley

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Road transport accounts for 37% of our district's greenhouse gas emissions - by far and away the largest emitting sector. QLDC's own Climate Action Plan states a key outcome is for the district to have a "low carbon transport system". It goes on to state that this will be delivered through "bold, progressive leaders" and "agents of change" with "public transport, walking and cycling [being] everyone's first travel choice." This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years. Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community. I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

investment.

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

- Substantive active transport investment in Wanaka to be brought forward to 2021 - 2024

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

- The lakefront shared pathway from the Marina to McDougall St to be fully completed by

2022, not 2026

- The promised business case for active transport in Wanaka to be delivered by August 2021

- The programme of funding to complete a comprehensive cycle network in Wanaka to

continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at

c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including ' % increase in km of

urban cycleways and shared paths built' as a key metric.

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

Neither / Neutral

Please tell us more about your response:

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:

BRADEY Lydia

Self Employed

Hawea

Q. Responding to Climate Change

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

In point form - NO order of importance:

- appears little or no consideration/ aims/ goals/ strategy for achieving carbon neutrality by 2050.
- Areas of Clutha, Hawea Flat, Hawea, Luggate, Wanaka, etc have had little major infrastructure improvements and there seems little or no design for the future infrastructure improvements.
- PLEASE pay attention to the needs and wants (and community goals) of the greater community. The ratio of visitor to resident is having the same effect as places like Venice, Amsterdam etc. MANY locals have significantly changed their lives to live around the ever increasing number of tourists; more stress, less road safety, less COMMUNITY.
- We are becoming a population base large enough to be reliant on other qualities and skills and business than JUST tourism. This way we become a community. Its smarter and more intelligent to work towards this (and that has proved obvious in the light of the pandemic. Lets be SMART. And care.

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:

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:

I support people living in the area helping to fund infrastructure, BUT I do not support locals having to fund the resources required for major tourism businesses, or fund the solution to the demands that huge amounts of tourism place.

A simple example would be the pull-over parking space required to be created for vehicles bigger than a car. If a space needs to be enlarged because of a large number of campervans travelling, then this is ALSO the responsibility of the companies that own the campervans. This is a simple example, not exhaustive.

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

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

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

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

water supply, waste water and storm water are vital services, needed asap. Get all under control now and everyone benefits. Spend now but save later.

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:

Again another key topic which has started to be addressed eg the public transport and hub are big improvements. Keep up the pace.

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

BRIDGMAN David

Arrowtown

Q. Responding to Climate Change

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

Agree.

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:

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

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

Q. Responding to Climate Change

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

This 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:

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The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026

The promised business case for active transport in Wanaka to be delivered by August 2021

The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

In addition I acknowledge and support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including '% increase in km of urban cycleways and shared paths built' as a key metric.

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

I would like to see developers of new residential sub divisions and commercial precincts be required to link their sub divisions in to the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

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

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

BRIMBLE John

Sport Otago

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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:

QLDC 10 Year Plan Submission

1. Sport Otago, the regional sports trust for the region, support Councils aspiration to continue to plan for and invest in growth, and encourage the need for doing things differently. It is an opportunity to re-set and re-imagine the future of the district.
2. We support councils integrated approach, linking the spatial plan with the 10 year plan and councils 30 year infrastructure strategy. These are all key strategic approaches that Sport Otago has submitted on.
3. Accepting that there are regulatory requirements that council are committed to meet, we fully understand and support the re-prioritisation of the 10 year Capital Investment programme to reflect the 'new' and challenging environment resultant from Corona virus.
4. Sport Otago/Sport Central is more than sport, our focus is on contributing to community wellbeing through encouraging and promoting (physical) activity. As such, we recognize that Council has to make choices and consequently some of the more community-focused services and/or facilities, upgrades to reserves and parks, along with additional sport and recreational facilities, tracks, trails and amenity buildings may be back loaded within the 10 year plan or pushed out beyond that timeframe. However, we would caution Council to ensure that there is a base level of maintenance budget provided to ensure that a major backlog of deferred maintenance does not impact on the Council in future years.
5. Councils commitment to 'community wellbeing' aligns with our philosophy and strategic focus. We fully support and reflect in our own actions, initiatives and programmes the promotion of social, economic, environmental, and cultural wellbeing of communities.
6. Councils proposed rates increase for 2021-2022 of 4.56% is a realistic and responsible approach in light of the impact of Covid-19 and ensures that the district continues to plan for and accommodate the unprecedented growth which has occurred pre-Covid and which will return. The capital programme is an investment in the future.
7. Whilst we are in support of the 10 year plan overall, we have a specific interest to ensure that current projects and developments, such as the Queenstown Events Centre (QEC), are completed. This project to upgrade the facilities at QEC will

provide for local community needs for the foreseeable future and allows some respite to provide for the later development of 'Ladies Mile' and the land that council purchased for community/recreational use. In that regard we acknowledge the financial investment from Council to develop the 'Walker' building for community use and the need to develop a masterplan for this amenity. This area in its final form 'future proofs' community recreational demands over the ensuing 10-20 years.

8. We encourage Council to also support the needs of the 'Upper Clutha' community through the potential lease of what was the previous Mitre 10 building in Wanaka. This provides for a multi-use community hub that would compliment the Wanaka Events Centre, take pressure off that facility, and provide a home for a range of organisations that either currently have no base or are paying exorbitant commercial rates for sub-standard facilities. Sport Central are intimately involved in driving this project and liaising with the potential occupiers. The acquisition of the Mitre 10 building would provide Council with an interim cost effective solution in meeting the needs of the Upper Clutha community for upwards of a decade.
9. Councils re-designation of the Ballantyne Road oxidation pond site for sports field development again provides for 'future proofing' to meet community need. The allocation of \$24.2 million over the 10 year plan allows for the planned, staged evolution of what is potentially a regional facility capable of hosting national tournaments, training camps and attract international utilization, as well as providing for hubbing of a range of codes in a shared changing, administration and social facility that enhances and compliments the nearby Wanaka Events Centre.
10. Sport Otago/Sport Central greatly appreciates the support provided through the annual grant to Sport Central. The three staff resident within the district provide a link between Council and its communities. We value the partnership with Queenstown Lakes District Council, a founding partner in the establishment of Sport Central. The value of this partnership was immediately evident through the Covid-19 pandemic response with Sport Otago/Sport Central co-ordinating the provision of health and safety, hygiene procedures and product supply, sports field and facility signage and provision of standard guidelines and templates to the play, active recreation and sport sectors to club level. Working with Council staff, a uniform co-ordinated approach was enacted that led New Zealand in its application. We also co-ordinated and distributed relief funding through provision of the 'Resilience Funds' to regional organisations and individual clubs. This resulted in the survival of the codes and the ability of our clubs throughout the district to recover.
11. Our work continues in provision of services to the early childhood, primary and youth sectors. Of particular note is the work continuing to be undertaken by our Sport Central staff in supporting the districts play, active recreation and sports

groups in building their capability and capacity. Many remain in a fragile state following the effects of Covid-19. Allied to this is the work being carried out on behalf of Council, liaising with community groups, facilitating consultation and assisting community groups with local projects (such as the Mitre 10 building).

Conscious of the challenges facing Council, we would ask that Council consider providing for the ongoing support of Sport Central through a grant of \$35,000.00 plus GST for 2021/2022.

A handwritten signature in black ink, appearing to read 'John Brimble', with a stylized flourish at the end.

John Brimble
Chief Executive
Sport Otago

BRISCOE Joshua

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

The Climate Action Plan 2019 is a good start. Far more action is required. The Beyond 2050 objectives should be the targets of 2030.

All public transport should be cheap and low emission. i.e electric busses and be the best option for people.

Local cycle networks should be prioritised over roading.

All new developments should have metered water and user pays.

Fossil fuel heating and hot water should be banned. No gas connections.

Only CO2 refrigerant should be used in heat pump systems.

All service vehicles should be electric. etc, etc...

But you know all this... Science has been telling us this for years.

So do it now please.

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:

It is unclear what QLDC will actually do.

Active transport and electric public transport should be placed ahead of all other options.

All new developments should be more enjoyable to walk or bike around than drive.

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.

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:

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

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

The big issue should be climate change and reducing our environmental impacts as much as we can as quick as we can.

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.

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

BROCK Charlotte

Maple Lodge Wanaka

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

NA

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

I believe QT is the only area where public transport needs to be considered at this stage.

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:

I think this should apply to things wider than just what is included in our rates. For example 'user-pays' should be applied to all visitors to the region using some of our key walking/biking attraction tracks. Carparking could be paid-parking

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

I very much OPPOSE the introduction of a levy on short term accommodation providers.

Among viable alternatives which we could support would be a genuine tourism business levy payable by all businesses deriving income from visitors to the region, apportioned by their share of visitor expenditure recorded in the government's Tourism Satellite Accounts.

Q. 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:

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:

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

A Brown.docx

Submission to QLDC 10 Year Plan

Name: A Brown

Contact: [REDACTED]

Location: Upper Clutha/Hawea

I do not wish to be heard

Two issues stand out:

1. The overwhelming focus on the Wakatipu area in comparison to the Upper Clutha district and
2. The statement that the covid pandemic will not “impact longer term trends, ie continued population growth and no restrictions on visitor numbers.” The Plan fails to reset projections which are no longer valid and ignores sustainability issues.

This submission comments on the following:

- I. Community services and facilities
- II. Water supply and Stormwater disposal
- III. Wastewater
- IV. Transport and roading

I. Community Services and Facilities

i) Historical records

- Facilities for storing and publically displaying historical records need to be improved in the Upper Clutha.
- I recommend that the balcony on the Wanaka library be enclosed and used for these purposes; the current historical records room is completely inadequate.
- I also recommend that space on the council owned land between the car park for the Community Centre and Noema Terrace be used to provide a stand-alone museum. At present historical records are stored in boxes in the archives space underneath the Community Centre. A major photographic record of the Hawea district is held by one private individual; space to display some of these would be a major asset for the community.

ii) Hawea Domain

- Money for a bore and storage tank is already budgeted but money needs to be allocated for more development of this area over the next 10 years.

iii) Reserve land in Hawea

- The spaces that the developers have been required to provide such as in Sentinel Park, Tims Field and the SHA are only big enough for a small children’s playground. These requirements are inadequate and no playgrounds have been established at this stage.
- There needs to be a vision for park-like green space, eg Lismore Park in Wanaka in all communities. Provision for such should be a requirement of all new subdivisions, not just in Lake Hawea township.

Water supply and storm water disposal

- Increasing the Hawea reservoir capacity has been allocated for over the next 10 years. Residents thought that the new bore and pump facilities at Scotts Beach were supposed to supply sufficient capacity for summer population and irrigation needs plus enough pressure for firefighting purposes at the Muir Road end of the township. The increase in capacity is urgent.
- Noted in the Plan is a goal to reduce the 500l of water per person per day currently used in the QLDC district to 300l per person per day.

- Costs could be reduced by changing the rules and thus requiring all new builds to install a rainwater tank which could be used for irrigation and boat/car washing. Existing home owners could be encouraged to also install a tank.
- Rainwater tanks would also assist with stormwater issues such as at Flora Dora Parade where the stormwater is eroding the cliffs as it flows down into the lake.
- Stormwater is likely to be polluted by contaminants from traffic, car washing, and sediment. Protect the environment by preventing stormwater from flowing into our waterways.
- Noted is no allocation of funds for stormwater issues in Hawea.

Wastewater

- The Hawea waste water facility has been non compliant for a number of years. It is noted that funding has been allocated to upgrade it in the next three years, but this is purely a catchup for past neglect.
- It is unacceptable that existing ratepayers are having to pay for this neglect. Property developers should have been required to provide sufficient funds at the time.
- Of concern is the fact that the SHA developer is providing all houses with septic tanks which will then be emptied into larger tanks so the sewage can be trucked to the Wanaka waste water facility.

Transport and roading

- The Plan states (p113) that cycling and walking are highly sustainable, with significant health and well being benefits. It also states in the previous paragraph that “active modes of transport are considered a critical element to resolving transport capacity constraints to enable population growth and visitor growth.” (see also opening remarks)
- Future cycleways in Wanaka are being delayed and no provision for active modes of transport are mentioned for Hawea.
- Public transport plans for the Upper Clutha are also missing from the Plan. Council continues to approve subdevelopments around Lake Hawea with no thought being given to traffic congestion. A talked about roundabout at the Domain Road/Capell Avenue is so severely limited by space and the fact that much of the area is Contact Energy land that it is unlikely to assist with congestion issues.
- I recommend that the Council plan ahead for a new road and bridge across the Hawea River that would connect SH6 to the Cemetery Road/Domain Road intersection.

BROWN Alan

Queenstown/Wakatipu

Q. Responding to Climate Change

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

The government is setting up guidelines with funding not a priority in this plan

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

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

Please tell us more about your response:

Water plan is outdated and agree to it being a 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:

Parking is the priority

Taking parks out of town in favour of public transport is not the solution to the problem of getting people into town

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:

To apply extra rates to the area you are suggesting is not looking at the bigger picture of regeneration of the cbd and if rates are to increase it needs to be the whole area under the council

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:

At the present time with the global situation we need to have a cautious approach to fees to sustain the area with money spent wisely with a stronger plan in place We are in a unique situation to pause and reconsider all options to put a plan in place that will benefit all

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

Parking is an issue that needs to be addressed within the cbd taking more parks away without new parking buildings in place is not solving any problems but is creating more issues for the cbd already struggling
And bypass roads that do not have funding for stage two is putting the cart before the horse
We have time to pause rethink and make sensible viable solutions

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:

BROWN David

Cochrane&Brown Ltd

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

There does not seem to be any innovation, future proof thinking, or true open discussion with regards to alternative travel or transportation for arrivals to the district.

The new Tarras Airport project whilst not in control of QLDC offers a chance to manage noise pollution, congestion, roading whilst offering an opportunity to rethink how people come to the district and connect to the various communities in and around.

The overriding feeling is that Queenstown Airport is a non-negotiable entity that must block any thinking that is not solely focused on the expansion of the airport capacity either in QNZ or Wanaka.

A new Carbon Neutral airport with carbon-neutral transportation, high-speed rail, electric buses, etc that shuttle arrivals to the final destination to a peaceful town would be a start.

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:

Why is the threat of rates increase there?

We should be getting safe drinking water as a priority and not delayed due to lack of investment or fiscal management in the past or currently.

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:

Again the rates and cost to residents are going up anyway.

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

Neither / Neutral

Please tell us more about your response:

You are never going to fix the traffic issues in Queenstown as the zoning and over-development as well as visitors will overwhelm the geographical restrictions.

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Solid Waste increase more than resource consents?

There is an answer to the problem of over-development and climate change.

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

The assumption that people will want to relocate to an area with poor infrastructure, health services, governance, and leadership is driving a misdirected plan.

The Queenstown bubble has burst and with such geographical constraints when will enough be enough. It is devalued and has the potential to become a has-been resort town that faded away due to bed planning, over-development, and self-interested leadership.

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:

Please tell us more about your response:

Please tell us more about your response:

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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

G BROWN QLDC submission on DC and rates 19 04 21.docx

19 April 2021

Submission from
Garry Brown



SUBMISSION ABOUT DEVELOPMENT CONTRIBUTIONS AND ANNUAL RATES

I do not consider that the QLDC financial modelling for Development Contributions (DC) and annual rates for Visitor Accommodation (VA) are fair and equitable to QLDC land owners.

Both of these are based upon QLDC determining the actual infrastructure demand and associated costs for each VA dwelling and charging the owner for the extra costs.

I have read many QLDC generalised assumptions about the bases of the DC and rates plans but I have not read any evidence to objectively substantiate the bases for the DC Plan and the annual rates for VA.

Personally I consider that converting a dwelling from residential use to Visitor Accommodation reduces the use of QLDC infrastructure for the VA dwelling has significant periods with no occupancy and thereby no infrastructure use at all.

Two statements from QLDC are basic to my desire to understand the QLDC modelling:

Statement 1

"Levying a development contribution and charging higher rates is in line with Council's decision to require more funding from mixed use properties compared to a standard dwelling." (David Smart, DC Team QLDC 7 May 2019)

This statement is that QLDC decided to adjust VA dwelling DC and annual rates to higher than a residential dwelling. This QLDC position could be factually based on more infrastructure demand from VA dwellings or may be just a political position taken by QLDC to increase the financial burden payable by VA owners.

Statement 2

"A Development Contribution is a financial charge levied on new developments.... It is intended to ensure that any party who creates additional demand on Council infrastructure contributes to the extra cost that they impose on the community." (RM180434 QLDC 5 December 2018)(my highlighting added)

So QLDC has an over-riding principle of all users pay for their use of infrastructure, based upon the cost that they impose upon the community. **For this statement to be equitably applied, all landuses should be judged on the same criteria.** However based upon QLDC information that I have read to date, residential use is not judged the same as all other landuses which are size (Gross Floor Area (GFA)) based.

Residences are given a uniform DC not based upon different infrastructure demands relative to size so in total contravention of the QLDC statement 2 above.

“When assessing DC’s all dwelling units are assessed as 1 dwelling equivalent (DE). This means that a 5 bedroom dwelling pays the same initial DC as a 2 bedroom unit. This is done for efficiency & ease of administration. All other land uses are assessed based on GFA with a rate published on the basis of xx per 100m² of GFA.” (Stewart Burns, QLDC, 9 July 2019)

QLDC espouses an over-riding principle for infrastructure demand of being environmentally sensitive whereby each owner pays for its dwelling’s actual infrastructure demand.

However as per the QLDC statement by Stewart Burns, residential is not determined on the same size (GFA) base as every other landuse. QLDC has corrupted its user pays principle by exempting all residential dwellings from their actual infrastructure demand

So the size for residential use is irrelevant to its environmental impacts or demands on infrastructure. As you state *“This means that a 5 bedroom dwelling pays the same initial DC as a 2 bedroom unit.”* The impact on the QLDC infrastructure of both of these residential dwellings is deemed to be the same. Yet when converted to another landuse as in Visitor Accommodation the size of dwelling is paid for by the square metre above a threshold of 100 sq m so a VA 5 bedroom dwelling pays much more in VA Development Contributions than a 2 bedroom dwelling.

So residential dwellings DCs disregard their actual demand on infrastructure. There is obviously an inequitable and inconsistent bias to residential but this is in keeping with the QLDC statement 1 above making VA dwellings’ DCs and rates higher than equivalent sized residential dwellings.

Question 1

Why are not ALL landuses judged equitably and consistently on the same GFA basis?

Question 2

Is QLDC favouring residential landuse in their cost contribution to infrastructure by applying a constant cost and not applying a variable GFA base?

By way of example, in relation to QLDC costs for our house at 5A Manata Lane. We are approved as 365 days VA

If Residential DC paid years ago when subdivided Rates for us \$3,650

If Visitor Accom DC \$6,893 (additional to any Res. DC) Rates for us \$6,376
75% higher

As per QLDC Statement 1 *"Council's decision to require more funding from mixed use properties compared to a standard dwelling."* As can be seen from these figures *"more funding"* is a **large DC and the major financial burden in perpetuity of the increased annual rates**. This QLDC decision is massively onerous on VA landuse when compared to residential.

In relation to payments to QLDC:

Development Contributions for VA are to reflect the cost of additional infrastructure demand by a dwelling's landuse and are based upon the size of the dwelling (GFA) and the bigger the VA dwelling the greater the cost

Annual rates for VA are also to reflect the cost of additional infrastructure demand by a dwelling's landuse and are based upon the dwelling value and the higher the dwelling value the higher the rates.

I do not understand how QLDC quantitatively determine demand on infrastructure based upon GFA for DCs and house value for rates. The actual use of QLDC infrastructure eg roads, community facilities etc seems to have no relationship to either of these base criteria.

Development Contributions:

Our house is 206 sqm GFA with 3 bedrooms and 2 car spaces. Before we applied for VA approval the house had an existing infrastructure demand for a residence of that size and use.

In converting to Visitor Accommodation landuse, QLDC assessed our Development Contribution as \$6,893 in addition to previously paid residential DC

In relation to Development Contributions:

"USING YOUR RESIDENTIAL PROPERTY FOR PAYING GUESTS AUGUST 2017

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The Development Contribution Policy assumes that visitors typically have more free time to use recreation reserves and the roading network than working residents, so a development contribution may be required as part of the resource consent process.” (my highlighting added)

“Assumes” to me is not a valid base for anything, let alone an objective assessment of QLDC infrastructure demand. Also where does the VA GFA base relate to this statement about visitors having more free time than residents?

To illustrate my inability to comprehend the VA DC plan, let us look at one of the DC formulae being the transportation formula.

Please note the following QLDC formula for the transportation infrastructure assessment uses a residential constant base of 100 sq m GFA, not our existing residential 206 sq m GFA.

QLDC figures:

Roading component:

- a. GFA 206m²
- b. DE/100m² GFA 1.3DE
- c. GFA DE's 206/100*1.3=2.678DE

Transportation

Contributing Area	'Dwelling equivalent unit' Development Contribution (Excl GST)	Number of 'dwelling equivalent units'	Total (Excl GST)
Queenstown - Mixed Use Accommodation	\$ 2,362.00	(2.67) - (1) credit = 1.67	\$ 3,944.54

In relation to transport, our house was assessed as having a VA impact of 267% compared to the QLDC residential use base of a constant 100 sq m, effectively nearly three times as many car movements as a “standard” residence, due solely to its GFA.

I have not seen any QLDC evidence to show a direct relationship between GFA and associated car movements.

QLDC stated that “MUVA roading differential is deemed to be higher than residential. As MUVA is based around GFA, the number of bedrooms has no impact on the calculation.” (David Smart, DC Team QLDC 7 May 2019, my highlighting added)

I consider “*deemed*” to be an unsatisfactory basis for establishing Visitor Accommodation to have a higher infrastructure demand and thereby a higher VA cost for roads than residential use. “*Deemed*” here is effectively just a QLDC opinion.

Question 3

Could QLDC provide the evidence to substantiate the 267% transport infrastructure demand based solely on GFA between our house as a residence vs our house as Visitor Accommodation?

For QLDC to levy additional costs, I expect QLDC to have and be able to provide quantitative empirical evidence to prove its various determinations of actual infrastructure demand.

For example say we have 2 Visitor Accommodation dwellings:

1. Dwelling A – an apartment of 100 sq m GFA (3 bedrooms, 2 carspaces, say 6 occupants). According to QLDC, the infrastructure demand = $100\text{sq m}/100 \times 1.3 = 1.3$ standard residential dwellings
2. Dwelling B – a house of 200 sq m GFA (3 bedrooms, 2 carspaces, say 6 occupants). According to QLDC, the infrastructure demand = $200\text{sq m}/100 \times 1.3 = 2.6$ standard residential dwellings

In my opinion, based upon the same number of bedrooms, probable number of occupants, occupancy rate and same number of cars, dwelling A and dwelling B would have the same traffic demand on QLDC infrastructure.

However the QLDC infrastructure demand formula determines that dwelling B uses 100% more of QLDC infrastructure than dwelling A. This doubling of traffic demand for these dwellings based solely on GFA makes no sense to me at all and the formula appears to be a baseless assertion. When applied to dwellings A and B, this formula seems to have no basis in reality.

Based upon the above dwelling comparison, I consider that there is no relationship between solely the GFA (size) of a dwelling and its infrastructure demands.

Question 4

Could QLDC provide its evidence for Visitor Accommodation to substantiate the relationship whereby the greater the GFA of a dwelling the greater the additional demand on QLDC infrastructure and thereby the higher the Development Contribution for VA?

The Visitor Accommodation base is a variable figure being the actual GFA of the existing dwelling so GFA size is the actual factor in determining the demand on infrastructure. The greater the GFA size the higher the factor and demand on QLDC Infrastructure and the higher the cost to the owner.

However the Residential base is a constant figure. The residential compensating factor is a figure of 1, representing 100 sq m GFA, not our existing residential 206 sq m GFA.

Question 5

Does QLDC have evidence that all residences have one constant level of infrastructure demand NOT in proportion to their GFA?

If so this is totally the opposite approach to that given to Visitor accommodation land use and other landuses.

So we have two totally different bases in the formulae for Development Contributions. Our 206 sq m residential dwelling existing infrastructure demand drops to a compensating 100 sq m infrastructure demand credit but remains at 206 sq m for the VA calculation.

Question 6

Why does our 206 sq m residence infrastructure demand become only a 100 sq m credit?

Question 7

Why do the Development Contribution formulae have totally different bases for VA being GFA vs residential being a constant figure?

The disparity between these bases means the outcome is skewed to a greater financial benefit to QLDC from Visitor Accommodation as the GFA of the dwelling rises above the 100 sq. m constant Residential GFA compensating factor.

In the determination of infrastructure demand, the major difference between the residential and other land uses causes a fundamental corruption of the Plan.

Annual QLDC rates

The other financial penalty for the Visitor Accommodation landuse approval is the major increase in annual QLDC rates above our previous residential rates. The increased annual cost is obviously applied in perpetuity.

For our annual rates, QLDC increased our residential rates by 75% due to our Visitor Accommodation landuse.

"USING YOUR RESIDENTIAL PROPERTY FOR PAYING GUESTS AUGUST 2017

Page 3

***Short term guests have been shown to create more pressure on our district's infrastructure** and as such owners of residential properties that are used by paying guests are required to pay additional rates."* (my highlighting added)

So according to this statement, QLDC has evidence to **show** that short term VA guests create more demand on infrastructure than a residential use and VA owners must pay higher annual rates accordingly.

I would put to QLDC that residential use is normally an activity with 100% occupancy while VA is a use whereby there are vacant periods between short term guests so 100% occupancy will not happen. Indeed VA use will have significantly less than 100% occupancy.

Question 8

As our annual rates increased by 75%, could QLDC please provide the quantitative evidence to justify their calculation of 75% greater demand on infrastructure from our Visitor Accommodation use over our house being used as a residential dwelling?

Overview

I cannot comprehend the QLDC inconsistencies in applying different environmental standards to different landuses, in its infrastructure financial modelling and the lack of evidence to support its determination of actual infrastructure demand for both residential and VA dwellings.

I request that QLDC provide me with its detailed evidence to substantiate its financial modelling and its levying of additional Development Contributions and annual rates.

Upon receipt of its evidence, I can try and better understand the QLDC principles for infrastructure levies.

BROWN Ian

UPPER CLUTHA RADIO TELEPHONE USERS ASSOCIATION
(UCRTUA)

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

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: QLDC- UCRTUA

Background/ Where we started

In the mid-1970s a group of well-intentioned locals after identifying a need, worked to locate a radio repeater at the summit of Roy's Peak in Wanaka. Some 1850m above sea level, this was no easy feat. Undeterred, they set about taking a power cable from lake level to the summit to supply a unit housing shed, and the Upper Clutha Radio Telephone Users Association was born. This group has always been run by locals without payment for their time. The UCRTUA is a community group and is now a registered not-for-profit charity.

Since initiation, the group kept the radio housing unit on Roy's Peak alive through thick and thin, being marginally viable, until recent times when the power cable could not serve the unit any further.

Repeated lightning strikes to the cable and the expenses associated with repairs including helicopters and multiple missions up and down the hill replacing sections of cable, pushed the group to the edge financially.

The running committee thought big in 2017/18 planning and raised funds to take the repeater station off- grid. Through the help of local and regional funding partners, Roy's Peak Station is now 100 percent off-grid - no longer reliant on power from below. This was a major step that came with major initial costs. The installation is now solar powered with back-up diesel generator the only costs now being maintenance to units and fuel / service to the generator.

Who we serve

At the current time, we provide services to the Department of Conservation, Land Search and Rescue, marine VHF ch66 (Wanaka/ Hawea recreational and commercial boating), Coast Guard Wanaka Lakes, helicopter companies, jet boat companies, local farms and taxi services, and local data link to remote communities like the Makaroa school for internet services. Along with these services, we provide a vital radio service to the QLDC and ORC for regional Civil Defence emergency management.

Should the worst happen, this small community-run, not-for-profit structure, must continue to function. For everyone in the Upper Clutha community, it absolutely must.

Why VHF66 Wanaka

We all know, if you are a mariner and you are in trouble or need to raise assistance, Channel 16 is the go-to channel. But channel 16 in this area is a simplex channel. This means that the radio transmission is "line of sight" and is not retransmitted by a repeater. It is not on the Maritime Network. This is where UCRTUA provide, via channel 66 and a repeater, enhancement to those transmissions, giving a much greater audience and area coverage. *(I once did a radio check from Twizel and was received by a commercial jet boat operation in Wanaka, thanks to a repeated channel 66.)* Craig Blake – Harbour master- Wanaka/ Hawea)

For everybody's safety and equality across the district, let us make Channel 66 use free for all

Because we have costs, the use of Ch 66 in this part of the QLDC is charged for but Visitors and locals (Commercial or recreational) on Lake Wakatipu are able to use a VHF marine channel 5 for free as it is provided by QLDC, ensuring their safety.

Land Search and Rescue NZ and emergency services in NZ remain free of charge. This is and has been stated as something these agencies need to do to ensure people in an emergency situation can call for help without concern of costs. It has been suggested that if there were costs to emergencies, that far less people would call for help when needed, thus, increasing fatalities. It has been an ongoing topic of conversation as to why we don't charge international tourists for emergency rescues. And the answer continues to be: if we charge, we discourage people from calling for help.

NB. Whilst the UCRTUA charge for usage and membership allowing general use of Ch 66 they do encourage people that if there is an emergency, to freely use the channel.

What we are asking for

Option A.

We seek funding from the QLDC to equal the funds generated each year by those paying -- commercial and recreational fees -- to make channel 66 free to everyone who use our waterways. Given that more than 50 percent of the users of our waters are from outside of the district it is a very difficult business plan to keep everyone safe when they are unaware of payments. This is equivalent to around **\$5000 pa**.

Option B.

We seek that QLDC purchase channel 66 from the UCRTUA including the repeater and then, as part of the overall district safety plan these two marine channels (5 in Wakatipu and 66 Wanaka/Hawea) are made free for all those who may be in need of assistance. QLDC would be charged an annual fee to house, power and maintain the repeater unit (approx. \$2500 plus GST p.a.).

Further:

A scenario the UCRTUA has considered is the option of selling the entire facility to a multinational teleco. This, in our view is not in keeping with the initial intent that we are a not-for-profit charity, founded by locals, for locals but may be an option considering costs and the ability to maintain a running committee. Costs to users would rise substantially however a return to the community financially from the initial purchase would be major.

Realistic Outcome

It is our desire that the QLDC sees the advantage of keeping the installation as a community owned and operated system, especially as it serves multiple agencies that help to save lives.

Help us make **marine radio channel 66** free for all who use our waterways by annually budgeting for a 3 yearly reviewable but initial \$5000 annual input to the UCRTUA. This way, local users see equity in the district and a management committee are relieved of the pressure of chasing funds from users and emergency users are not restricted from use, by cost.

BROWN Jamie

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

I think that announcing a policy on climate change and doing something about it are different things. On 27 June 2019, Queenstown Lakes District Council (QLDC) declared a climate and ecological emergency. The ten year plan then says that "Mitigation and adaptation are two methods to limit and manage the effects of climate change" yet council still wants to develop a jet capable airport in Wanaka. This will only increase greenhouse gases and is completely at odds with the climate change policy.

It's not possible to mitigate the additional greenhouse gasses from a development like this. Additional carbon intensive operations like this are also not the way to adapt to a lower carbon future.

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:

Page 169 - Airports.

Council is putting words in peoples mouths by saying "results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services."

The questions in the Martin Jenkins survey were worded so that there was not option for just propeller aircraft (i.e. no jets - narrow or wide body) at Wanaka or for sharing jet aircraft load over the other southern airports of Invercargill or Dunedin.

What did result from the survey was that the wider community and certainly the Wanaka / Upper Clutha community is AGAINST ANY jet capable airport expansion of Wanaka.

As far as I know this survey has not been fully discussed in a council meeting available to the public or the results circulated at public meetings in the community. Why is that so. As ratepayers we paid for 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:

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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:

Three Lakes Cultural Trust Submission for the Ten Year Plan 2021-31

Date	8 April 2020
To	Queenstown Lakes District Council
From	Three Lakes Cultural Trust
Subject	Ten Year Plan 2021-31 submission supporting

Background

The Three Lakes Cultural Trust (TLCT) was established in 2019. Its purpose is to support and encourage arts and culture in our community in ways that enrich the quality of life of residents and contribute to the culture, the social and economic viability, and the wellbeing and resilience of the district. TLCT helps facilitate the growth of the dynamic local scene by supporting new ideas and initiatives and advocating for new infrastructure.

In 2020, TLCT commissioned AEA Consulting, to write a cultural masterplan for the Queenstown Lakes District. They undertook (i) a rigorous audit and analysis of current cultural provision and built infrastructure, (ii) a public survey and (iii) widespread community consultation. The report uncovered that there were significant gaps in cultural provisioning¹

One of the findings identified - lack of a central 'hub' for cultural and creative industries in both Queenstown and Wanaka - was the catalyst for the TLCT to approach the QLDC to advocate for the establishment of an arts and cultural hub or precinct in Queenstown.

Purpose of submission

This submission proposes a public-private partnership to establish Te Atamira², (meaning a stage or platform), between QLDC and the community to establish a prototype community arts and cultural platform for Queenstown.

A partnership approach is important – to capitalise on the wisdom, expertise and experience of all stakeholders, and to be a place that serves, connects and addresses challenges arising in the community.

Context

In New Zealand the creative industries represent a total annual financial impact of \$17.5 billion³ to the economy, about 6.8% of our country GDP and 132,220 jobs. Despite the effect of the Covid 19 pandemic, the creative industries have continued to flourish.

¹ AEA Consulting, Three Lakes Cultural Trust Queenstown Lakes District Cultural Plan, 13 February 2020

² Te Atamira means a stage or platform. This represents the functions of the space as it hopes to become: a Tūrangawaewae for the arts and culture community – a place to stand, a place for connection and empowerment, prototype to explore creativity for the whole community and to build creative capacity and a platform for exchange – local, national and international stories, thinking, ideas.

³ Wecreate, The Evolution of Kiwi Innovation – the impact and structure of the creative sector in New Zealand, 2013

This presents an opportunity for the Queenstown economy. Since March 2020, the global pandemic has significantly changed the economic outlook for tourism, a pillar of the Queenstown economy. Te Atamira represents an opportunity to expand on the recent AEA cultural plan findings⁴; that we must build on what we have, invest in infrastructure, invest in creative capacity, and ensure that arts and culture are positioned to make their full contribution to civic life and economic development.

The QLDC draft 2021-31 Ten Year Plan (TYP) does not currently include the proposal for Te Atamira. However, it includes:

- Projects that may rely on QLDC finding alternative premises for arts and cultural groups. Specifically those who are currently using existing buildings that are occupying the proposed location for a Performing Arts Centre (PAC) on the Stanley Street site in the Queenstown Town Centre.
- Vision beyond 2050⁵ principles, of which five key concepts align with this submission: Thriving people, Whakapuāwai hāpori, Embracing the Māori world, Whakatinana te ao māori, Opportunities for all He ōhaka taurikura, Breath-taking creativity, Whakaohoho auahataka and Pride in sharing our places, Kia noho tahi tatou kātoa.

Summary

Vision

“Every one of us – be it an opera-loving elder in provincial Southland or a budding filmmaker in Mangere – deserves access to the diverse and varied talent that makes up our creative sector...”

Rt Hon Jacinda Ardern, Prime Minister and Minister for Arts Culture and Heritage.

The proposed vision of Te Atamira is to:

- **Establish a Tūrangawaewae for the arts and culture community** – a place to stand, a place for connection and empowerment.
- **Develop a prototype facility** – through quality infrastructure that is both functional and can serve a range of creative practices including – a dance studio(s), performing arts space(s), community art gallery (with a curated programme), itinerant music and visual art studios and workshop spaces for pottery, carving, storytelling and gaming, etc.
- **Develop a programme that builds creative capacity** - a place to engage and explore creativity, a place that reflects the diversity of our community, and a platform for local, national and international exchange.
- **Facilitates the development of an ecosystem that enables partnership and exchange** in the arts and cultural community.
- **Realises the role of creativity** in economic growth and social wellbeing for a wide cross-section of the Queenstown population.

⁴ AEA Consulting, Three Lakes Cultural Trust Queenstown Lakes District Cultural Plan, 13 February 2020 and Queenstown Lakes District Council, Our Community Spaces – A report on community facilities, groups and services, December 2018

⁵ Vision Beyond 2050 <https://www.qldc.govt.nz/your-council/our-vision-mission>

It is proposed that Te Atamira will build a programme that will:

- Provide a platform to explore the new thinking and ideas through multi-disciplinary artforms, dynamic programme content and digital technologies
- A prototype space to engage and facilitate groups to use that is fit for purpose - arts, music, performance, dance space and engage with the curated community art gallery
- Be accessible to all by supporting pathways and encouraging curiosity starting with school holiday and afterschool programmes and lifelong learning initiatives.

Why is this facility needed?

Recent discussions and research has identified:

- **Overwhelming need** - In December 2018, 'Our community spaces report' identified that 50% of 189 groups and services identified needing a new facility in 5 years.⁶
There is currently an overwhelming need due to:
 - **the lack of 'fit for purpose' space** due to substantial deferred maintenance and repurposing of assets for arts and culture,
 - **the uncertainty of space** – many organisations are on 12-month leases – investing in their space is potentially risky with limited security of tenure and lack of facilities to accommodate arts and cultural groups – with many currently without homes or rehearsal space.
- **Equity** - Arts and culture infrastructure needs a long-term view which looks beyond measuring the immediate fiscal return and instead focuses on building equity through access for the whole community.
- **Cultural diversity** - There is an absence of space and activities dedicated to deepening public appreciation of cultural fabric – our Māori, in particular Ngai Tahu, and immigrant cultural heritage.
- **Activate vision** - QLDC's vision for "vibrant communities, enduring landscapes, bold leadership" and how it meets the following key community outcomes - to plan a more coordinated approach to community facility development, build collaborative partnerships, harness innovation and good design principles, ensure council owned facilities meet demand, and explore and develop creative funding avenues.
- **Realise new economy** - It is anticipated that this facility could become a catalyst for a vibrant new arts and cultural economy in Queenstown and fulfil Section 10 of the Local Government Act 2002 (LGA) '*... to promote the social, economic, environmental and cultural well-being of communities in the present and the future...*'⁷
- **More connected** - Fulfils the current desire to build a stronger, decentralised, well-connected and more professional arts sector.

⁶ Queenstown Lakes District Council, Our Community Spaces – A report on community facilities, groups and services, December 2018

⁷ <https://www.legislation.govt.nz/act/public/2002/0084/latest/DLM171803.html>

Operations

This submission proposes an opportunity to establish Te Atamira as a partnership between QLDC and the community:

- It proposes that an independent not for profit trust is founded to formalise the establishment and operation of Te Atamira. Its founding trustees will commit to fundraising circa \$2 - 2.5 million to fit out and deliver the facility given the immediate community need.
- QLDC is being asked to fund the lease inclusive operating expenditure and contribution to operations.

Location

The proposed location of the Frankton area is informed by accessibility to bike trails, plentiful car parking, on bus routes and proximity to Wakatipu High School and Remarkables Primary School. It is also at the intersection of the majority of Queenstown suburbs – Kelvin Heights, Jack’s Point, Hanley Downs, Lake Hayes Estate, Shotover Country and Quail Rise.

Importantly, Te Atamira is an opportunity for QLDC to invest in a prototype that will be able to inform and refine Project Manawa – performing arts development (PM) as to what the relevant need, specifications and the future requirements are. This is also an opportunity to be proactive and “front foot” a viable alternative premises for those arts and cultural groups that may be displaced (temporarily or permanently) by the proposed PM and give them an opportunity to have fit for purpose facilities.

This is further informed by the Frankton Library which is a good example of community facilities that are located in the geographical centre of the basin being well received and having high patronage. This is evidenced by data from the Queenstown and Frankton Libraries that the Frankton library serves more local residents, measured on the volume of books per visit, and since its opening has resulted in an extra 60,000 book checkouts across both libraries per year.

BROWN Judith

Cardrona Residents and Ratepayers Association

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

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

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

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

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

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

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

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

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading, as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; ie amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

See attached

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

The DC policy identifies costs beyond \$8.1M, with nearly \$14M costs identified for Water Supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection charges identified).

This makes it impossible for developers/ ratepayers to understand the costs of the scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

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

N/A

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly **opposed**.
2. This is because:
 - (a) The Council has demonstrated no need to invest in the scheme.
 - (b) In particular:
 - (i) the Council has demonstrated no need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and
 - (ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.
 - (c) The Council therefore has no need to invest in a competing system.
 - (d) This is particularly the case where:
 - (i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;
 - (ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/ or developers through rates, connection charges, and/or development contributions;
 - (iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;
 - (iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors); and
 - (v) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party:
 - ... engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits
3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or ~~189~~ otherwise has better, **independent**, information before it on these matters.

BROWN Karen

Resident and business owner both in town

Queenstown/Wakatipu

Q. Responding to Climate Change

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

This is not the councils job

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

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

Please tell us more about your response:

Water quality on the marine parade is sub standard we are having to replace filters every 3weeks at 170 to get clear water to bathhouse
Water pressure is not great either

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:

Parking is the biggest issue to downtown Queenstown businesses
You are taking parks away with no options in place
What of older people who have disposable income that can't get in to spend it.
Parking prices are excessive and are affecting our business
Parking needs to be addressed immediately

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:

Have lived in town for 30 years

We do not have underground powerlines paths are in a shocking condition our streets clogged up with cars as no parking in town and cars and vans left for weeks on end

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:

Council need to be more accountable all new staff changes constantly already add fees to our businesses as lost applications and previous licences that we have had to reinstate at significant personal cost

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

Proposed arterial roads and projects that have been in the pipelines for years need to be readdressed as they are already not fit for purpose

We just need to stop and reassess the needs of Queenstown especially downtown

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

Council needs to look at own budget

Staff and consultants fees ?????

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

Very hard to read this draft plan and outdated

Needs to be assessed in this economic climate

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 wish to comment on the budget allocation to Wanaka - Footpaths - Renewals/Improvements. Vol 1, page 122

I speak for the Penrith Park community. When Penrith was established there were three interconnecting walkways planned, of which two have been completed - one from the lake/ponds to Penrith Park Drive and one from Penrith Park Drive to Briar Bank Drive. The third, a walkway connecting Penrith Park Drive to Mt Gold Place has yet to be formed, although the Council owns the required strip of land. This walkway should be formed because as Penrith is nearly fully developed residents can only access the shoreline by utilizing these walkways - unless they travel on the roads which are dangerous for kiddies and dogs. It should be noted that we have consulted with all the adjacent landowners to this walkway, and none have objected to its development. Also we note that capital expenditure such as this is consistent with the "Thriving People" and "Community Wellbeing" objectives.

Please ensure that funds are allocated in the Plan for this work programme.

Please tell us more about your response:

Please tell us more about your response:

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

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

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

BRUCE Barry

Wanaka Community Board

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

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

16th April 2021

Via email: letstalk@qldc.govt.nz

To Queenstown Lakes District Council,

TEN YEAR PLAN SUBMISSION

Thank you for providing the Wānaka Community Board with the opportunity to present this submission on the draft 2021-2031 Ten Year Plan. Board members recognise the hard work of officers in development of the plan presented, working to the parameters of our changing climate, the unprecedented global pandemic and the changing needs of our communities within the Upper Clutha.

The Wānaka Community Board would like to encourage the Council to allocate more funds into the Minor Improvements Budget, enabling the Board through its delegations to respond to local issues of interest, with particular focus on prioritising Active Travel.

Thank you again for the opportunity to comment.

Yours faithfully,

Barry Bruce, Chair
Wanaka Community Board

1.0 INCREASING THE MINOR IMPROVEMENTS FUND

- 1.1 The Wānaka Community Board is requesting an annual budget of \$5 million per year total to the Minor Improvement Fund, spread across the 10-year period.
- 1.2 Through its delegations, the Board is seeking to support different sectors of the community by re-prioritising key projects across the Upper Clutha region.
- 1.3 As recognised community leaders, the Board is confident in their leadership role to make informed decisions and monitor the delivery of services to the Wānaka community.

2.0 PRIORITY AREAS – TRANSPORT, ROADING AND ACTIVE TRAVEL

- 2.1 The Board recognises and supports the view that Active Travel is an integral part of an accessible and safe network for all of our people. The Board supports the long-term vision of the plan but would like to see the reprioritisation of active travel in Wānaka.
- 2.2 Through increased funds into the Minor Improvements Fund, the Board will be empowered to bring forward investment and include other transport related planning and investment activities as indicated by the transport business case in the latter part of the program.
- 2.3 The Board would like to see specific investment and reprioritisation of Unsealed Road Resurfacing and long-term parking options for residents that work in Wānaka CBD.
- 2.4 The strategic direction of the plan is sound, but investment into network optimisation in Wānaka needs to be brought forward to improve service levels and community wellbeing.
- 2.5 Private transport, congestion, parking and active travel are critical factors within Wānaka, ones that impact the quality of life and general wellbeing of our community.

3.0 TIMING AND PROGRAMME

Projects that have been identified to be brought forward:

- 3.1 Ealy Point Jetty/Asset Management Plan – currently identified for 2024/2025.
- 3.2 Water Sports Facility – Parking Renewal – currently identified for 2024/2025.
- 3.3 Ballantyne Road Recreation Centre – Carparking and Access – currently identified for 2026/2027.
- 3.4 Funding for unsealed road resurfacing; and
- 3.5 Long-term parking on Lismore/Heddich Street for residents working in Wānaka CBD.

BRUCE Jo

Wanaka Hotel

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

Wanaka Hotel 2002 Ltd, a 3 star Hotel that has been operating in the Wanaka CBD in its current form for over 50 years Oppose the introduction of a levy on short term accommodation providers.

We consider this levy would unfairly impact the many corporate and trade people that have to stay in commercial accommodation every week while working in our area. It is most likely the increased costs to these guests while staying in the Hotel and will be passed to local consumers further impacting the high cost of living and working in the area.

As a major commercial business in the CBD operating for over 50 years we currently spend \$90,000 per year in council rates. We have already contributed substantially to the infrastructure in the district over the last 50 years, the proposed levy would more the double our current contribution to the council annually.

We strongly oppose this levy being the sole responsibility of Commercial Accommodation Providers, we believe commercial accommodation businesses alone should not hold the burden for collection of the visitor levy after the current trading conditions bought on by Covid have meant we have had to significantly lower rates to meet lower domestic demand.

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:

BUCHANAN Karl

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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:

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.

Or is the ridiculous 40kmph change just a alternate way to not go through on previous promises?

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:

BURROUGH Clare

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

I'm disappointed to see that the plans for the cycleways in Wanaka have been pushed back. I recently moved here and was both disappointed and surprised by the lack of dedicated bike paths along main routes in to and around town. I think this deserves better prioritisation to provide safe cycling options, and to encourage more residents to cycle instead of taking the car when possible.

For a town famous for its outdoor activities and active residents, it would be great to see more incentives for people to travel sustainably by having easier paths to walk/cycle to key locations.

Please tell us more about your response:

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:

I'd love to see some more diversity in the QLDC management group. It would be great if this group represented more ages and ethnicities, to better reflect the interests and opinions of the whole QLDC population.

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:

BURROUGH Isaac

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Having recently moved to Wanaka after spending 8 years living in Amsterdam, it is very disappointing to see the cycleways for Wanaka being pushed back. The environmental and social benefits of cycling are both great. I think the environmental aspects will be better covered by others, I think it is important to also consider the social benefits of having a cycle-centric transport plan. Reduced rates of drink driving accidents/fatalities is a big one, but so too is the increase in the general health of the community due to daily exercise.

A reduction in the number of car parks needed in central areas would be another benefit, it is crazy coming back to New Zealand and realising that almost every time you sit outside at a cafe/bar/restaurant, you are sitting next to a parked car, it's pretty disgusting.

Please tell us more about your response:

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:

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:

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:

PDF submission documents 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:

Arrowtown Promotion & Business Association

Annual Plan 2021-2022







Contents

- 02 Introduction: Our Kotahitanga
- 02 Mission Statement
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and Historical Significance:
Our Kaitiakitanga
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Performance and Focus
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Introduction: Our Kotahitanga

The Arrowtown Promotion and Business Association (APBA) is a non-profit community organisation of commercial ratepayers and other business operators covering the Arrowtown ward. The Board has representatives from these groups and the Arrowtown ward QLDC representative.

The APBA activities cover the commercial area of Arrowtown and the Arrowtown School catchment area. The Association employs a Manager to support all the activity they undertake annually.

The APBA engages with Destination Queenstown (DQ) and Arrowtown Village Association (AVA), Village Residents, Event Planners and the Lakes District Museum to promote, preserve, advocate and protect the interests of Arrowtown.

The APBA refers and is guided by a number of documents and policies that support and guide their decision making, these include but are not limited to:

- QLDC District Plan
- 1994 and 2003 Arrowtown Community Planning workshop reports
- Arrowtown Design Guidelines 2016
- Shaping our Future Arrowtown 2017
- Mahu Whenua Gateway Feasibility Study

The Board currently consists of:

Jimmy Sygrove (Chairman), Bruce Gibbs (Treasurer), Nick Fifield* (Co-Chair), Nicola Busst (Manager), David Clarke, Scott Julian, Vicky Arnold, Sam Laycock, Benje Patterson, Todd Weeks, Michael Tierney, Ross McClean and Heath Copland (Council Representative).

*denotes additional members

MISSION STATEMENT - Ō TĀTOU MOEMOEĀ

“To promote and advocate and protect the heritage and natural character of Arrowtown while supporting economic growth, sustainability and Kaitiakitanga.”



CORE VALUES

- Authenticity
- Sustainability
- Protection of the natural environment
- Protection of and built (historic) environment
- Friendly and welcoming
- Village atmosphere
- A quality world class destination

ARROWTOWN BRAND PERSONALITY

“Arrowtown blends unique historical character in a natural environment, a town that is authentic, inclusive and welcoming to all.”

VISION STATEMENT

Arrowtown strives to be a living example of an inclusive community, sustainability and kaitiakitanga.

Guiding Principles

- Protecting what is intrinsic about the town - Natural environment, historic heritage, walking environment
- Inclusive and sustainable economic growth
- Independent and collaborative voice
- A friendly, welcoming town that encourages the coming together of locals and visitors
- Accessible natural environment of national significance
- Celebration and protection of the historical heritage
- A strong focus on sustainability and limiting the carbon footprint
- (Waste/recycling/cars/single-use plastic/public transport/maintenance of the resource [tracks/water quality])
- Support of local arts and culture community and events

Chairman's Report

There's no getting around the fact that Arrowtown, like the rest of the district and anywhere else heavily reliant on tourism, has been hard hit by COVID-19. If there's a silver lining it's that Arrowtown's businesses have been able to weather the storm a little better than some of our counterparts in other areas.

This is thanks, in large, due to Arrowtown's popularity with the domestic market. Arrowtown's authentic feel and strong community support have been our saving grace, coupled with our boutique commercial offering and jaw dropping scenery and array of biking and walking tracks on our doorstep. The challenge, however, is ensuring kiwis keep coming back, and the latest figures show that our numbers are starting to drop.

Our board worked tirelessly throughout the lockdown and beyond to encourage our domestic market to support the town. We started with locals in the immediate aftermath of the lockdowns, then pushed this out to our regional neighbours and then spread the net wider to a national level, all the while telling the Arrowtown story and reinforcing those the things that make us so special – community, heritage and environment.

We've taken a few big hits in terms of events (NZ Open, Motatapu both cancelled), but equally we have seen some exciting new ones kick off as well. A particularly successful event was the three-day Arrow Sounds festival, which was held from 26-28 March, and built on the one day event, just after lockdown last year.

Looking ahead, we're already gearing up for the opening of the trans-Tasman bubble and are putting resources into a strategy and social media campaign to dovetail off Destination Queenstown and Tourism New Zealand's work in this space.

On a strategic level the board has been working hard to modernise our strategy with an increased focus on pushing our sustainability credentials, the world class access to the backcountry on our doorstep and a continued push on our unique offering of heritage, hospitality and retail that the town already provides. We're also looking at ways to diversify Arrowtown's offering and make it an attractive place for professional services to set up shop.

This is why the continuation of our funding is paramount to continue the work in these areas as well as continue to grow our offering and work in sustainability and heritage. On a more technical note, we welcomed the incorporation of Millbrook and the Arrowtown Retirement Village into our membership catchment due to expanded Ward boundaries, which complement the town's offering perfectly which has contributed significantly to our funding allocation and allows us to continue doing the work that we do.

COVID notwithstanding, we have had a number of wins to tick up this year. These include:

1. The recognition as NZ's Most Beautiful Small Town in the 2020 Keep NZ Beautiful Awards. This has offered a great marketing opportunity and we've used it to leverage a lot of media coverage.
2. We've developed new Arrowtown-branded collateral, which includes a suite of promotional videos for each season, a new-look official guide, and a revamped image library.

3. The environmental work of the Arrowtown Village Association and the heritage work of the Arrowtown Charitable Trust lighting project have contributed significantly to the town's sustainable and heritage story.
4. We've attracted a number of highly skilled and motivated people to the board which is having a real impact in terms of our strategic direction and a renewed focus on deliverables.

Another significant development is that we have recruited a new Manager to replace Sue Patterson who is leaving us after 10 years in the hot seat. Sue has been an absolute rock for the APBA over the past ten years, on behalf of the board and all our members, I wish her all the best in the next chapter.

Nicky Busst joins APBA from Ziptrek Ecotours in Queenstown where she held the position of sales and marketing manager for the last 11 years, after joining the company at its start in 2010. In my view, Nicky is an obvious fit for the APBA and has strong passion and enthusiasm for Arrowtown, we're very excited to have her join our team.

As I write this there are promising signs that we may have an ANZAC bubble in place within the next four to six weeks, which is very exciting news, but as they say – the proof will be in the pudding. Rest assured we'll be doing all we can to leverage off any opportunity that might help out our members.

It's been a hell of a year, but we've managed to keep our heads above water. In my (very biased) opinion, there isn't anywhere else in the country I'd rather be right now.

Lastly, our enormous thanks goes out to Heath Copland, our QLDC representative who works tirelessly alongside us in supporting APBA with all council related matters.

Kind regards



Jimmy Sygrove
Chairman, APBA



Arrowtown's Touch Points and Historical Significance: Our Kaitiakitanga

Arrowtown has consideration touch points as part of the Arrowtown ward with substantial areas of significance and the funding we receive as part of the Arrowtown ward allows us to continue the work we do in these areas, these include:

Buckingham Street and Buckingham Green

Historic CBD incl Lakes District Museum and Post Office

Mary McKillop tree

Athenaeum Hall

Original red post box and telephone booths

View from soldiers hill and ANZAC memorial

Buckingham Street and Buckingham Green

Historic CBD incl Lakes District Museum and Post Office

Mary McKillop tree

Athenaeum Hall

Original red post box and telephone booths

View from soldiers hill and ANZAC memorial



STAKEHOLDERS

Arrowtown have considerable key stakeholders which they report, advise and support through our funding initiatives, some are new this year as or stakeholders continue to grow in line with the districts growth, they include:

- APBA Members
- Arrowtown Community
- Arrowtown Village Association (AVA)
- Lakes District Museum
- Destination Queenstown
- Queenstown Lakes District Council
- Mana Tāhuna- Charitable Trust
- Arrowtown Autumn Festival
- Queenstown Chamber of Commerce
- Arrowtown Creative Arts Society
- Arrowtown Farmers Market
- Arrowtown Wilding Group
- Predator Free Arrowtown
- Jopp St Community Nursery
- Tourism Industry Aotearoa – Sustainability Commitment & Tiaki Promise
- APAG – Arrowtown Planning and Advisory Group
- Mahu Whenua and QEII Trust



Marketing Destination Performance and Focus

The promotional and publicity activity continues to play an important part in the role of APBA as our unique offerings provide rich knowledge and understanding for both New Zealanders and our international visitors, when they return. Maintaining the impact of the visitor growth aligned with relevant promotional offerings, which our funding provides, is paramount to continue this work.

We will manage the continuation of demand generation for Arrowtown by aligning our marketing campaigns in conjunction with Destination Queenstown four high-impact domestic campaigns in FY21-22, based on key consumer segments and aligned with seasonal demand needs.

This will involve generating demand from the domestic market, attracting visitors to Arrowtown and encouraging repeat visitation to sustain our businesses as much as possible within a domestic and Australian market.

APBA will also utilize the funding to undertake their own initiatives to drive the business sector, in particular educational groups, incentives and partner programmes with domestic conferencing. We will be looking to drive repeat visitation from the domestic market and re-targeting audiences who have engaged with us previously.

ARROWTOWN AUDIENCE



Pre-COVID

50/50 International / Domestic

Expectation (should Trans-Tasman bubble commence)



Winter

60% NZ / 40% Australia



Summer

70% NZ / 30% Australia



Queenstown day visitors



New Zealand families



Australian backpackers, young adults

Note: Reduction due to anticipation of borders remaining closed for 21-22 financial year with exception of the Trans Tasman bubble.

CONSUMER /SPECIAL INTEREST GROUPS

High value tourists to Arrowtown under the section of special interest groups that would include:

- Biking
- Walking
- Golf
- Wine Tours
- Shopping, Dining
- Outdoor Enthusiasts
- Holistic Health & Wellness,
- Weddings/ Honeymoons

BUSINESS SPECIAL INTEREST GROUPS

APBA are looking to introduce and develop further the high value visitors with initiatives in the following areas:

- Educational/School Groups
- Team Buildings, Incentives,



Objectives and Goals: Our Whāinga

OBJECTIVES

In light of COVID19 we have had to review some of the Associations objectives and goals, however they all continue to support and enhance both Arrowtown and the Queenstown Lakes District with ongoing work and new initiatives to the district:

- To promote, and develop Arrowtown’s visitor business in a manner which achieves responsible, seasonally diversified and sustainable growth for the town’s businesses and its community.
- To manage the impact of visitors on the town and the community as they return over the coming 12-24 months.
- To protect the township’s urban historic character and its natural surrounds.
- To strongly advocate towards good urban design solutions in Arrowtown’s commercial and residential zones.
- To represent its members as an advocate to the government, and to other organisations, whose influence and decisions may affect the well-being of Arrowtown.
- To support the improvement of the gateways into Arrowtown and between the town and natural attractions.
- To develop the ability of the society, and its members, to achieve the society’s objectives.



GOALS

- Manage COVID recovery period through to 2022.
- Sustainably support the differentials of the seasonal offerings.
- Increasing shoulder and winter visitors with strategic winter campaigns in line with Destination Queenstown and Tourism NZ.
- Commence sustainability initiatives under waste minimisation e.g the single use cup free initiative.
- Seek additional funding for key projects and destination management.
- Ensuring continuity of the Arrowtown Ward and specific funding allocation.
- Diversify economy, open to variations on traditional promotional focus to support the resilience of the local economy.
- Work towards becoming carbon neutral by 2030 in line with our regenerative tourism destination plan and in line with Destination Queenstown.
- Increase the business network and ensure Arrowtown is viewed as a place to work and set up business.
- Commence special interest group package offering e.g Education and wellness.



Key Focus Areas 2021-22:

Arrowtown Promotion and Business Association overarching mission statement plays a vital part in our key focus areas for 2021-22 and beyond.

Our protection, promotion and advocacy of the heritage and natural character of Arrowtown, whilst supporting economic growth, sustainability and our kaitiakitanga is undertaken and provided for by the continuation of the Arrowtown ward and our funding. You will have read above in our Chairman's report and hopefully seen, in some instances, the immense work we have undertaken in the last 12 months despite the challenges of COVID and we look forward to continuing the work we do with the following key areas as part of enriching the district on all levels – economically, environmentally, socially and culturally, however we have additional key focus areas unique to our area (Arrowtown ward):

1. CENTRAL BUSINESS DISTRICT PLAN

We are requesting QLDC to adopt the attached CBD plan to continue to support, protect and advocate the heritage and natural character of Arrowtown, focusing on sustainability and kaitiakitanga." All work should be undertaken in conjunction with the Arrowtown Design Guidelines 2016 – (Please refer to Appendix 1 "CBD Plan"). Our expectation is we would like to see the below take place within the next 3 years in order with our sustainability and environmental goals.

Our additions this year include:

- Suitably designed EV charging stations and waste management stations, in line with our sustainability focus.
- Urgent consideration of the dangerous intersections at Berkshire Street/ Buckingham Street and Wiltshire/Hertford St. (As identified in the CBD plan)
- We also draw attention again to our request for a "Shared space" road/pedestrian improvement both Arrow Lane, Ramshaw Lane and Buckingham street.
- Consideration of the expansion of the Hansen Place car park (as has been discussed for a number of years)
- Removal of parking on the Library Green side of Buckingham Street (mirroring what has been achieved outside Fork & Tap/Miners cottages on Buckingham St)

2. SUSTAINABILITY/ ENVIRONMENTAL GOALS

APBA are investing heavily in the area of sustainability over the coming 3-5 years with our long term goal – To be the first carbon zero town in New Zealand – being worked towards for 2030 as part of our regenerative plan in conjunction with Destination Queenstown destination management plan.

We aim to measure our carbon output as a CBD then set out our targets for reduction which will require the backing of all Arrowtown businesses, the main initial focus will be around water, waste and power.

In the interim, our initial step, as part of FY 21-22, is to work with Sustainable Queenstown on a "Single Use Cup (SUC) Free" pilot scheme in Arrowtown as part of the Waste Minimisation fund allocation and then extend this to single use free plastic, in relation to water bottles and shopping bags, for instance. This is one of the first steps to getting businesses thinking about how they can help reduce the impact they have on the community.

We are also looking to extend and replace lighting with LED's throughout Arrowtown, as part of the Arrowtown Charitable Trust which the correct funding has provided us to enhance this area

3. PUBLIC TRANSPORT AND CONNECTIVITY

We require continued support from both QLDC/ ORC and GoBus with ensuring visitor and worker connectivity to Arrowtown, in particularly we bring attention to our request for direct transport links with major centre Lakes Hayes Estate/Shotover Country/ Queenstown Country Club to Arrowtown without the need to go to Frankton to change buses.

- We also seek an increase in the frequency on these direct links that currently service Queenstown to Arrowtown via Arthurs Point.
- We seek a single bus circuit through Arrowtown, rather than the current schedule which provides a double up and loops back through the same pick up point twice, which is time-consuming and unnecessary.

4. WASTE MANAGEMENT

We require continued support for waste management initiatives in Arrowtown with a dedicated collection area on both Arrow and Ramshaw Lane, in keeping with Arrowtown characteristics. Our long term goal is to work with our business partners, in particular hospitality, to support them in waste reduction advice and schemes and working closer with organizations such as Kiwi Harvest.

As with above, we aim to measure the total waste output of the CBD and come up with targets for reduction. We also aim to help educate businesses with ways they can purchase smarter and recycle better.





5. RIVER AREA/BUSH CREEK

In line with APBA's mission with protecting the natural character of Arrowtown & its environment we require support in areas of QLDC responsibility with on-going maintenance on an annual basis and the new initiatives within a 2 year timeframe in the Bush Creek area adjacent to town. Some of these elements are included under the CBD plan (Appendix 1).

These include :

- Landscape maintenance, weed and invasive species control – Schedule of removal for weeds and seeded willows.
- Native & Riparian Plantings – Maintain the integrity of Buch Creek banks, and visual aspect by replacing weeds with appropriate planting.
- Access from Ramshaw Lane to the Arrow River – Sightlines from Buckingham Street to Ramshaw Lane and access to the Arrow River reserve area.
- Macetown Road – Clear delineation and maintenance of Macetown Road from Butlers Green Car Park to back country road entrance. Appropriate signage indicating 4x4 access only.

“Our future visitor economy will have the wellbeing of communities at its heart”

**Tourism Futures report “We are Aotearoa”*

6. EVENTS

APBA will utilize the funding for the continuation of popular events, such as the Arrow Sounds, Long Lunch, The Wild and Motatapu as well as new opportunities around events that will drive visitation to our region, in particular should and potential for winter focus, in keeping with our goals and objectives for 21-22.

7. REGENERATIVE TOURISM

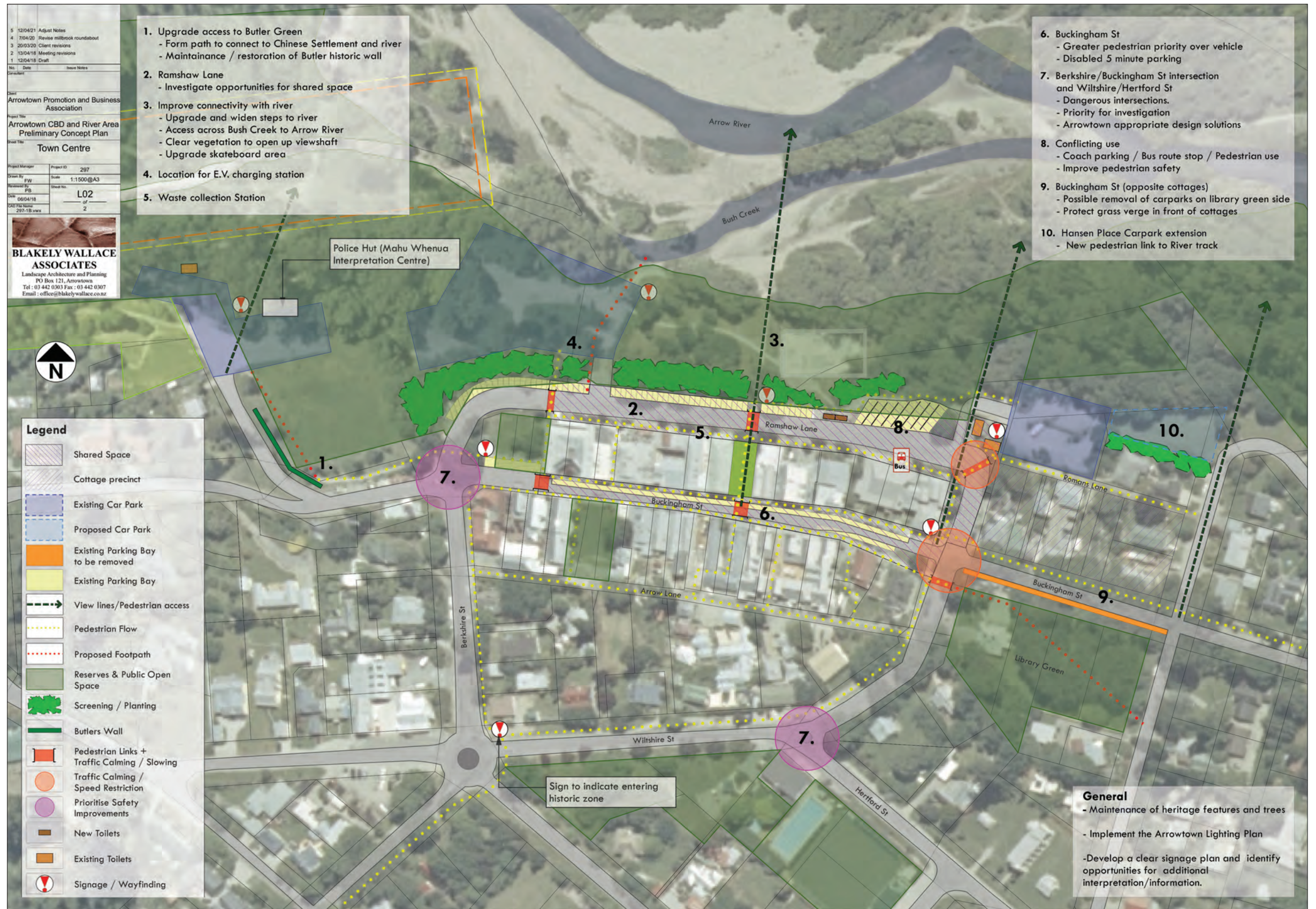
Arrowtown is perfectly placed to lead the way on regenerative tourism and our influence and reputation was shown with our request to join the “Back to Life” programme in conjunction with Destination Queenstown and other RTOs in New Zealand. We seek to continue to participate in the development of a destination management plan for the Arrowtown region, in line with DQ annual plan goals, that is moving our region toward regenerative tourism by 2030, to enrich the district on all levels – economically, environmentally, socially and culturally.

8. RETENTION OF THE ARROWTOWN WARD

The APBA supports the retention of the Arrowtown ward and our independent council representation with the necessary funding to continue to support and advocate for the region, our community and the businesses

Appendix

1. CBD PLAN DRAWING





ARROWTOWN

Where History Meets Nature

[#lovearrowtown](#)

www.arrowtown.com

Income and Expenditure Budget - Final Version (1.4.21)			
Arrowtown Promotion and Business Association Incorporated			
1 July 2021 to 30 June 2022			
		June 2022/23 Year 2	June 2021/22 Year 1
Income			
Arrowtown Long Lunch	\$	10,000.00	\$ 10,000.00
Brand Royalties	\$	-	\$ -
Calendar Sales	\$	4,000.00	\$ 4,000.00
Interest Income	\$	-	\$ 300.00
Other Revenue	\$	500.00	\$ 500.00
QLDC Business Grant		\$207,000.00	\$ 199,122.00
Visitor Guide Donations	\$	1,500.00	\$ 700.00
Web Site Listings	\$	2,400.00	\$ 2,400.00
Total Income	\$	225,400.00	\$ 217,022.00
Less Operating Expenses			
Administration			
AGM Expenses	\$	1,500.00	\$ 1,500.00
Arrowtown Charitable Trust Ph2 Lighting	\$	2,000.00	\$ 2,000.00
Bank Fees	\$	200.00	\$ 200.00
Consulting & Accounting	\$	600.00	\$ 600.00
General Expenses	\$	1,200.00	\$ 1,200.00
Insurances - Public Liability	\$	850.00	\$ 850.00
Legal Expenses	\$	750.00	\$ 750.00
Newsletter - Mailchimp	\$	150.00	\$ 150.00
Printing & Stationery	\$	1,000.00	\$ 1,000.00
Meeting Expenses	\$	2,400.00	\$ 2,400.00
Subscriptions	\$	800.00	\$ 800.00
Dedicated Arrowtown Office Space	\$	13,200.00	\$ 13,200.00
Total Administration	\$	24,650.00	\$ 24,650.00
Brand Development			
Brand Development/Design	\$	1,000.00	\$ 1,000.00
Media Famils	\$	2,000.00	\$ 1,500.00
Marketing Collateral	\$	500.00	\$ 500.00
Total Brand Development	\$	3,500.00	\$ 3,000.00
Events and Promotions			
Arrowtown Autumn Festival April	\$	5,000.00	\$ 5,000.00
Arrowtown Beautification Project, Sept	\$	650.00	\$ 650.00
Arrowtown Spring Festival - October	\$	5,000.00	\$ 5,000.00
Chinese New Year	\$	500.00	\$ -
Farmers Market			
Frontliner Famils	\$	1,200.00	\$ 800.00
Long Lunch - December	\$	10,000.00	\$ 10,000.00

Motatapu Miners Trail Vouchers - March		\$	2,500.00	\$	2,500.00
Arrow Sounds Music Festival		\$	2,500.00	\$	2,500.00
Photo Competition April		\$	1,500.00	\$	1,500.00
Queenstown Jazzfest Labour Weekend		\$	750.00	\$	750.00
Remarkables Theatre		\$	1,000.00	\$	1,000.00
Winter Marketing- Light Festival		\$	10,000.00	\$	8,000.00
Total Events and Promotions		\$	40,600.00	\$	37,700.00
New Marketing Initiatives					
Police Hut Maintenance/landscaping		\$	500.00		-
Tohu Whenua		\$	-	\$	1,500.00
Research - Survey Monkey		\$	2,000.00		-
Cyclorama e-bike Festival 2021		-		\$	2,000.00
Infrastructure (Shared Space & CBD)		\$	1,000.00	\$	1,000.00
Environmental Project Support		\$	1,000.00	\$	1,000.00
Video & Photo Shoots		\$	25,000.00	\$	15,000.00
Supporting members		\$	3,000.00	\$	3,000.00
Museum/Information Centre/Strengthening		\$	10,000.00	\$	10,000.00
Total New Initiatives		\$	42,500.00	\$	33,500.00
Print Advertising					
AA Regional Visitor Guide		\$	2,400.00	\$	2,400.00
AA Cycling and Walking Guides		\$	2,800.00	\$	2,800.00
Advertising Production Costs		\$	1,000.00	\$	1,000.00
Occasional Advertising		\$	4,000.00	\$	4,000.00
Q Book Maps Chinese/Japanese		\$	1,160.00	\$	-
QT Magazine		\$	4,350.00	\$	4,350.00
Total Print Advertising		\$	15,710.00	\$	14,550.00
Print Distribution					
Central Otago District Council		\$	390.00	\$	180.00
DoC Visitor Centre		\$	130.00	\$	80.00
Greymouth i-Site		\$	150.00	\$	150.00
Hokitika i-Site		\$	100.00	\$	100.00
Visitor Point Print Distribution (was Jasons)		\$	3,000.00	\$	3,000.00
NZ Brochures		\$	3,600.00	\$	1,000.00
Visitor Point Print Warehousing (was Jasons)		\$	2,500.00	\$	2,500.00
Queenstown Visitor Centre		\$	288.00	\$	288.00
Wanaka i-Site		\$	199.00	\$	199.00
Total Print Distribution		\$	10,357.00	\$	7,497.00
Printed Material					
Arrowtown Brochure			-		-
Arrowtown Calendar		\$	4,000.00	\$	4,000.00
Total Printed Material		\$	4,000.00	\$	4,000.00
Manager Contract Expenses					
Office Expenses			\$500.00	\$	500.00
Office Establishment			-	\$	2,000.00

Admin (Secretarial fees)		\$60,000.00	\$ 55,000.00
Additional Staff Resource		-	-
Telephone & Internet		\$1,800.00	\$ 1,800.00
Travel expenses		\$3,000.00	\$ 2,000.00
Total Staff Contract Expenses		\$ 65,300.00	\$ 61,300.00
Website			
Maintenance/Hosting/Domain Reg	\$	1,500.00	\$ 1,500.00
Digital Marketing/Social costs	\$	14,000.00	\$ 8,000.00
Digital Marketing Contractor	\$	20,000.00	\$ 20,000.00
Visitor/Walking app	\$	2,500.00	
Web Site Design	\$	10,000.00	\$ -
Membership Website Support	\$	2,000.00	\$ 2,000.00
Total Website		\$ 50,000.00	\$ 31,500.00
Post COVID-19 Recovery			
Management Expenses			
Radio & Online Advertising			\$ 8,000.00
Transport assistance			
Social media			
Newspaper adverts Otago Southland			
Millbrook promotions			
Australian Market /other markets			\$ 8,000.00
Winter/Spring specific Marketing			
Total COVID-19 Expenses 3 months		\$ -	\$ 16,000.00
Total Operating Expenses		\$ 256,617.00	\$ 233,697.00
Net Surplus (Deficit)		\$ (31,217.00)	\$ (16,675.00)

BUTSON Tony

Westwood Group Holdings Ltd

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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 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:

Please see attached 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:



19 April 2021

The Chief Executive
Queenstown Lakes District Council
Gorge Road
Queenstown

Submission to the 10 Year Plan

Westwood Property Group Limited is involved in the ownership and management of 12 properties in the Queenstown business district, and has made a long term commitment to ensuring that Queenstown is a healthy, vibrant hub of the community.

Westwood have a particular interest in ensuring that the CBD continues to be enhanced and improved as the township grows and matures.

Westwood provided its support to the recently approved Arterials Upgrade project that received EPA approval last week, on the proviso that adequate provision and funding is made towards maintaining access to the CBD throughout that significant works project.

The proposed 10 Year Plan includes a section on Transport (pp. 112 – 123). It is indicated that Crown funding over the next 2 years for the CBD projects will amount to \$38,500,000 (approx. \$16m this financial year and \$22.5m next year).

Westwood consider that it is critical to the wellbeing of Queenstown that appropriate allocation is made to provide a network of temporary carpark and transport options (eg. a real-time app that provides people with an understanding of the location of available carparks around the CBD, subsidised parking during construction through short-term lease of properties around the CBD for commuter and visitor parking, free park and ride from those peripheral short-term carparks...)

The Table produced at page. 116 of the 10 YP provides a summary of the potential impacts on the community from the road construction and CBD upgrade projects. That table incorrectly identifies a limited number of effects from the proposed road construction project.

As a result, the associated table that sets out the Council's 'Sustainable Solutions' is short-sighted and dismissive of the real concerns and issues.

This table does not identify the impact upon:

- the on-going operation of businesses
- maintaining the CBD as the principal focus of business and tourism activity
- the need to make the CBD an attractive place to work and visit throughout the duration of works (particularly when the 'bubble' is about to be expanded and tourism might return)

If the current 3 waters upgrade is a guideline of how the Council intends to upgrade the CBD and the arterial bypass – then there are serious and significance concerns for the well-being of businesses and the amenity of workers, residents and visitors in Queenstown.

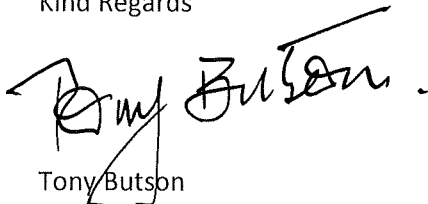
Westwood submit that the upgrade projects need to:

- Make budget provision for the creation of accessible temporary carparks around the edges of the CBD to offset the carparks that will be lost, throughout the establishment and construction phases of these upgrades; and
- Ensure that the minimum disruption occurs at any one time by
 - limiting the extent of road closures
 - ensuring that a ‘community first’ approach is taken to any temporary closure, placement of fences, maintenance of public access routes, hours of operation
 - ensuring that any pedestrian diversions are thoughtfully located and for the benefit of the community rather than the construction crew
 - minimise the width of street closures, and focus on making the workspace as efficient as possible – rather than occupying unnecessary areas of road and footpath
 - ensuring that road closures are only closed on an ‘as-required and necessary basis to avoid streets being closed for extended periods with no sign of work occurring
 - utilising existing (temporarily closed) nearby commercial premises for any required worker smoko room or on-site office – rather than placing prefabs in the middle of the streets

Westwood Group Holdings Limited note that businesses in the Queenstown CBD have historically been levied greater rates to offset the provision of peripheral carparking, and objective of the Council since the 1990’s.

It is necessary for this Council to ensure that businesses in the CBD are supported as much as possible through this upcoming and potentially very disruptive construction process.

Kind Regards



Tony Butson
Chairman

Westwood Group Holdings Limited

C Diana

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

If council was serious about mitigating climate change it would be investing rapidly in active transport and public transport options in the Upper Clutha. Too long has council delayed funding of cycleways and shared paths. Council needs to stop applying funding with NZTA for Active Transport as it just delays getting on with the task of providing cycleways.

And why is there no business case for a cycle network in Wanaka? Where are the options for public transport from Hawea/Luggate to Wanaka, Albert Town to Wanaka and around Wanaka's environs. We might not have the population right now to warrant a public bus service in the Upper Clutha but the population is growing rapidly and now is the time for the council to be considering acquiring or setting aside land for community park and ride options, for instance.

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:

Water treatment is essential to maintain healthy water supplies, however, under the current financial constraints, I don't believe it is the highest priority across the district. Provided the most affected areas are upgraded in the short term, such as Cardrona's water supply, the rest of the district can afford to have the work spread over 10 years.

Instead, I would prefer to see three waters funding reprioritised to target wastewater treatment infrastructure as the immediate priority as its lack has the potential to inhibit urban development and adds to the housing woes.

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 don't agree with the Queenstown arterial project - it's overblown, is unlikely to work well, and makes a mockery of the council's climate change policy.

Reprioritising the funding to public transport and active transport projects makes more sense, particularly if NZTA funding is not forthcoming.

Enough time has been wasted waiting for NZTA to get on board and part-fund council transport projects while the costs of achieving the projects continue to skyrocket.

Do not further delay the Wanaka Primary Cycle Network (including the Mt Aspiring cycle network) or the Wanaka foreshore active travel shared paths for years. There is no reason QLDC funding cannot be reprioritised to bring forward these projects to start this year and be completed by 2023.

If council cut out over-the-top designs by consultants, it could build cycle networks with 100 per cent council funding. Cycle paths differ little from footpaths and private developers seem able to build footpaths quickly and efficiently without government funding. Council should be able to do the same - it's not rocket science. Keep it simple, keep the costs down and get on with it.

I note too, once again, there is no mention of public transport options in the Upper Clutha. We might not have the population right now to warrant a public bus service in the Upper Clutha but the population is growing rapidly and now is the time for the council to be considering acquiring or setting aside land for community park and ride options and bus hubs, so they don't have to be shoehorned in later at great expense - like the \$25M Stanley Street bus-hub.

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:

While I do not agree with the Arterial Road project and believe now is not the time to be spending millions beautifying Queenstown's CBD, I realise that train has already left the station.

Given the 2020 we've just experienced, identifying exactly who will benefit the most is as about as accurate as crystal ball gazing. Therefore, as the impact of the millions being spent will be experienced over decades by thousands of people who are not CBD property owners, the only fair and equitable method of paying for it is that 100% of costs are recovered from all Wakatipu ratepayers through the existing roading rate.

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:

Increasing fees and charges is simplistic and unimaginative; making it more punitive to comply with regulations or less attractive to use a service is never a well-considered solution.

Dog registration fees are already hard to justify for the majority of dog owners who never utilise the dog ranger service. Paying the current fee is already a bone of contention; putting the fee up is unlikely to improve compliance, particularly in the current tight financial climate.

Resource and building consent fees should be coming down not going up. Building a house is already expensive and beyond the pockets of many first home owners. Central government is trying to make it easier to build homes, so why is the QLDC working against it by increasing costs? More staff might be premature if the RMA is revised. Think of other operational savings before jumping to the easiest option of increasing user pays.

Learning to swim and swimming for fitness, sport or recreation fits neatly into the Council's own health and wellbeing policies. Why then does council want to make it more difficult for people to participate in swimming at council facilities by pushing the price up? We've spent millions building the facilities. Put the price up and run the risk of the facility being under-utilised. Keep the price low and encourage more people to use the facilities and they will be more cost-effective to operate and maintain.

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

I agree with a universal targeted rate across the district for three waters - it's the only equitable way to pay for a core service utilised by everyone.

Queenstown Events Centre land should not be sold but instead should be considered as potential for a park and ride, or transport hub, or be available to be swapped for land more suited for such transportation options. Council owned land in this area is too valuable to be sold.

Council spent \$15M+ on a Ladies Mile property, an expensive and questionable decision to fulfil a strategic desire which has yet to bear fruit. It makes little sense then to sell this strategically valuable land in Frankton only to have to buy another Ladies Mile type purchase in the future to meet strategic needs.

Staff increases: Increasing staff levels should only be desirable if a task is being brought in-house and the corresponding expenditure on consultants and contracts is decreased. To have an increase in staff numbers year on year coupled with an increase in spending on consultants and contracts indicates poor management and profligate attitudes.

Ratepayers are tired of being told they have to tighten their belts; that users will have to pay more for unchanged services; that rates will increase every year for projects that are deferred year on year; and all the while council increases staff numbers on high salaries with zero accountability to the ratepayers.

Project Pure was always ambitious and has served the Upper Clutha communities well so far but connecting the rapidly expanding Hawea/Hawea Flat communities to Project Pure is a bridge too far.

Instead, Council should be preparing a convincing case to utilise some of central government's recently announced new \$3.8B infrastructure fund to quickly build a waste treatment plant in Hawea in much the same way as the plant being constructed for Cardrona.

This then would permit Project Pure to expand and cater for the increased growth, as indicated in potential film studio initiative, in Wanaka, Luggate and Albert Town.

Wanaka Masterplan was Big Issue 4 three years ago. Now, having failed miserably to achieve anything except the expenditure of \$1M + it barely rates a mention in this LTP. Please do not waste any more ratepayers money on this grandiose exercise.

Wanaka needs a cycle network plan; a roading/transport plan; a town centre strategy; a sport and recreation strategy - work on each of these has already begun and, if properly resourced and directed, should be achievable in the short-term. It doesn't need a pretentious, overarching, inflexible masterplan which has so many individual facets requiring consultation it never gets traction.

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

I have no opinion regarding updating the levels of development contributions but I am dismayed by the perception that the millions of dollars developers contribute doesn't seem to be spent on infrastructure which pertains to their development.

I believe council needs to be more transparent about development contributions, advising ratepayers what has been collected and where and when it will be spent.

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

Community consultation is essential; not only because the council works for the ratepayers and should understand what they want rates spent on; but also because in a democracy the people have a right to be kept informed and included in decision making.

I can understand not consulting the public on every decision as that would lead to nothing getting done in a timely manner but the public should still be consulted, especially regarding operational matters which will affect them.

For example, in Wanaka over \$1.3M was spent on relocating QLDC staff into temporary accommodation. This was an operational decision on which the public was not consulted even though the budget blew-out and a considerable sum was spent on an interim staffing solution which also resulted in the loss of a large portion of free, all-day, public car parking.

Consultation also must be meaningful and not just lip-service. Asking for public feedback or submissions and then ignoring it and just proceeding with council's original plan is worse than no consultation at all. This may only be a perception, but it's alienating and doesn't make ratepayers feel included in decisions.

Ratepayers in the Upper Clutha also have the Wanaka Community Board acting on their behalf but it appears the WCB is being sidelined more and more from decisions made by council staff. For instance, \$350,000 was recently spent upgrading a playground. The decision was made in Queenstown and was not included in a WCB agenda for public information. This does not bode well for the Board's future and, once again, makes ratepayers feel ill-informed and excluded.

CAB QUEENSTOWN Citizens Advice Bureau

CAB 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:

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:

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.



31 March 2021

Citizens Advice Bureau Queenstown Queenstown Lakes District Council 10-year plan submission

Citizens Advice Bureau (CAB) Queenstown is seeking \$35,000 per annum of non-contestable funding to support the on-going provision of our unique services to the community.

Our annual operating zero-based budget for 2021–2022 financial year is \$116,160. We appreciate the support of Queenstown Lakes District Council providing CAB Queenstown with rent-free premises at 44 Stanley Street pursuant to the Community Facility Funding Policy, however we do not receive any further funding to cover operating costs.

We are entirely reliant on applying for funding from various trusts and sponsor organisations for which we are extremely grateful. Every year, we need to seek potential funders without any guarantee of success which leaves our organisation in an ongoing precarious financial position.

The Citizens Advice service has been robustly and independently reviewed by PwC who found that the Citizens Advice service of “accessible, accurate, confidential and independent advice empowers [people] to solve problems, understand their rights, access services, and enhance their personal and community well-being”.¹

They also found our service is unique when compared with other community organisations especially in our ability to reach the most vulnerable.²

The Citizens Advice Bureau (CAB) is part of the fabric of communities, underpinning participation, resilience, and democracy through creating informed and active citizens. The service is non-targeted and available to all.

This makes the CAB an essential service in ensuring community well-being, which has been reinstated as a core purpose of local councils³.

CABs represent a unique enduring partnership between central government (who funds essential infrastructure to all CABs via our national body), local government (who provide operational funding to their local CABs) and civil society: volunteers coming together to

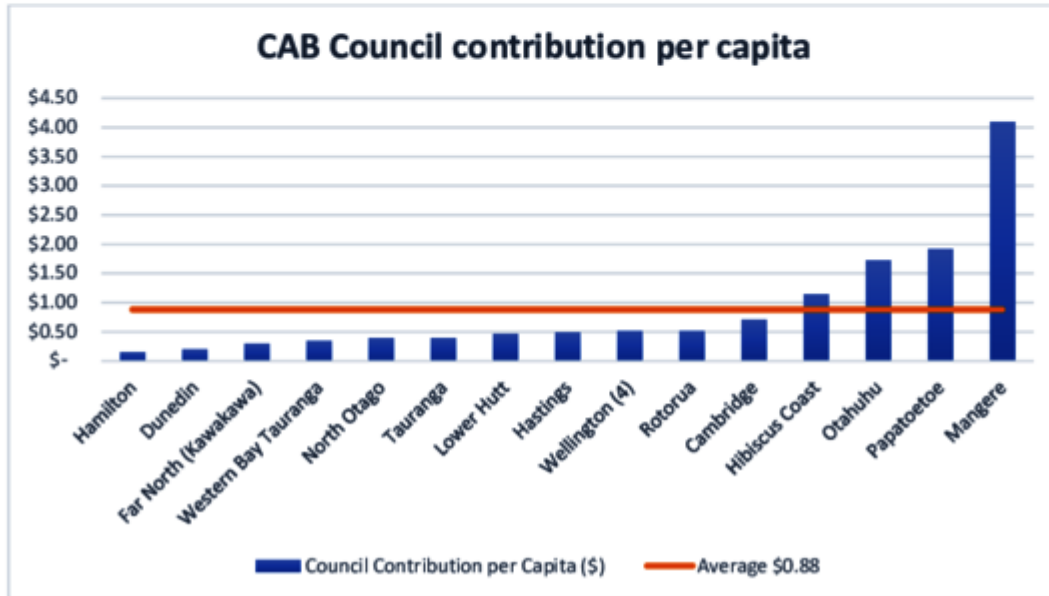
¹ PricewaterhouseCoopers (PwC), Citizens Advice Bureau Wellington Service Review, December 2018, page 6

² PricewaterhouseCoopers (PwC), Citizens Advice Bureau Wellington Service Review, December 2018, page 25

³ <https://www.beehive.govt.nz/release/promoting-well-being-local-communities>

support the human rights of people in their community as part of an independent non-government organisation.

Below is an analysis of data collected from a range of CABs in areas with comparable demographics to our district. The local government contribution to the operational costs of each CAB has been expressed as a dollar value per capita basis. This allows direct comparison across the councils.



Note that most councils in the above chart also provide their CAB office with rent-free premises.

If Queenstown Lakes District Council were to remain in line with this average, this would represent a financial contribution of \$35,000 per annum towards our operational costs based on a Wakatipu Basin population of 39,000. Additionally this \$35,000 would erase the current deficit.

The longstanding nature and unique value of the Citizens Advice service in Queenstown warrants recognition in the form of dedicated non-contestable funding to ensure a sustainable and effective future for this important service.



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 ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

I would like to see the bed tax proposed changed and spread across all incoming tourist providers as the proposed is unfair and will impact on one sector only - the accommodation providers. Locals could have a locals card and this would exempt them from the additional tax. Only two roads exist coming into QTWN CBD so a car number plate toll arrangement could be set up that could collect additional funds - this may encourage public transport as well

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

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

Q. Responding to Climate Change

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

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

This Ten Year Plan makes no significant progress in mitigating climate change. Much of the \$450m to be spent on transport is focused on motor vehicles which will continue to increase emissions over the next ten years. Relatively little is to be invested in active transport across the district. There is minimal funding for public transport in Wanaka over the next ten years.

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

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

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

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

Please tell us more about your response:

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:

CAMERON Neil

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Seems fine, but re zoning od ares is unfair

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.

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

QLDC Submission Ten Year Plan 2021 Cameron.docx

Submission on the Ten Year Plan 2021 -2031

“Big Issue 3” The New Targeted Rate on Queenstown Town Centre Properties - discussed on pages 24 - 27 of the Ten Year Plan Consultation Document.

We are in support of the proposal to have rates recovery for CBD works focused on CBD ratepayers, but not in its current form. We suggest that this revised rate should be directed at the commercial sector and properties within the Queenstown Bay catchment, who are the financial beneficiaries of the work, as opposed to residents living outside the CBD.

We contend that the area covered by the targeted CBD rate is not appropriate for the residential area bounded by Park Street, Frankton Road and Hobart Street (including Brisbane Street). This is clearly an area comprising of non-commercial dwellings, vastly different in make-up from the commercial CBD and not appropriate to be included in the CBD targeted rate area. To that extent it is no different from other residential areas (e.g.: Queenstown Hill) situated equally close to the commercial centre which are rightly not included in this proposed rate amendment.

As you will be aware the area in which we reside is amongst the older residential parts of the township and retains its genuine residential character and community. I understand in fact that there has even been consideration in the past to recognise the unique character of Brisbane Street.

We are not a part of the town centre, and are physically separated from it, so removing this small number of streets from the proposal should have only a minor impact. In fact I understand that in size this area of genuine residential housing makes up less than 3% of the area currently proposed to make up the CBD Targeted Rate, so once again the removal of our specific residential area should have little discernible impact on the proposed rate take.

Our residential area contains very few commercial businesses within the four blocks bounded by Park Street, Suburb Street and Frankton Road. They can be located all within the strip of land adjoining Frankton Road. These include the Black Sheep Backpackers at 13 Frankton Road, the Copthorne Hotel at 27 Frankton Road, the Garden Court Suites and Apartments at 41 Frankton Road and the Alexis Motor Lodge at 69 Frankton Road. They could also include the lots on the south side of Frankton Road between Hobart Street and Brisbane Street that have been given a Visitor Accommodation Subzone.

We contend that it is a simple procedure to separate these specific commercial activities from the nearby fully residential properties by including the strip of Frankton Road comprising the properties within the proposed CBD rating zone. This has already been done with the area on the other side of Frankton Road which includes commercial activities such as the Copthorne Lakeview Hotel and Apartments at 88 Frankton Road and the Pounamu Apartments at 110 Frankton

Road. Clearly these premises area deemed to be different from their surrounding residential neighbours and we seek the same consideration for our area.

The District Plan clearly identifies that the two blocks bounded by Park Street, Suburb Street and Frankton Road are not similar to the high-density residential areas that surround the Queenstown Town Centre Zone. These two blocks have been zoned Medium Density Residential. (The exceptions are the six lots on Frankton Road between Hobart Street and Brisbane Street, mentioned above, which now have a Visitor Accommodation Subzone.

By contrast, the residential areas within Queenstown Bay that adjoin the Town Centre Zone have been retained as High Density Residential in the District Plan i.e. they are seen as quite different to the Park Street area. While the District Plan and previous planning documents anticipate that the Queenstown Town centre will expand into Gorge Road and Man Street, no one has contemplated the Town Centre expanding into the Park Street or Brisbane Street area.

We can only assume that the inclusion of Park St, Brisbane St and other residential roads in the small area is because we are considered to be the beneficiaries of the town centre upgrade. We however argue that in many respects we are negatively impacted by the proximity to the CBD, and certainly not beneficiaries. We have put up with massive disruption over more than 6 months (and still continuing) through the sewage pipe upgrade which saw Park Street closed and access severely restricted. We experience significant traffic flows and parking associated with both tourists and other Queenstown residents making use of the free parking in our streets (as opposed to the CBD where parking charges exist) and it is sadly common to be disturbed at night by the movement of groups affected by alcohol (presumably supplied by town centre businesses) moving down the street in a raucous manner, and at times damaging our property. We also understand that the upgrade includes the building of additional car parking facilities – clearly residents in our specific part of town will never make use of these facilities as we have our own off-street parking – again these facilities will be beneficial to the commercial sector and those driving into the town centre. We raise these matters to highlight the difference between our residential experience to that of the commercial enterprises which are openly seeking the CBD upgrade to bring in additional business and resultant profit. These commercial enterprises are clearly benefitting financially through the upgrade, we are not. The rates should reflect this accordingly.

In summary we contend that it is neither fair nor equitable to include the residential area bounded by Park Street, Frankton Road and Hobart Street (including Brisbane Street) within the proposed CBD rating zone and we submit that the proposed CBD rating zone should be redrawn to exclude them.

If the boundaries of the proposed CBD rating zone are not amended then we would oppose Option 1 at page 27 of the consultation Document.

We do not wish to be heard in support of this submission.

Neil and Angela Cameron



CAMPBELL Beth

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

There is no mention of reducing carbon emissions anywhere; continuing to consider expansion of Wanaka and QT airports for tourism shows a lack of response to climate change; Not working on public transport access district wide is also a lack of response

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 am all for developing a better public transport system AND encouraging 'active' transport however I can't see anything about Wanaka/Hawea/Luggate in the document - this needs to be district wide and not just limited to Queenstown

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

Neither / Neutral

Please tell us more about your response:

apply costs Wakatipu wide but cut expenditure - the council overspends on its beautification projects not necessarily making them more user friendly

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 10 year plan misses part of the community (ie the Wanaka side) plus focuses on continual tourist expansion - this needs to be rethought as our world has changed and we need to embrace the opportunity given with the drastic reduction in international tourists - rework our survival on US not just those that visit

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

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

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.

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:

CAMPBELL Tony

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

Neither / Neutral

Please tell us more about your response:

If dogs were allowed on buses my car would be redundant. All dogs should wear a gentle leader and be sociable.

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:

Please open cafes and restaurants to sociable and controlled dogs. We do have three or four cafes that do - as I understand it Tauranga does. Many cafes here say its against the law! Which law?

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:

CARR Errol

Hawea Domain Board Inc

Hawea

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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 Hawea Domain Board Inc. requests that a sum of \$300,000 be allocated to the Hawea Domain over the next 5 years to contribute to the cost of shelters, toilets, showers, storage facilities and club room facilities. The balance of funds required will be raised by public donations, fundraising and grants.

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:

CARROLL Dean

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

The Climate Emergency should be a core underlying input to TYP and community concerns should be reflected. No evidence of this with Climate Reference Group work not included.

Failure to change dual airport strategy ignores climate emergency and community concern.

Specific rejection of Wanaka airport expansion to accommodate any form of jet aircraft and specifically reject any expansion of noise restrictions for Queenstown airport.

Emissions roadmap should be referenced and both TYP and Draft Spatial Plan.

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:

Council should not move Wanaka water treatment, Project Pure, to facilitate the airport expansion - a complete waste of ratepayer funds.

Council should take full advantage of any government funding available to deal with three waters and be transparent in its evaluation of this.

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

Neither / Neutral

Please tell us more about your response:

Abandon dual airport strategy - ratepayers do not want it and it is at odds with climate emergency.

Council should require QAC to develop Plan B to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.

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 fully support and endorse the Wanaka Stakeholders Group Submission on the 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:

Council does not listen to the voice of ratepayers.

Ratepayer resort to Judicial review, currently on two matters, demonstrates this.

To engage council must listen and respond.

CARTWRIGHT James

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Electric vehicle infrastructure will be crucial to preparing our transport infrastructure for the future and decentralising parking choices. Driverless cars will also dramatically affect occupancy rates, peak flow traffic and road layout and road furniture. Funding and planning should be invested in preparing for this new paradigm rather than in shoring up the existing commuting and usage models.

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:

Electric vehicle infrastructure will be crucial to preparing our transport infrastructure for the future and decentralising parking choices. Driverless cars will also dramatically affect occupancy rates, peak flow traffic and road layout and road furniture. Funding and planning should be invested in preparing for this new paradigm rather than in shoring up the existing commuting and usage models.

Linking active travel, electric scooter/bicycle racks at boarder of town centres with park'n'ride style parking and prioritising vehicle access to central areas to buses, those will physical impediments and families.

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

CASSELLS Jay and Jewell

Self

Queenstown/Wakatipu

Q. Responding to Climate Change

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

We support the submission of Louise Kiely

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:

We support the submissions of Brian Fitzpatrick and Louise Kiely

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:

See our submissions as lodged by Anderson Lloyd

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:

We support the submission of Louise Kiely

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

See submissions referred to

We urge QLDC to apply the lessons learned and to take the unique opportunities afforded by Covid.

QLDC appears seriously out of step with its communities and the issues facing them.

Residents and businesses are being driven out the CBD.

There does not appear to have been any (or any appropriate) consideration of nor effect given to the extensive, privately funded work done on a Study, Report and District Cultural Plan-an initiative once encouraged by this Council and its predecessor

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:

Please tell us more about your response:

Please see attached submission

Please tell us more about your response:

Please see attached submission

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

FOWGR and Residents TYP submission FINAL.docx

To: Queenstown Lakes District Council

Submitters:

Friends of the Wakatipu Gardens and Reserves (FOWGR)
 Sebastian Morgan Lynch, Daniel Lynch and Brigid Roberts and family
 Cassells Family
 McLean Family
 Hall Family
 Bennett Family
 Bulling Family
 Sandford Family
 Senauer Family
 Oliver Bombard and Jade Becker
 Bettina Bradbury and The Prior family
 Helen and John Hayes
 Emily and Luis Cunha
 Jarvis Family
 Mana Kono
 Russ Tanners

1. This is a submission on the Queenstown Lakes Ten Year Plan 2021 – 2031 (**Ten Year Plan**)
2. The Submitters are interested residents and representative groups of the residential area bounded by Park Street/Frankton Road and Hobart Street, and intersected by Brisbane Street (**Gardens Area**).
3. The specific parts of the Ten Year Plan which the Submitters are interested in are: the funding options and delivery of the Town Centre Masterplan, rates revaluation and affordability, private, public and active transport network development, and other matters associated with the Queenstown master-planning process.

Introduction

4. The Gardens Area exhibits a distinctive character which is driven by the combination of small-scale, residential homes that have grown

page 1

Auckland • Christchurch • Dunedin • Queenstown



organically since the area was first settled in the 1870s. The Gardens Area holds a distinctive residential amenity that ultimately generates a strong sense of place for many of the residents who live there and call Queenstown their home.

5. The Submitters have been actively involved in Council planning processes such as the District Plan Review, the Ten Year Plan 2018-2028 and the Cultural Masterplan consultation process, in order to act as a voice for the important values of the Gardens Area to be better protected both at the strategic level, by acknowledgement generally of the worth of those values, and at the operational level, by providing provisions that give appropriate weight to protection of those values and character.
6. FOWGR is the pre-eminent community representative group which acts as a voice for the Wakatipu gardens and reserves areas. Protection of the character of the Gardens also requires consideration of protecting the amenity of the immediate surrounds of the Gardens.
7. Overall, the character of the Gardens Area is evocative of the various stages of residential development of the original central Queenstown settlement, being contiguous with the Queenstown Gardens and the Queenstown Bay, and in deriving much of its character as a location of special value for the CBD and the wider district.
8. The Submitters understand the direction of the National Policy Statement on Urban Development 2020 is towards greater intensification of density in "urban" areas, and that as a residential area bordering the Queenstown CBD the area will likely experience intensified development. The Submitters' position is that increased density should not mean a lack of focus on character and amenity and an allowance for poor design outcomes. The Submitters consider the Ten Year Plan should be live to the need to ensure likely future development is sympathetic to existing residential character and amenity.

Reasons for the Submission

9. Given the special character and distinctly residential nature of the Gardens Area, it is important that it be recognised as separate to the CBD and Town Centre areas of Queenstown. In particular, the Submitters are concerned about the following parts of the Ten Year Plan:
 - The proposed wider CBD Zone indicated on page 26 of the Consultation Document, from which 65% of the costs of the Queenstown Town Centre Masterplan will be funded;
 - The failure to recognise and provide for the unique character and amenity of historic residential areas, such as the Gardens Area, and the Gardens and reserves in the Masterplan proposal and revised transport connections;
 - The omission of the importance of an emerging cultural study which is relevant to the wider Queenstown master-planning process.

10. Rates Option 1 – wider CBD Zone

- The rates recovery focus on a wider CBD of ratepayers to fund the Masterplan process is opposed on the basis the defined CBD on page 26 of the Consultation Document includes the Gardens Area.
- As described in the introduction section above, the Gardens Area exhibits a truly unique and predominantly residential character. The nature of combined historic and well established housing in this area has cultivated a sense of community and permanent residency which is now the dominant characteristic. Even if the Gardens Area is subject to further development and intensification over the new ten years, the area will still retain a predominantly residential character that is completely separate

page 2



from the character of the Queenstown CBD.

- Expansion of the CBD ratepayer base over the Gardens Area is not justified or proportionate to the proposal which is to be implemented through the Town Centre Masterplan process. Those residents and visitors to the Town who enjoy the Gardens and truly residential character adjacent to the Gardens will not benefit from the Masterplan process.
- The inclusion of the Gardens Area within the wider CBD rating extension is inconsistent with the 'vision' described on page 6 of the Consultation Document and the Vision 2050 objectives, namely to promote the four pillars of wellbeing. To achieve cultural, social and environmental wellbeing the Ten Year Plan needs to recognise and provide for residential character and amenity, and acknowledge the need for a strong cultural landscape that inspires, preserves and celebrates our heritage, arts and culture.

11. Recognition of the Gardens Area, Gardens, and all Reserves

- The Ten Year Plan should ensure that appropriate provision be made, and continually reviewed, for the maintenance and enhancement of the Gardens and all reserves within the District. Specific recognition needs to be included in the Ten Year Plan which acknowledges the unique and different residential character of the Gardens Area.
- Protection of the character of the Gardens also requires consideration of protecting the amenity of the immediate surrounds of the Gardens. As the Queenstown CBD is subject to growth pressures and intensification of its surrounds starts to occur, there need to be mechanism to ensure existing character and amenity is not lost and poor design outcomes do not result. The Ten Year Plan, along with the Spatial Plan, should recognise the economic benefits of protecting the amenity of this node of historic residential amenity close to the Town Centre and Gardens which are frequented by international and domestic visitors. Economic benefits of recognising the Gardens and the Gardens Area will accrue from protecting and preserving special character, particularly when one considers the area as being the interface of critical tourism attractions being the Gardens and Town Centre. If visitors see a living community and protected amenity and character, they may wish to engage in that and this will contribute to their overall visitor experience.
- Any roading, public transport (including ferry), active transport (cycle way) and parking plans that service the CBD are likely to interface with or cut through the Gardens Area. Such development needs to be consistent with the amenity of the Gardens and the Gardens Area. Such consideration should involve consultation with the Residents and other interested community groups.

12. Cultural Master Plan

- The Submitters support the Cultural Master Plan process to provide analysis on the cultural fabric of Queenstown. They understand that it is intended that this study will ultimately become part of a foundation for further work on the Masterplanning process and other planning regimes, such as the District Plan.
- Appropriate provision should be made for the development and adoption of a Gardens based cultural district and/or any other recommendations which come out of the proposed Cultural Master Plan.

page 3



13. General Matters

- Generally, any decisions to be made should be consistent with amendments to the Local Government Act to restore the purpose of local government to be "to promote the social, economic, environmental, and cultural well-being of communities".

Summary of Relief sought

14. The Submitters seek the following decision:

- That the wider CBD Zone for Option 1 funding of the Masterplan process be refined to exclude the Gardens Area as defined in this Submission.
- Include specific recognition in the Ten Year Plan and Masterplan of the cultural, residential, and historical importance of the Gardens Area, the Gardens, and other reserves, or in the alternative, that the Ten Year Plan and Masterplan note the importance of recognising and providing for residential character and amenity and the good design outcomes if and when future development occurs in and around the Gardens Area.
- That any private, public and active transport development that interfaces with the Gardens Area is developed in consultation with the community and is consistent with, and responds positively to, the character of the Gardens Area and Gardens.

15. The Submitters wish to be heard in support of this submission.

16. The Submitters will consider presenting a joint case with others presenting similar submissions.

Address for service: [REDACTED]

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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:

No comment due to insufficient knowledge on the topic.

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 think it is a great idea as there will be less risk of receiving contaminated water. We are currently on a bore supply but you never know how long it will last. Also improvements to infrastructure will add to capital value in the future.

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:

Lack of knowledge on the topic.

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

Neither / Neutral

Please tell us more about your response:

As above

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

As above

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:

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:

I support the Wanaka Stakeholders Group submission

Queenstown Lakes District Council Private Bag 50072
Queenstown 9348

Submission emailed to letstalk@qldc.govt.nz (subject: Ten Year Plan submission)
Thursday 15th April 2021

QLDC Ten Year Plan 2021-2031

Submission from Wanaka Stakeholders Group Inc. 15 April 2021

Submitter's details

Wanaka Stakeholders Group Inc. ("WSG") Email: chair@wsg.org.nz

Postal: 25 Faulks Terrace, Wanaka 9305

"Do you wish to be heard?": Yes, we do please.

Introduction

WSG is a community based organisation focused on challenging Council's plans for the redevelopment of Wanaka Airport as a jet capable airport. The group has grown to a current membership of some 3500 members - equivalent to almost 49% of the adult population of the Upper Clutha. We work closely with the various Residents Associations in the area as well as other community groups.

In preparing to make this submission on the Draft Ten Year Plan ("TYP") we read the documents and spoke with our local elected representatives. We have also listened to our members and our communities including via surveys we have conducted to be sure that we understand and are representing their views. We have studied Council's own surveys e.g. Quality of Life Surveys since 2018 - which clearly outline

what the views of our communities are. These surveys also reflect the results of third party surveys (including those commissioned by government agencies and independent media outlets) which have been widely published.

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As you know, we are awaiting the release from the High Court of the judicial review decision focussing on the legality of decisions to grant the QAC lease over Wanaka Airport. We are therefore participating in this submission process on a without-prejudice basis.

Summary

In the limited time available to us, members of WSG have reviewed the many hundreds of pages of documentation from Council, and make our submissions and recommendations in five key areas. These are outlined in detail below, but in summary they are:

1. Listen to your communities. QLDC must start genuinely putting its people first: the views and wishes of the communities you serve are paramount, and should be at the heart of council strategy.
2. Re-set for sustainable growth. QLDC must urgently address the fundamental disconnect between Council's stated aspirations and the actual investments and growth strategies planned.
3. Establish and plan for realistic population growth rates. The community needs to see a clear set of data: historical figures (and sources), current figures and sources, and projected figures and sources. Data should separate resident numbers from visitor numbers, peak as well as average visitor figures and predicted growth rates for each. The same data should also be available specifically for the Wanaka Ward.
4. 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.
5. Airport strategy Plan B. Council must abandon its dual airport strategy to accelerate growth, especially tourism growth, in the Upper Clutha and request that QAC develop a Plan B to manage growth sustainably within existing airport constraints.
6. Specific recommendations relating to pages 161-171 of the TYP. We make specific recommendations in the final section of this document.

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Listen to your communities

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.

As you know, our communities have a range of concerns - and a key theme underlying each of these concerns is that they feel that are simply not being listened to. We, along with many other community organisations representing the Upper Clutha community, are deeply frustrated by this. The Council appears to be squandering the opportunity for any re-set, ignoring advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, the single minded focus is to return to pre-Covid levels of tourism activity.

Tomorrow's tourism cannot be business as usual. This is not what our communities want.

We frequently hear it's "what's best for the overall district" or "Wanaka needs to share the load". The later statement made by a number of Queenstown Councillors is a staggering admission of failure. We certainly don't accept that we need to build another airport in Wanaka because Queenstowners don't like the current immediate impacts on ZQN. That sort of broad stroke planning is not the way to build first class communities or first class tourist destinations. We are individual communities with individual goals and values. Council must listen to and respect that diversity. That is part charm of places like Wanaka or Glenorchy or Hawea or Makarora or Kingston. The section on Local Democracy in the TYP pages 147-156 is chiefly limited to describing our existing council structure. We note that the representation review process is currently underway and assume that the Upper Clutha is close to or at the threshold for being allocated another councillor. We support the addition of a fourth Wanaka Ward councillor.

WSG Recommendations:

1. Council should review its consultation methods and how it treats community input and input from community organisations into planning. This will be absolutely necessary for QLDC to move from 48% of respondents in 2020 who "are satisfied with the opportunities to have their say" to their target of 80% in all following years.
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2. The Local Democracy section of the TYP should reflect the representation review process currently underway. Given population growth in the Upper Clutha, a fourth Wanaka Ward councillor seat should be confirmed prior to the next election.

Re-set for sustainable growth

TYP year plan financial projections show that in spite of planned rates rises, bed tax levies, and a higher debt ceiling, the council is underfunded to deliver projects in transport, community facilities, waste management, sewage etc that are needed to move the region forward to a well planned, carbon neutral future by 2050. QLDC has yet to effectively address historic problems caused by pre Covid high growth, let alone be in a position to deal with significant future growth, especially if growth continues at anywhere near historic levels. And it is clear that the rate of population growth is likely to be higher than budgeted for in the TYP. This has concerning and costly implications for our district. Are we planning for a future we can't afford? By 2031 QLDC is predicting a peak ratio of 2-1 visitors to local residents. Can ratepayers afford to pay for the infrastructural costs of ever increasing numbers of visitors on top of some of the highest levels of residential growth in the country? The TYP capex plan is remarkably tight in its proposed funding of Upper Clutha infrastructure projects, ranging from transport to community facilities to waste management, especially for the rapidly growing Hawea community. Council says it is reluctant to load rates further. But at the same time it is moving forward with a massively expensive dual airport strategy (estimate publicly stated by QAC CEO Colin Keel in on April 29th 2019 circa \$400 million) for Wanaka airport. This is irresponsible.

There is a fundamental disconnect between Council's stated aspirations and the actual investments and growth strategies planned. The funding model is broken. It is within council's power to address many of the drivers for unsustainable growth but the draft TYP and SP do not do so. The QAC/Council strategy to expand Queenstown Airport and develop a jet capable Wanaka Airport is a clear accelerator of growth for the district. Such a development would exacerbate our current infrastructure deficit and seriously undermine any attempt to reach our carbon neutral targets as outlined in the Carbon Emissions Roadmap. A sustainable policy for air services is vital to the economic and social wellbeing of the communities within the Queenstown Lakes.

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3. The priorities and budgets in the TYP should be seriously and significantly reworked to ensure that Council's stated aspirations and the actual investments and growth strategies are aligned.

4. The proposed funding of Upper Clutha projects should be revisited to ensure that long overdue infrastructure needs are met, expenditure is appropriate to the real growth of the area and climate mitigation investment is fairly allocated.

5. The QAC/Council strategy to expand Queenstown Airport and develop a jet capable airport at Wanaka Airport should be replaced by a new strategy which reflects the significant pressures our district faces, and also reflects the very clearly documented concerns of the community.

6. Council should confirm that it is following the clear advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, and then reflect that in its policies, plans, budgets and decision making.

Establish and plan for realistic population growth rates

There is a need for clarity and historical consistency in the rates of growth underlying both the draft plans. Both the TYP and the Draft Spatial Plan mention a variety of growth rates as their basis for planning. The TYP offers 5.4% per annum as the combined growth in both visitor and resident numbers for the district, predicting an average day population of 85,372 by 2031. By 2031 the TYP predicts a peak day population of 144,782 visitors and residents, representing a combined growth rate of 3.5% per annum.

The TYP Consultation Document (page 13) states "Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 residents to its current population of approximately 42,000". In fact it is not quite 30 years that StatsNZ has the figures for, from 14,800 residents in 1996 to 47,400 in 2020. But this represents an average growth rate of 5% per annum. Yet again QLDC don't accept the figure of 47,400 - choosing DataVentures 43,377 instead, which makes historical bench-marking difficult.

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

Any comparison we can see between StatsNZ published growth rates since 1996 and the future population and tourism numbers assumed in the both the draft plans suggests that the figures used for both the Draft TYP and the Draft Spatial Plan are unrealistically low, - unless there is a fundamental shift by council in how it facilitates growth. Serious underestimation and under-provisioning for growth have been a historic feature of QLDC long term plans for decades and are a key underlying reason for the

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wide range of well documented problems that the region now faces with infrastructure, housing, debt etc.

WSG Recommendations:

7. Council should publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wanaka Ward.. These should include sources.

8. Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district, and should also be broken out to show Wanaka Ward numbers in all cases.

9. Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.

Where is the commitment to actioning climate emergency in the Upper Clutha?

Specifically we see inadequate investment to reduce carbon emissions in the Upper Clutha and no commitment or planned mechanism to measure carbon emissions properly across projects and activities in the district. The work of the Climate Reference Group which has been in place since August 2020 should be feeding into

the TYP and Spatial Plan process. The TYP refers to an "emissions roadmap prepared to achieve net zero 2050," yet there are absolutely no references to any compliances with it and it remains unpublished.

The community needs to see a copy of the road map referenced, and for this to inform all planned activities. Similarly, we understand that the Climate Action plan will not be finished until well after the adoption of either the TYP or Draft Spatial Plan, when it should be driver of strategy for both of these.

Transport accounts for our greatest source of carbon emissions in the district. Yet there is no holistic plan to develop active transport in the Upper Clutha, and a network operating plan is clearly needed. Transport is funded to \$367,119,894 in the Wakatipu Ward versus \$98,828,523 in the Wanaka Ward. We fully support the submission made by Bike Wanaka on the draft Ten Year Plan.

Clearly the TYP is not informed by any substantive carbon policy work. There is no consideration of food waste collection, no measures envisioned for building waste and landfill reduction, no recommendations for developments to include climate mitigation measures or targets. Given the resolution passed in June 2019 Declaring a Climate Emergency this is disappointing and irresponsible, and it will cost the community in terms of carbon emissions in the future (in fact Council has budgeted for future landfill emission costs). Despite broad aspirational statements, the actual policies and

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funding strategies present in both draft plans represent a failure to live up to Council's stated commitment to climate emergency and a carbon neutral economy.

In addition to the submissions we have made in this document, we fully support the submission made by Wao Charitable Trust on the Draft Ten Year Plan.

WSG Recommendations:

10. Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration in all planning and budgeting.

11. There should be far greater investment (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.

12. There should be clear and objective evaluation and reporting on the carbon emissions profile of all planned infrastructure projects and activities flowing from those projects.

13. Assuming it has been finalised, as suggested, the emissions road map should be published and should be fully referenced in both the TYP and Draft Spatial Plan.

14. The Climate Action Plan needs to be brought forward and given priority.

Airport strategy plan B

Given all of the above issues - a sustainable funding model, a sustainable climate model, a sustainable growth model, a sustainable tourism model, resounding community opposition - how can Council possibly be promoting a dual airport strategy to substantially accelerate growth, especially tourism growth, in the Upper Clutha.

Over the last two years numerous studies and surveys have clearly demonstrated community desire to control or limit ongoing expansion of airports and visitor numbers into the district. This includes both QLDC's own Quality of Life Surveys and the Impact Assessment report conducted by Martin Jenkins for QLDC. This has been echoed by our own membership and communicated very clearly by the residents associations of Hawea, Luggate, Albert Town, Mt Barker and Cardrona. All of this - data commissioned by Council as well as data delivered to Council by community organisations - has been ignored.

Despite Council's earlier talk of "reset" there appears to be no attempt to do anything other than facilitate unrestrained visitor growth. The QLDC itself is predicting that peak season visitor numbers will outnumber local residents by 2 to 1 by 2031.

(page 23 TYP).

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Page 88 of the Spatial Plan states that the QAC has a “conceptual” dual airport vision for “the provision of capacity for connectivity into the region via both Wanaka and Queenstown Airports.” This strategy is not mentioned at all in the QAC section of the Draft TYP. Instead it simply includes the establishment of “a parallel noise committee for Wanaka Airport, in conjunction with QLDC” and a statement that “QAC will not plan for the introduction of wide-body jets at either Queenstown or Wanaka airports.”

This appears very like dual jet airport strategy by stealth, rather than making it transparent in the plan for community input. It has been suggested by QLDC councillors in the past, and we fully agree, that QAC needs to develop a plan B for its airport strategy: one which allows it to live within its means, both financially and in terms of community and environmental license.

WSG Recommendations:

15. Council must abandon its current dual airport strategy to substantially accelerate growth, especially tourism growth, in the Upper Clutha.

16. All decisions relating to both Queenstown and Wanaka Airports should represent the results of real and genuine consultation with the community. They should also take into account our local and national climate obligations.

17. Council and QAC should develop a Plan B to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports. For the Upper Clutha, this would be a strategy which makes the most of existing resources at Wanaka Airport, focusses on air transport links which do not involve building jet capability or jet infrastructure at Wanaka Airport, less than 60 kilometers from existing Queenstown Airport, and factors in the impact of carbon emissions.

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Recommendations: pages 161-171 Draft Ten Year Plan

Page

Ten Year Plan

Recommended Changes

167-172

QAC Council Controlled Trading Organisation

168-9

Purpose and Objectives

QAC’s purpose is to create long- term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four ‘wellbeing’ measures under the Local Government Act: social, environmental, economic and cultural.

The company’s objectives are to:

- > Facilitate a safe, efficient and friendly airport experience.
- > Provide valued and innovative customer-focused services.
- > Make sustainable use of our land and respect our unique environment.
- > Deliver sustainable returns and balanced outcomes for our team, community and stakeholders.

The company recognises the importance for the community on balancing aeronautical growth with both the capacity of regional infrastructure and an overarching desire to preserve what makes the region a special place to live, work and visit. Consulting with QLDC and the community on these points will be the cornerstone of QAC’s future planning philosophy, as we consider the role that air travel plays in supporting the region, and the scale and nature of any future airport investments...

Aviation Capacity – QAC’s long- term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in

the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide-body jets at

Purpose and Objectives

QAC's purpose is to create long-term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four 'wellbeing' measures under the Local Government Act: social, environmental, economic and cultural. In addition, QAC has new national and local Government carbon reduction and climate obligations.

The company's objectives are to:

- > Demonstrate accountability to its major stakeholder, the Queenstown Lakes community and its Council representatives.
- > Facilitate a safe, efficient and friendly airport experience.
- > Provide valued and innovative customer-focused services.
- > Make sustainable use of our land and respect our unique environment.
- > Deliver sustainable returns and balanced outcomes for our team, community and stakeholders.
- > Develop and deliver on an emissions reduction strategy and assess all projects in relation to local and national government obligations to climate change emergency.

Aviation Capacity – QAC's long-term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide-body jets at either Queenstown or Wanaka airports. The same recent independent socio-economic impact assessment of airport infrastructure in the district, indicates that there is no community appetite for jet services at Wanaka Airport. As a result of these studies, our climate obligations and the demand for carbon neutrality, QAC will not plan for the introduction of jet

web: protectwanaka.nz // Submission to QLDC on TYP - 150421 - Page 9 of 10

either Queenstown or Wanaka airports.

Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown Airport over this SOI period. Note: Any expansion of the Queenstown Airport air noise boundaries would require an application process and formal stakeholder consultation under the Resource Management Act.

services at Wanaka Airport.

In place of the dual jet airport expansion strategy QAC will develop a Plan B program to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.

Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown or Wanaka Airports.

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Performance Targets for QAC

Climate Emission Targets - There are no actions included towards the goal of carbon neutrality by 2050, no reference to the supposedly completed carbon emission road map or climate action plan. We can only infer that these may be included in the master plan.

The carbon emissions road map should be informing the performance targets for the QAC and these should be specified in the Ten Year Plan.

Community Accountability Targets - Given the history of the last 3 years we think these should be included in the QACs performance targets. Take steps to improve transparency in QAC strategy and decision-making and ensure accountability and local community involvement in the management of strategic local assets.

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Passenger & Aircraft Movements

Previously QAC has consistently reported passenger activity in terms of passenger movements (PAX movements). In the TYP the activity refers simply to passengers thus halving the numbers. In the interests of consistency and to reflect the actual level of activity we suggest that this report, like others previously, should talk in terms of PAX movements.

Updated 15/04/21

* WSG membership as at 22:00 Thursday 15th April 2021 stands at 3,488 people.

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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:

Q. Responding to Climate Change

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

We live in the information age and have information technologies that are Personalized, Pervasive and very Powerful. With a little thought, these technologies could be used by Council to influence the direction of the district's development. In particular:

- In the information domain, two disparate sources of information can be combined by division. For example, the current 10yr plan contains two major elements (climate crisis and the economy) that can be combined into a single metric (GDP/ L(fossil fuel)). This would enable identification of those activities/businesses that satisfy both economic and climate change goals.

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:

We live in the information age and have information technologies that are Personalized, Pervasive and very Powerful. With a little thought, these technologies could be used by Council to influence the direction of the district's development. In particular:

- Environmental impacts can be internalized (details as to how this can be achieved for N pollution from sewage are contained in my submission to the Council's 3-waters bylaw hearing). Information in this form (N in receiving waters from sewerage from a house in Glenorchy) can then be combined with the intent of the Council's Spatial Plan (Glenorchy to remain low density development), the natural hazards (such as flooding risk and the 30+ m of liquefiable sand that underlie Glenorchy) and the Council's KPI of reduced water consumption by year 10 (40% of which is used in the toilet).

A conventional sewerage system as proposed for Glenorchy in this 10yr plan may be found to be sub-optimum when viewed within these wider contexts, but without this investigation we will not know until the alpine fault ruptures and the difficulty of coping with the aftermath is experienced. Better to have this investigation before the technology is locked in, and this becomes possible if the Council were to fully embrace the potential that lies before us by allowing all the information to exist within the decision framework.

- This same information system (N in receiving water and the impacts of different technology choices on the N value from a legal title) could also be applied to Lake Hayes.

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

Neither / Neutral

Please tell us more about your response:

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

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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:

CHURI Prasheel

Mercure Queenstown Resort

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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:

Hi there,

Thank you for sharing the 10yr plan the details around it.

I would like to voice my opposition to the Bed tax and the proposed rates increase to cover some of the transport levy's on the accommodation sector.

Thank you,
Prasheel

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:

CLARKE David

Lakes District Museum

Arrowtown

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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:



lakes district
**museum
& gallery**
arrowtown

Submission to QLDC 2021-2031
10 Year Plan
He Mahere Kahurutaka



Introduction | Korero tīmatanga

The board, director, and staff continue to welcome and recognise the financial support that the Queenstown Lakes District Council gives the Lakes District Museum on behalf of the district's ratepayers.

Founded in 1948, the museum has grown to become the district's museum, and now undertakes many important roles in our community: educating, researching, storing, and protecting the district's history. The museum and Post Office employs 13 staff.

The 'one off' grant council provided to the museum in 2020 for seismic strengthening was a game changer in terms of our ability to combine with the government's Provincial Development Unit and the Central Lakes Trust to undertake essential earthquake strengthening work. This grant however must be regarded as separate to the annual assistance grant that council provides the museum each year to help with operating costs and the ongoing protection of the district's taonga, artefacts, documents, and photographs.

For several years, the board and director of the museum have lobbied council and met with executives and the Mayor to get an annual museum grant established as part of council's core responsibility under the Local Government Act 2002. This act calls for councils to support their local museum. QLDC have been very supportive in this area and the grant has been awarded on an annual basis and in the 2019/20 annual plan we received the grant for two years. This gave the museum some certainty to be able to continue with its important functions for the benefit of the Queenstown Lakes District. We believe we provide excellent value, as a museum our size would generally be part of the council's core operation and would thus be subsidised by the rate payer significantly more than it is under the present arrangement.

Clearly Covid-19 has had a devastating effect on our district. The impact on the museum has been cushioned to some extent by the earthquake strengthening project that has helped with some costs, but our fixed annual costs of insurance, energy and maintenance have remained. With a reduced income we have retrenched in terms of some costs and reduced staff hours but still have significant outgoings.

We continue to be grateful for the additional support we receive from QLDC's Jan Maxwell and Marie Day. This includes advice, support during the annual plan rounds and help with applying for Creative Communities funding for special art and history related funding.



Seismic strengthening work underway, 24th March 2021.

He Mahere Kahurutaka

Ten Year Plan 2021-31 and Vision Beyond 2050

The museum contributes to several of the community outcomes identified in the Queenstown Lakes District Council's Ten Year Plan for 2021-2031 and the statements that make up our community's **Vision Beyond 2050**.

- **Whaketinana i tea o Māori | Embracing the Māori World**

A major part of our current building project is the upgrade of our Southern Māori space. We are engaged in active korero with Ngāi Tahu and are dedicated to representing the multicultural history of our rohe and the part that the Queenstown Lakes District has played in the history of Aotearoa New Zealand.

- **Whakapuāwai Hapori | Thriving People**

The museum and its associated art gallery have been one of very institutions in the district that has been contributing to that cultural landscape for 73 years. It continues to do that in a professional, strong, and inclusive way.

We are improving our accessibility as part of our strengthening and restoration project to ensure that we can welcome all visitors.

- **Whakaohoho Auahataka | Breathtaking Creativity**

Our institution supports arts, culture, and heritage in our district. The museum has provided a public art and exhibition space since 1993 holding over 170 exhibitions. This space is highly sought after and has been a steppingstone for many local artists starting out in their careers.

This is necessary both for our immediate community but also if we are going to continue to be a highly recognised international tourist destination post Covid. This support needs to be increased and be ongoing.

- **Kia noho tahi tātou kātoa | Pride in sharing our places**

We pride ourselves on the warm and genuine welcome that we offer to all our visitors. Our staff are informed and knowledgeable and as we operate the Information Centre in Arrowtown, we offer excellent advice and guidance about the entire district to ensure the best experience for our visitors.

We submit the following key points in support of our ongoing ratepayer funding:

- We are not a council entity but a Charitable Society. We have over 400 members who elect the Board each year. The board then hire the Director who hires all other staff. Pre-Covid we received around 45,000 paying visitors per year. This is likely to be cut by *at least* 50% until the borders re-open.
- The Lakes District Museum has enjoyed council financial support since 1972. For many years this was \$15,000 (spread across the then Arrowtown Borough Council, Lake County Council and Queenstown Lakes District Council). This increased to \$30,000 in 2004 and increased each year based on CPI. We were not required to apply each year as funding became part of the Ten Year Plan. Due to financial problems in 2012 following the Global Financial Crisis, the board met with the Mayor, CEO and CFO to discuss increasing the grant to \$80,000+GST p/a and this was agreed. In 2019 this was increased to \$100,000+GST for two years. The equates to \$5 per ratepayer across the district. This has given the museum stability and the ability to consolidate funds to carry out necessary works. It is these consolidated funds, along with cost cutting measures, that have enabled us to so far weather Covid-19.
- Almost all communities in New Zealand the size of the Queenstown Lakes District have a district museum. These are either Trust run or operated as part of the local council.
- The Lakes District Museum is one of only a few museums of its size that is not a council run entity. This is of benefit to the council and the community as the cost of running a council museum would be considerably greater than the grant sought due to the operating costs, especially wages, and the inability of a council run facility to seek any significant charitable trust funding.
- The Lakes District Museum is recognised by the profession as one of the best and most innovative small museums in the country. This is a reflection and recognition of the passion and dedication of many long serving staff.



Operational services these funds will be used to deliver:

- Assistance with operating costs:
 - insurance,
 - energy costs,
 - building maintenance,
 - technology costs and upgrades,
 - other operating expenses.
- We are continuing to shift objects into our new storage room and accession and deaccession these objects. As previously reported our newest storage facility cost over **\$250,000** at no cost to the ratepayer.
- Funds for our ongoing oral history project. We are continuing to interview residents of the Queenstown Lakes District to gather their knowledge of the area from 1960s to the present day.
- Continual upgrading of our displays.
- Ongoing digitisation of our collection.
- Researching and presenting new exhibitions and gallery displays.

Please note in terms of financial statements, we have consolidated funds due to good management and governance and the benefit of some generous bequests over the last few years. Over \$800,000 of these funds are tied up in bequests. Some of this money is tagged for specific purposes identified by the donor (new display areas) and some is being used for our seismic strengthening and restoration project. There continues to be a huge call on our funds especially with reduced earnings due to Covid 19 and we continue to have rapidly increasing operating costs including insurance (\$34,000 PA) energy costs (\$70 per day) increased personnel costs (\$320,000PA) as we pay all staff above the living wage, building maintenance \$25,000PA) and the expense of the museum's contribution to the of seismic strengthening project (\$350,000).



Other funding sources:

Where we have needed extra funds for major projects, we have sought funding from:

- Creative Communities Scheme
- Central Lakes Arts Support Scheme
- Lottery Community
- Central Lakes Trust
- Community Trust South

Applications to these funding sources are for major projects such as gallery displays or a specific building upgrade project.

These applications do not assist with our operational costs.

The value of the Lakes District Museum to the wider community:

- Museum staff has assisted other smaller local community heritage groups like Glenorchy, with their own heritage collections. We have collaborated with the Upper Clutha Historical Society including sharing information and images as well as sharing technical support and knowledge in relation to archiving.
- Museum involvement continues in the restoration of council/community buildings at no cost to council. Museum staff spent hundreds of hours in the past working on the restoration of the Arrowtown Miners Cottages and the restoration of the Arrowtown Gaol. This work has helped the Arrowtown Chinese Settlement be recognised as an Otago Tohu Whenua Landmark site.
- Staff are currently working on the Bullendale power scheme restoration as part of the work of the Wakatipu Heritage Trust. This work has just started, and the museum is producing interpretation panels.
- Museum staff helped the QEII Trust with signage and interpretation panels for the new Mahu Whenua display in the building at Butler's Green, Arrowtown.
- Museum staff have continued to help QLDC staff and other professional planners with research including investigations into local reserves, buildings, and land.
- The museum has set up a scholarship that high school students attending Mount Aspiring College and Wakatipu High School may apply for. This scholarship is for humanities students studying at Otago University.
- Our oral history recording of selected district residents is ongoing. This project will be incredibly valuable in generations to come. We are currently in the process of digitising this collection.

- The museum has provided a public art gallery space showing an exciting and eclectic array of art and historical exhibitions. We have also hosted two book launches by local authors.



The opening of 30x30 Small Works Exhibition on the 10th December 2020.

- Our retail space features work from local artists and artisans who benefit from our retail presence and foot traffic.



- The museum employs a full-time educator and two part time teachers to run a highly respected education programme. Every school in the QLDC area uses this programme free of charge and we attract schools from throughout the South Island. This programme will be used more as changes in the national curriculum require students to study local history.



Oxford Area School Year 11&12 students in our archives using primary resources for their NCEA Level 1 &2 History units, 24th March 2021.

- The museum also operates the Arrowtown Post Office and Arrowtown’s Information Centre. Both these functions are invaluable to both visitors and the local community.
- Museum staff have lobbied and undertaken continual work in the heritage sector in throughout the Wakatipu. Staff sit on Trusts to further heritage aims and undertake research work for council or make our archives freely available. We also protect council historical records that include the Minutes and Rate books and make them available for researchers.
- The museum assists authors, script writers and the film industry to further their creative endeavours based on the knowledge and the artefacts the museum has collected.

In conclusion | Kupu whakatepe

The museum has been a highly valued institution since 1948. Its functions, responsibilities and activities have expanded considerably, and this requires recognition by council on an ongoing basis. Supporting the district's museum is a core function of council and it provides the community with an important cultural institution, an area identified as lacking in our district. It is important that such a facility continues to exist both for the immediate community as well as for our domestic and international visitors.

We are seeking \$100,000 per annum exclusive of GST. It would be very beneficial for ongoing museum planning to have funding support established for a set period.

Thank you for your support.

David Clarke
Lakes District Museum Director



Book launch and author talk in the gallery on 25th March 2021.

Performance Report

Lakes District Museum Incorporated

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3	Independent Auditors Report
4	Entity Information
5	Approval of Financial Report
6	Statement of Service Performance
7	Statement of Financial Performance
8	Statement of Financial Position
9	Statement of Cash Flows
10	Statement of Accounting Policies
11	Notes to the Performance Report

Entity Information

Lakes District Museum Incorporated For the year ended 31 July 2020

The Lakes District Museum in Arrowtown was formed in 1948 as a centennial of Otago project.

Legal Name of Entity

Lakes District Museum Incorporated

Entity Type and Legal Basis

Incorporated Society

Registration Number

Incorporation number 226775

Charities Registration CC2275

Entity's Purpose or Mission

To provide a professionally run History Museum for the benefit of the residents of and the visitors to the Queenstown Lakes District. The Museum will, to the highest level possible: curate, educate and inform

Entity Structure

The staff are comprised of a Director who is answerable to the board who are elected at the AGM by the members. All other staff are answerable to the Director including the Administration Manager, Archivist and Educator.

Main Sources of Entity's Cash and Resources

Small local body grant, admission charges, book sales, art sales, subscriptions from members and donations with some funding from charitable trusts

Main Methods Used by Entity to Raise Funds

Admission charges and sales as well as applying for grants while providing an opportunity for people to donate.

Entity's Reliance on Volunteers and Donated Goods or Services

We have a number of volunteers from our member. The governing board is also made up of volunteers while staff are paid.

Physical Address

[REDACTED]

Postal Address


[REDACTED]

Approval of Financial Report

Lakes District Museum Incorporated For the year ended 31 July 2020

- The Lakes District Museum Board members are pleased to present the approved financial report including the historical financial statements of Lakes District Museum Incorporated for year ended 31 July 2020.

APPROVED

A handwritten signature in blue ink, appearing to read 'Bob Farrell', is written over a horizontal line.

Bob Farrell

Chairman

7 October 2020

Statement of Service Performance

Lakes District Museum Incorporated For the year ended 31 July 2020

The 2019/20 year at the Lakes District Museum was a year of mixed fortunes. The first half of the year was tracking to be another successful year in so many ways, but the pandemic, Covid 19, came along in March and the museum suffered the consequences of the subsequent lockdown and the loss of international tourism. Because New Zealanders have been unable to travel, they have filled the gap to some extent, but the museum would have struggled without the wage subsidy. The museum applied for and was granted all of the wage subsidies. Revenue has decreased in all areas except in our Art Galley where sales of the works of our visiting Italian artists were excellent. These art sales have continued to be excellent during subsequent exhibitions, although we were forced to cancel our always successful annual Autumn Festival exhibition. The post office operation was also hit significantly and both the museum and post office have continued to work on reduced hours to minimize costs. We have continued to retain all staff and remain committed to try and provide meaningful work for them over the next year.

The seismic strengthening and restoration project has remained a central focus over the last year as the staff and board pondered raising the \$3.5 million required.

During lockdown, the Director and our project managers, worked hard to gain public funding through the 'Shovel Ready' infrastructure and the council's annual plan process. We were successful on both counts and we now have over \$3 million in the kitty to undertake this work on the former BNZ bank building and stables. The terms of this funding is being currently worked on and work is expected to start in October. We also received some generous smaller amounts of money from a number of supportive members and the public in general.

Once again the council paid the museum an annual grant \$100k to assist with operating costs.

The government supported education programme continued to operate during lockdown, but was seriously affected by schools unable to visit. This contract ends in December 2021 and we hope to apply for an ongoing contract.

The museum has been well managed and governed through this very difficult time. We continue to have good cash reserves in spite of the ongoing costs and reduced income. The seismic project and the resulting new display areas is an exciting project and is the biggest construction project undertaken by the museum in the last 18 years. It will continue to make the museum a central attraction for both local, national and eventually international visitors well into the future and will continue to be the districts heritage repository.

	2020	2019
Description and Quantification of the Entity's Outputs		
Revenue		
Total Revenue	1,311,304	1,280,131
Total Revenue	1,311,304	1,280,131
Surplus for the year		
Surplus/(Deficit) for the year	173,694	82,015
Total Surplus for the year	173,694	82,015

The accompanying notes on pages 10 - 15 form part of this financial report.

Statement of Financial Performance

Lakes District Museum Incorporated For the year ended 31 July 2020

	NOTES	2020	2019
Revenue			
Revenue from providing goods or services	1	1,029,556	1,112,905
Grants	1	100,000	80,000
Other revenue	1	181,749	87,227
Total Revenue		1,311,304	1,280,131
Expenses			
Costs related to providing goods or service	2	1,137,610	1,198,117
Total Expenses		1,137,610	1,198,117
Surplus/(Deficit) for the Year		173,694	82,015

The accompanying notes on pages 10 - 15 form part of this financial report.

Statement of Financial Position

Lakes District Museum Incorporated

As at 31 July 2020

	NOTES	31 JUL 2020	31 JUL 2019
Assets			
Current Assets			
Bank accounts and cash	3	1,249,011	1,236,430
Debtors and prepayments			
Trade receivables	3	2,153	5,114
Prepayments	3	7,143	12,568
Total Debtors and prepayments		9,296	17,682
Inventory	3	69,083	82,948
Total Current Assets		1,327,390	1,337,061
Non-Current Assets			
Fixed Assets	5	1,657,130	1,508,385
Total Non-Current Assets		1,657,130	1,508,385
Total Assets		2,984,521	2,845,446
Liabilities			
Current Liabilities			
Creditors and accrued expenses	4	160,474	191,980
Other current liabilities	4	80,247	83,361
Total Current Liabilities		240,722	275,341
Total Liabilities		240,722	275,341
Total Assets less Total Liabilities (Net Assets)		2,743,799	2,570,104
Accumulated Funds			
Accumulated surpluses or (deficits)	6	2,743,799	2,570,104
Total Accumulated Funds		2,743,799	2,570,104

The accompanying notes on pages 10 - 15 form part of this financial report.

Statement of Cash Flows

Lakes District Museum Incorporated
For the year ended 31 July 2020

Account	2020	2019
Operating Activities		
Receipts from customers	1,368,108	1,445,663
Payments to suppliers and employees	-1,202,656	-1,319,583
Cash receipts from other operating activities	20,008	1,487
Net Cash Flows from Operating Activities	185,460	127,567
Investing Activities		
Payment for property, plant and equipment	-206,066	-183,751
Other cash items from investing activities	0	0
Net Cash Flows from Investing Activities	-206,066	-183,751
Financing Activities		
Other cash items from financing activities	33,187	35,715
Net Cash Flows from Financing Activities	33,187	35,715
Net Cash Flows	12,581	-20,469
Cash and Cash Equivalents		
Cash and cash equivalents at beginning of period	1,236,430	1,256,899
Cash and cash equivalents at end of period	1,249,011	1,236,430
Net change in cash for period	12,581	-20,469

Statement of Accounting Policies

Lakes District Museum Incorporated For the year ended 31 July 2020

Basis of Preparation

The entity has elected to apply PBE SFR-A (NFP) Public Benefit Entity Simple Format Reporting - Accrual (Not-For-Profit) on the basis that it does not have public accountability and has total annual expenses equal to or less than \$2,000,000. All transactions in the Performance Report are reported using the accrual basis of accounting. The Performance Report is prepared under the assumption that the entity will continue to operate in the foreseeable future.

Changes in Accounting Policies

There have been no changes in accounting policies. Policies have been applied on a consistent basis with those of the previous reporting period.

Bank Accounts and Cash

Bank accounts and cash in the Statement of Cash Flows comprise cash balances and bank balances (including short term deposits) with original maturities of 90 days or less.

Accounts receivable

Accounts receivable are stated at their estimated net realisable value.

Inventory

Inventory is valued at the lower of cost and net realisable value on a first-in, first-out basis.

Depreciation

Depreciation has been charged at the following rates:

Building 1.25% sl to 2.5% sl & dv and Plant & equipment 11.4 - 50% dv.

Fixed Assets

Fixed assets are stated at cost (net of grants or donations received) less accumulated depreciation. Donated assets and artefacts are not valued or recorded for financial reporting purposes. Assets under construction are depreciated from the date the construction is completed. Certain assets are not considered depreciable and this is reflected in the depreciation schedule.

Goods and Services Tax (GST)

The entity is registered for GST. All amounts are stated exclusive of goods and services tax (GST) except for accounts payable and accounts receivable which are stated inclusive of GST.

Grants & Donations

Grants and donations will be treated as income when received.

Income Tax

Lakes District Museum Incorporated is wholly exempt from New Zealand income tax having fully complied with all statutory conditions for these exemptions.

Notes to the Performance Report

Lakes District Museum Incorporated For the year ended 31 July 2020

2020 2019

1. Analysis of Revenue

Revenue from providing goods or services

Admissions - adult	127,450	161,954
Admissions - Child	3,091	3,985
Admissions - Family	33,448	38,459
Admissions - schools	1,416	2,039
Admissions students	292	-
Admissions - Tour cash	1,800	2,449
Admissions - Tour Coupons	42,162	58,739
Admissions Seniors	41,082	45,264
books and gifts po	38,558	46,250
Cards shop Post Office	5,742	9,106
Commission - Shows/Tours	-	24
Commission - Trustpower	-	38
Contra expenses/income museum	77	-
Contra Expenses/Income po	(170)	(53)
Donations for Bank Strengthening project	18,148	-
Donations - Museum	3,839	20,866
Market Day - stamp, group, donations	2,921	4,990
Fax Receipts	-	17
gallery donation box	4,495	3,834
Gallery Income	276,068	204,972
Gift Vouchers	(11)	-
Interest	31,283	35,421
International Post-Sales	96,988	114,174
Mail handling	36,458	34,447
Packaging Post Office	5,206	5,898
Pan Hire	11,643	10,645
Philatelic Sales po	4,350	7,195
Photocopying	1,218	1,787
Postcards - Museum	8,202	12,209
Postcards Post Office	3,175	2,175
Prepaid Post Post Office	30,948	33,926
Rent received po	7,500	9,900
Research & Photos Income	3,158	8,415
Shows etc - Museum	83	93
Skippers Book Sales	2,011	4,637
Souvenir Sales museum	64,679	81,032
Sponsorship prizes	30	(1,550)
Stamp sales - Post	45,277	55,195
Stamp Sales/purchases - Museum	(839)	(613)
Stationery Sales - Post	15,526	18,112

	2020	2019
Subscriptions - memberships	3,382	4,664
Sundry Income - Museum	5,011	8,439
Sundry Income - Post	925	30
Ticketed Items po revenue	29,436	34,510
Tours - General sightseeing	23,415	29,074
unders & overs - post	82	155
Total Revenue from providing goods or services	1,029,556	1,112,905
Grants		
Grant - QLDC	100,000	80,000
Total Grants	100,000	80,000
Other revenue		
books, souvenirs etc. museum shop	81,368	87,227
Covid-19 subsidy	100,381	-
Total Other revenue	181,749	87,227
Total Analysis of Revenue	1,311,304	1,280,131

	2020	2019
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2. Analysis of Expenses

Costs related to providing goods or services

ACC - post	-	287
ACC Levy- museum	-	1,154
Advertising	14,865	20,572
Advertising - Post	1,060	1,209
AGM & Board expenses	644	175
Archives	4,075	592
Bags	344	363
Bank Charges	12,340	11,459
Bank Charges - post	1,185	957
Cleaning premises	4,334	5,090
Computer repairs	5,249	4,336
Depreciation	53,892	58,158
Depreciation - Post	3,428	3,526
Diesel	3,185	4,838
Display	3,550	1,323
Freight inwards-post	294	810
Gallery expenses	18,577	145,893
In house artist	168,671	-
Insurance museum	26,322	26,618
insurance po	3,083	3,418
International Post - Post	86,577	104,574
Inwards Freight - museum	638	864
Light & Power	16,737	18,239
Light & Power - post	2,429	2,651
Philatelic - purchases po	2,579	5,613
Postage & Courier	58	209

Postage -post	-	(8)
Printing & Stationery	6,565	8,212
Prof fee - Accounting	3,200	4,700
Prof fee - Audit	2,310	2,275
Purchases books, cards,souvenirs museum	94,412	101,606
Rates - Museum	1,910	1,543
Rates - post	1,466	1,202
Repairs & Maintenance - Post	240	166
Repairs & Maintenance	23,072	16,897
Research & Photo Expenses	-	4,014
Scholarship Payment	3,500	2,333
Security	3,444	4,214
Skippers Book Donations to Produce	6,000	6,000
Stamps - purchased po	48,170	57,171
Stationery etc - purchased po	27,686	28,320
Stock & Stationery post shop	29,011	35,186
Stores & Milk	411	496
Subscriptions & Registrations	1,360	1,159
Sundry - Museum	4,438	9,459
Sundry personal expense - post	488	460
Sundry personal expenses	5,042	4,558
Sundry -post	1,419	1,138
Telecom directories	100	200
Telephone	3,143	3,166
Telephone - post	1,283	1,207
Ticketed - Purchased Post	23,744	28,637
Tours General expenses sightseeing	20,838	26,120
Travel & Accommodation	917	2,250
unders & overs - Museum	296	138
Wages - Museum	295,192	326,463
Wages - post	92,942	95,010
XERO accounting fee	900	900
Total Costs related to providing goods or services	1,137,610	1,198,117
	2020	2019

3. Analysis of Assets

Bank accounts and cash

Cash float - Post	450	450
Cash Float - Museum	1,100	1,100
Cheque account	222,541	123,236
Clarkson Scholarship	700	1,214
Credit Card	(864)	(1,281)
Donation - 68	13,310	-
Savings account	296,535	88,096
Scholarship Term deposit	103,500	103,500
Term deposit 3005	442,167	622,202

	2020	2019
Term Investment	169,573	297,913
Total Bank accounts and cash	1,249,011	1,236,430

Debtors and prepayments

Trade receivables		
Accounts Receivable	830	1,887
Interest receivable	1,323	3,227
Total Trade receivables	2,153	5,114
Prepayments	7,143	12,568
Total Debtors and prepayments	9,296	17,682

Inventory

Stock on hand - museum	42,441	56,087
Skippers Book stock on hand - cost	-	469
Stock on Hand - post - stamps	1,415	2,613
Stock on hand - post - tickets	25,227	23,778
Total Inventory	69,083	82,948

2020	2019
------	------

4. Analysis of Liabilities**Current Liabilities****Accounts payable & accrued liabilities**

Creditors and accrued expenses	149,067	196,603
GST	11,408	(4,624)
Total Accounts payable & accrued liabilities	160,474	191,980

Other current liabilities

Education Officer Grant	69,246	83,361
Deferred covid wage subsidy	11,001	-
Total Other current liabilities	80,247	83,361

Total Current Liabilities

2020	2019
------	------

5. Fixed Assets**Museum**

Museum Plant & Buildings	2,343,459	2,137,394
Less Accum Depreciation on Museum Plant	(741,803)	(687,911)
Total Museum	1,601,656	1,449,483

Post Office

Post Office Plant & Building	106,619	106,619
Less Accumulated Depreciation on Post office	(51,145)	(47,717)
Total Post Office	55,474	58,902

Total Fixed Assets

1,657,130	1,508,385
-----------	-----------

2020 2019

6. Accumulated Funds**Accumulated Funds**

Opening Balance	2,570,104	2,488,090
Current year earnings	173,694	82,015
Total Accumulated Funds	2,743,799	2,570,104
Total Accumulated Funds	2,743,799	2,570,104

7. Commitments

There are known commitments of \$43,743 as at year end in relation to seismic strengthening \$3,515 and foyer upgrade \$40,228. (Last year - \$45,242).

8. Contingent Liabilities and Guarantees

There are no contingent liabilities or guarantees as at 31 July 2020 (Last year - nil).

9. Related Parties

There were no transactions involving related parties during the financial year (Last year - none).

10. Events After the Balance Date

On 26 March 2020, the NZ government imposed a lock-down of all non-essential businesses in the country in an effort to limit the spread of covid-19 virus. The entity is deemed non-essential in this definition. The entity recognises there will be an impact on its operations & its financial performance will reduce for this period and it is unclear at this stage what the consequences will be after the lock-down is lifted. The entity has applied for the wage subsidy and undertaken a high level review of its expected cash flows in the coming months. As the future may bring uncertainties that we cannot at this stage predict the Board understands the need for the audit emphasis of matter statement at this unprecedented time. (Last year - nil).

11. Ability to Continue Operating

The entity will continue to operate for the foreseeable future.

LAKES DISTRICT MUSEUM INC.
BALANCE SHEET AS AT 31 JULY 2020

	31.07.20	31.07.19
TOTAL ACCUMULATED FUNDS	<u><u>\$2,743,800</u></u>	<u><u>\$2,570,106</u></u>
REPRESENTED BY:		
CURRENT ASSETS		
CASH FLOAT MUSEUM POST	\$450	\$450
CASH FLOAT MUSEUM	\$1,100	\$1,100
BNZ CHEQUE ACCT	\$222,541	\$123,236
BNZ SAVINGS ACCT	\$296,535	\$88,096
BNZ TERM DEPOSIT	\$442,167	\$622,202
BNZ CLARKSON SCHOLARSHIP ACCT	\$700	\$1,214
BNZ TERM DEPOSIT DONATION	\$13,310	\$0
BNZ TERM DEPOSIT SCHOLARSHIP	\$103,500	\$103,500
SBS TERM DEPOSIT	\$169,573	\$297,913
PREPAYMENTS	\$7,143	\$12,568
SUNDRY DEBTORS	\$2,153	\$5,114
GST RECEIVABLE	\$0	\$4,624
STOCK ON HAND - MUSEUM	\$42,441	\$56,088
STOCK ON HAND - SKIPPERS BOOK	\$0	\$469
STOCK ON HAND - POST - STAMPS	\$1,415	\$2,613
STOCK ON HAND - POST STATIONERY	\$25,227	\$23,778
TOTAL CURRENT ASSETS	\$1,328,255	\$1,342,965
TOTAL FIXED ASSETS AS PER DEPRECIATION SCHEDULE	<u><u>\$1,657,129</u></u>	<u><u>\$1,508,384</u></u>
TOTAL ASSETS	\$2,985,384	\$2,851,349
LESS CURRENT LIABILITIES		
SUNDRY CREDITORS	\$149,929	\$197,882
DEFERRED COVID WAGE SUBSIDY	\$11,001	\$0
GST PAYABLE	\$11,408	\$0
EDUCATION OFFICER GRANT	\$69,246	\$83,361
TOTAL CURRENT LIABILITIES	<u><u>\$241,584</u></u>	<u><u>\$281,243</u></u>
EXCESS ASSETS OVER LIABILITIES	<u><u>\$2,743,800</u></u>	<u><u>\$2,570,106</u></u>

Approved

Chairman

7 October 2020

The accompanying notes on page 3 form part of this financial report.

LAKES DISTRICT MUSEUM INC.

INCOME STATEMENT AND
MOVEMENTS IN CAPITAL FOR THE YEAR ENDED 31 JULY 2020

	31.07.20	31.07.19
MUSEUM		
Gross Profit-Museum Trading	\$320,249	\$142,651
Plus Admissions	\$250,741	\$312,889
Subscriptions	\$3,382	\$4,664
Donations-Museum	\$33,630	\$31,511
Sundry Income	\$8,890	\$13,315
Grants	\$100,000	\$80,000
Interest	\$31,283	\$35,421
TOTAL INCOME - MUSEUM	\$748,175	\$620,451
Less Expenses		
Sales & Running Expenses	\$211,858	\$44,809
Personnel Expenses	\$300,877	\$332,350
Displays	\$4,075	\$592
Administration Expenses	\$95,762	\$103,647
Scholarship Payment	\$3,500	\$2,333
Depreciation	\$53,892	\$58,158
TOTAL EXPENSES - MUSEUM	\$669,964	\$541,889
NET PROFIT - MUSEUM	\$78,211	\$78,562
MUSEUM POST		
Gross Profit - Post - Stamps	\$7,518	\$13,632
Gross Profit - Post - Stationery	\$48,901	\$51,734
Mail Handling	\$36,458	\$34,447
Commission - TrustPower	\$0	\$38
Donations	\$2,921	\$4,990
Rent Received	\$7,500	\$9,900
Sundry	\$925	\$133
TOTAL INCOME - POST	\$104,223	\$114,874
Less Expenses		
Sales & Running Expenses	\$1,300	\$1,375
Personnel Expenses	\$93,429	\$95,757
Administration Expenses	\$10,964	\$10,763
Depreciation	\$3,428	\$3,526
TOTAL EXPENSES - POST	\$109,121	\$111,421
NET PROFIT - POST	-\$4,898	\$3,453
Net Profit - Museum	\$78,211	\$78,562
Net Profit (Loss) - Post	-\$4,898	\$3,453
Covid paid subsidy	\$100,381	\$0
TOTAL PROFIT	\$173,694	\$82,015
ACCUMULATED FUNDS AT BEGINNING OF YEAR	\$2,570,106	\$2,488,091
ACCUMULATED FUNDS AT END OF YEAR	\$2,743,800	\$2,570,106

The accompanying notes on page 3 form part of this financial report.

**LAKES DISTRICT MUSEUM INC.
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 JULY 2020**

1 STATEMENT OF ACCOUNTING POLICIES

The Museum is incorporated under the Incorporated Societies Act and is required to provide a financial report which discloses income and expenditure as well as assets and liabilities. The report is exclusively for the members' use.

GENERAL ACCOUNTING POLICIES

The measurement base adopted is that of historical cost using accrual accounting except for income from investments which is credited to the income statement upon receipt. Reliance is placed on the fact the Museum is a going concern. There have been no changes in accounting policies. All policies have been applied on bases consistent with those used in previous years.

PARTICULAR ACCOUNTING POLICIES

The following particular accounting policies which significantly affect the measurement of profit and financial position, have been applied.

(a) Accounts receivable

Accounts receivable are stated at their estimated net realisable value.

(b) Inventory

Inventory is valued at the lower of cost and net realisable value on a first-in, first-out basis.

(c) Depreciation

Depreciation has been charged at the following rates:

Building - 1.25% sl to 2.5% sl & dv and Plant & equipment - 11.4 - 50% dv.

(d) Fixed Assets

Fixed assets are stated at cost less accumulated depreciation.

Donated assets and artefacts are not valued or recorded for financial reporting purposes. Assets under construction are depreciated from the date the construction is completed. Certain assets are not considered depreciable and this is reflected in the depreciation schedule.

(e) Goods and Services Tax

These accounts have been prepared exclusive of Goods and Services Tax.

(f) Grants & Donations

Grants and donations will be treated as income when received.

2 OTHER INFORMATION

There are continuing costs for the lobby upgrade and the seismic strengthening.

3 RELATED PARTY TRANSACTIONS

There have been no related party transactions during the current financial year (prior year - none).

4 INCOME TAX

The Museum is exempt from income tax.

5 Comparative Figures

Certain comparative figures have been reclassified to conform to the current year's presentation.

LAKES DISTRICT MUSEUM, INC

DEPRECIATION SCHEDULE FOR THE YEAR ENDED 31 JULY 2020

MUSEUM	COST PRICE	DEPR RATE	DEPN METH	ACCU DEPN 31.7.19	BOOK VALUE 31.7.19	ADJ	ADDITIONS	DISPOSALS	DEPN FOR YEAR	ACCU DEPN 31.07.20	BOOK VALUE 31.07.20
Bank Building	59,463	0.0125	sl	31,719	27,744				723	32,442	27,021
Seismic strengthening	100,593	0	0	100,593	100,593		163,513		0	0	264,106
New Wing	204,972	0.025	sl	187,217	17,755				5,124	192,341	12,631
Extensions Stairs	60,912	0.025	sl	39,193	21,719				1,601	43,226	20,797
Extension Lane	64,023	0.025	sl	41,625	22,398				4,056	101,568	60,668
Extension Stage 3	162,236	0.025	sl	97,512	64,724				0	0	188,512
Street Scene	188,512	0	n/a	0	188,512				2,615	36,575	312,081
Street Scene Grant	-189,800	0.025	dv	33,960	314,696				227	43,931	1,288
Staff Room & Archives	348,655	0.15	dv	43,704	1,515				0	0	-189,800
rch	45,219	0	n/a	0	775				0	0	775
Community Artworks	775	0	n/a	0	775				0	0	775
Plant	43,532	0.15	dv	43,532	0				67	19,456	378
Speaking of Change	19,389	0.15	dv	19,389	445				122	16,025	0
Carpets	16,025	0.15	dv	15,903	122				-64	1,394	0
Laminator	1,394	0.15	dv	1,458	-64				1,043	23,552	7,645
Audio Visual	27,058	0	n/a	0	27,058				0	0	27,058
Heating System	31,197	0.12	sl	22,509	8,688				0	0	130,000
Land	130,000	0	n/a	0	130,000				0	0	75,124
Land PO	75,124	0	n/a	0	75,124				0	0	8,889
Rees Tea Set	8,889	0	n/a	0	8,889				0	0	8,889
Rees Tea set donations	-8,889	0	n/a	0	-8,889				71	795	2,761
Medal display	3,558	0.025	dv	724	2,832				281	3,156	10,945
Strongroom display - net	14,101	0.025	dv	2,875	11,226				333	3,524	12,971
Display - Gold	16,495	0.025	dv	3,191	13,304				313	2,925	12,188
Display - Chinese	15,112	0.025	dv	2,612	12,500				210	5,417	840
Light Fixtures	6,257	0.20	dv	5,207	1,050				52	867	346
Notice Board	1,213	0.13	dv	815	398				174	795	0
Bench Seat	795	0.2	dv	621	174				122	500	0
Ottoman	500	0.2	dv	378	122				118	1,899	472
Archives lighting	2,371	0.2	dv	1,781	590				1,338	13,095	5,350
Gallery lighting	18,445	0.2	dv	11,757	6,688				883	6,599	52,098
Toilet Upgrade	58,687	0.025	dv	5,706	52,981				183	3,550	548
Computers - 3	4,087	0.5	dv	3,367	730				138	917	8,113
Geology & Music display	9,029	0.2	dv	779	8,250				170	1,545	255
Videos for display	1,800	0.4	dv	1,375	425				976	5,495	2,928
Projector	8,423	0.25	dv	4,519	3,904				237	1,649	0
HP Computer	1,649	0.5	dv	1,412	237				145	1,586	145
HP Prodesk PC	8,603	0.2	dv	1,441	290				1,021	4,517	4,086
Entry Doors	6,302	0.2	dv	2,662	3,640				728	3,390	2,912
Storage Area	957	0.5	dv	774	183				183	957	0
Inspiron 15 Computer	21,072	0	dv	0	21,072				0	0	21,072
Gaol	1,090	0.2	dv	54	1,036				35	89	1,001
Bench Seat	8,270	0.2	dv	1,220	7,050				766	1,986	6,284
Cabinet upgrades	18,181	0.2	dv	0	18,181				0	0	18,181
Window upgrades	70,122	0	dv	0	70,122		41,104		0	0	111,226
Reception	408,284	0.2	dv	47,075	361,209				24,081	71,156	337,128
Storage Area	4,166	0.2	dv	406	3,760				188	594	3,572
Heatpump	14,195	0.25	dv	1,719	12,476				780	2,499	11,696
Carpet	13,746	0.4	dv	3,666	10,080				2,688	6,354	7,392
Speakers, Projector	8,420	0.4	dv	561	7,859				524	1,065	7,335
POS	2,244,013	0.5	dv	687,914	1,449,480		206,066		1,121	121	1,328
Computer									53,892	741,806	1,601,654
TOTALS											

SCHEDULE OF DEPRECIATION - MUSEUM POST

Post Office Building	53,272	0.025	sl	30,000	23,272				1,250	31,250	22,022
Cash Register	1,734	0.15	dv	1,658	76				76	1,734	0
Reserve	13,618	0.04	sl	10,892	2,726				545	11,437	2,181
Sorting Room	2,140	0.114	dv	1,751	389				44	1,795	345
Heaters	4,394	0	n/a	0	4,394				0	0	4,394
Gardens	1,299	0.5	dv	1,185	114				114	1,299	0
Computer	583	0.13	dv	77	507				44	121	462
Carpet	7,335	0.2	dv	1,480	5,846				780	2,270	5,068
Heatpump	4,974	0.2	dv	653	4,311				575	1,238	3,735
Lighting	106,619	0.2	dv	47,716	58,904		0		3,423	51,144	55,475
TOTAL											

Insurance building reinstatement value excluding land

Rating Valuation	\$ 7,800,000.00
Museum	\$ 3,590,000
PO	\$ 720,000.00
TOTAL	\$ 11,110,000.00

The accompanying notes on page 3 form part of this financial report.

CLEARWATER Pip

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

This seems like empty words.

There is no measurable definition of carbon emissions across QLDC projects.

There is no commitment to active transport or cycleways.

There is still a huge reliance on massive visitor numbers and a ridiculous dual airport strategy.

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

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

Please tell us more about your response:

Deferring major infrastructure projects while our region experiences major growth and "hopes" for massive visitor numbers seems ridiculously short sighted. The council is seriously underfunded and rates can only pay for so much.

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

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

Please tell us more about your response:

I am very disappointed by this further example of massive inconsistencies in funding between the wakatipu and wanaka/hawea areas. Why does the wanaka cycle network need to wait another 5 years? Our children need to be able to safely travel from school to pool, and our community need to be safe as they chose active transport options - these need to be imperative with every new development to link into existing networks. Planning for this needs to be proactive not reactive .

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:

If the council must persist in its imbalanced and inequitable development plans, at least the Wakatipu CBD can pay for it rather than everyone else

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:

QLDC has its head in the sand about the residential and visitor growth rates, and the infrastructure investments these require. Its having a negative impact on quality of life for residents. Of course fees need to increase.

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

Please can you start looking at the whole area (especially Wanaka / Hawea / upper clutha with a broader more holistic approach. We don't need two jet capable airports. We don't need 2 visitors per resident. We need active transport networks, residential developments that include schools shops pubs and community spaces. Now that the church is out of most people lives, we need the equivalent town hall or church hall space for community groups to use. We need to make our commitment to carbon neutrality measurable and achievable and actually put action to these words.

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 focus of the submission is to oppose the councils 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 councils 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 councils 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 councils 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 councils unnecessary investment in the Cardrona water scheme

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

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading, as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; ie amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

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

The DC policy identifies costs beyond \$8.1M, with nearly \$14M costs identified for Water Supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection charges identified).

This makes it impossible for developers/ ratepayers to understand the costs of the scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

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

N/A

Q. Responding to Climate Change

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

While we need to do our bit and continual improve how interactive with our environment, the approaches needed to be balance. I note there are proposed very large cycle projects that come with significant costs. I must be remembered that we are a four season town, and cycling to and from work in the winter is not practical for the vast majority. The costs of these project simply cannot be justified for the small number of users. A argument of influencing behaviour by reducing parking etc to encourage cycling is ill thought out, and should not be forced upon the majority of rate payers by a vocal minority.

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 ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

The planned spend in cycle routes is both excessive and ill conceived. The does not appear to be sufficient research into who the potential users are, what the purpose of using the trails are and for what months of the year they will use them. Recreational cycling should not be confused with commuter transport.

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 transport policy appears to have been hijacked by those with a very environmental agenda. While the environment must be taken into account, the resulting policy must be well thought out.

Not everyone can catch a bus or ride a bike to work. Some residents have small children to drop off or pick up from day care. Some have multiple children to drop off or pick up from extraocular activities. Not everyone travels directly to and from home to work. The current bus schedules and bus routes do not allow for these scenarios, nor have the flexibility to handle this.

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

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

COCKS Lyal

Individual

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Too many fluffy words and not enough practical action and relevant prioritisation of projects that would make a difference.
For example, continuing to push ahead at huge cost with the arterial bypass (bypass to where?) project in Queenstown to cater for more cars in the centre of Queenstown ahead of active and public transport work, contradicts any aspirations to reduce impact on 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:

Give priority to the Cardrona and Kingston water schemes.
The Wanaka and Wakatipu filtration can be spread over a longer period. We have been operating outside the rules under Public Health Risk Management Plans (PHRMPs) for some time now and people are not dying so don't use that as a reason to try and cram it in the first few years. Aside from that, based on Council's inability to achieve even 50% of the capital programme over the past five years, there is no way the capital programme proposed in this plan will be achieved. I know from experience it is very difficult to achieve a high % of the capital programme, but at least develop a plan that has some chance of being achieved.

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:

Many things have changed over the last year and so should prioritisation and funding or non-funding of projects. The full Arterial Bypass project in Queenstown should be stopped. I support the Melbourne Street to transport hub in Ballarat Street, but have never been a fan of stage two to provide a bypass around the town. Bypass to where? And spending a huge amount of money catering for more cars in the centre of Queenstown is totally out of kilter with a lot of things. It is all very well to say that much of the funding may come from NZTA, but it is still public money. I know an obscene amount of money has been spent on planning for this project but now is the point to say enough - and curtail the project to providing a good public transport route into a good transport hub.

The priority should have and still should be active and public transport. For Wanaka to still not have a Business Case produced for active transport network is mind boggling! And to budget \$500k a year for the next few years to build a network is insulting. Taking the \$1.15m cost to upgrade to the existing Aubrey Road Walkway/Cycleway (albeit over engineered) as an example, \$500k will get diddly squat done.

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:

With the future look of the CBD uncertain, it is questionable whether spending such a huge amount of money implementing the current Master Plan is justified. Once again I hear you say, much of the funding is coming from Government, but it is still public money and should not be squandered.

But I support spreading the rates cost wide so that the impact is small on many rather than large for a few. The Queenstown CBD benefits more than just those in the CBD.

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:

A lot more justification for the need for fees and charges being increased needs to be provided. The words seem to indicate it is normality that the costs of providing these services will be going up. Why? Did the Managers take last years figures and add a % to come up with the budget for this plan or did they start from zero and work out the tightest budget to provide the service? It is very easy when budgeting to provide a service without any competition and the knowledge that the user or rate payer has no choice but to pay.

Has the user been asked what level of service they could live with? Is the Council the best organisation to provide the service? These are things that should be addressed and explained before taking the easy route and increasing fees and charges.

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

The big concern with this plan is it is not remotely achievable and relies too heavily on assumptions of funding from sources out of Council's control. For example NZTA funding and a Visitor Levy. It is almost devious to factor in the revenue from a Visitor Levy to calculate the projected rate increases. May have been more transparent to project rates without the impact of any Levy.

Another concern is the inclusion of projects such as a Performing Arts Centre in Queenstown at around \$51m. Yes, very nice to have at some stage and Wanaka wants one too, but is it the responsible thing to include in this LTP in these uncertain times?

The operational costs have the biggest impact on rates and therefore there needs to be greater effort to reign in these costs. Over the past five years there has been huge amounts squandered on revisiting/relitigating/reconsulting on plans. 'Master Plans' became the flavour of the time and as we saw with the Wanaka Master Plan, money wasted. The bigger and grandiose you try to go, the higher the cost and lower the success. The number of staff and use of consultants has increased. Why for example, did you have competent staff sit alongside consultants to do a review of a By Law? By Laws are bread and butter for Councils. Everyone says they are busy but outcomes and achievements don't reflect that.

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:

COERS Bronwyn

Wanaka Alcohol Group

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

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

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

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz



2021-2031 TEN YEAR PLAN | HE MAHERE KAHURUTAKA

Submission 19th April 2021.

Introduction

The Wanaka Alcohol Group (WAG), is a community-led not for profit group formed in 2013 and became an incorporated society in 2018. Our mission is to create a safe vibrant community empowered to make healthy choices around alcohol and other drugs.

WAG's aim of reducing harm means we strive for lively and educational conversations with our community challenging attitudes and behaviours to alcohol and other drugs. WAG hope to encourage responsible and non harmful ways of dealing with alcohol across all age groups and socioeconomic backgrounds in the Southern Lakes.

Background:

The WAG group is made up of representatives from the Wanaka Police; Southern District Health Board; Mt. Aspiring College; Friends of Mt. Aspiring College; Parents; Kahu Youth; Students Against Dangerous Driving (SADD); Community Networks Wanaka; Parenting4Life; Health Promotion Agency; WellSouth Primary Health Network; ACC; QLDC Regulatory team; Wanaka Community Board; and volunteers from the community.

The Wanaka Alcohol Group has been working at the grassroots for many years and already has a history and recognized presence in the community. Community engagement and support resources can be evidenced on the Mt. Aspiring College Website [here](#).

Since inception, WAG has facilitated parent and youth education campaigns highlighting coping mechanisms as an alternative to alcohol. We have instigated/brought expert speakers to Wanaka for community workshops, events and presentations. These have included representatives from The Brainwave Trust, Odyssey House, The Parenting Place, Psychology Department at Otago University and Nathan Wallis as well as authors and authorities in their fields.

In 2018 we were able to take an active role in being an advocate for our community against the harmful use of alcohol. We submitted to the Council hearing on the application for the extension of trading hours for the Cork Bar in Wanaka. We joined Police, SDHB and WellSouth in presenting our concerns and the application was declined.

Further, two Longitudinal Research studies have been conducted in partnership with Mt. Aspiring College since 2015, to quantify and qualify the community's behaviours and attitudes around alcohol and drugs. These studies are: youth - '*Harming Me, Harming You*' and parent - '*Parent Perspectives*' [Found Here](#).

Results from recent the '*Harming Me, Harming You*' youth research conducted in September 2020, showed: an increase in the number of youth drinking; incidence of drinking alone; harmful behaviour on the rise, and those experimenting are of a younger age. Supply of alcohol continues to be parents but increasingly – from peers. See media release [here](#).

Recommendations from this research has guided the design and delivery of the WAG Community Action Plan 2021/2022, along with evidence from members of the WAG.

What we are asking for:

The WAG Community Action Plan 2021/2022 includes targeted parent and youth education around alcohol and drug-related harm and reduction. These are community-led opportunities such as, but not limited to:

1. **Youth-led initiatives.** WAG member 'Students Against Dangerous Driving' (SADD) is a group of over 20 MAC students who design and deliver student-led initiatives to prevent dangerous driving. This initiative will deliver: a junior buddy programme engaging yr 13 & yr 7; a simulated car crash; production and display of posters and billboards carrying youth-scripted messages; interactive presentations at MAC assembly; and recording of original 'harm-reduction' songs. See below a photo of WAG's SADD working group.
2. **A media campaign** promoting parenting strategies, community resources, and local support on offer. Campaign initiatives to include Radio Wanaka, Social Media, The Messenger, ODT and the Wanaka App.
3. **Community Educational Presentations** targeting parents navigating teens, alcohol, peer pressure, social media, and parenting strategies. e.g. Experts Rob and Zareen Cope - 'Our Kids Online'. Click [here](#) for overview.
4. **Longitudinal Research** - the third 'Parent Perspective' study in partnership with Mt. Aspiring College parents is planned for September 2021. This research will invite all parents of year 9 – 13 students to partake. It is designed to capture the impact of Covid-19; parent experiences and attitudes around teens, alcohol, and drugs; and parent-assessment of capability and areas needing future support.

Requested for 2021/2022 Financial Year:

WAG is seeking a financial contribution from QLDC of \$15,000 to support the design and delivery of the WAG Community Action Plan.

1. Youth-led initiatives.	\$2,000
2. Media Campaign	\$3,000
3. Community Educational Presentations	\$5,000
4. Longitudinal Research	\$6,000

The Wanaka Alcohol Group are well placed to assist QLDC in delivering these aspects of the QLDC Ten Year Plan (LTP) He Mahere Kahurutaka to support “Community and economic development, and community resilience” and QLDC vision 2050 Thriving People Whakapuawai Hapori “our environments and services promote and support health, activity and wellbeing for all”.

We understand and can operate within COVID-19 restrictions as per the [Unite against COVID-19 website](#). We would appreciate the opportunity to present and discuss this partnership further.

Bronwyn Coers
On behalf of the Wanaka Alcohol Group



Youth-led initiatives. WAG’s SADD students designing 2021 approach.

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

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

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

Please tell us more about your response:

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

I support the Aspiring Gymsports submission and I think it is well overdue for a suitable gymnastic facility in Wanaka, as the current premise is no where near large enough to adequately support our gymnastics.

In particular...

"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."

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

ASG Submission_10 Year Plan April 2021 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.

AGS has been working with QLDC for several years with the aim of providing an affordable, fit for purpose solution to our now unaffordable, commercial leased premises. Most recently we have been working with QLDC along with community partners such as Kahu Youth, on scoping out the development of a youth community & sports centre at the old Mitre 10 in Recce Crescent.

However, there are still no guarantees that this will proceed. Any costs associated with meeting the Wanaka community's youth & indoor sports needs are always referred to by Council in terms of the opportunity costs to Wanaka residents i.e., that residents may need to pay via increased residential rates or and/or the community board would need to release funds from the Scurr Heights asset sales. These funds are sought after, and we have had feedback that some board members would rather use them on improving the towns aging water pipes (thus an opportunity cost). Surely the purpose of this fund is to support new community facilities rather than replace aging infrastructure, that should be funded through long term borrowing.

AGS appreciates Covid has hit the Lakes District hard but to use the Covid excuse for lack of funding for Wanaka's needs is wearing thin. Especially, when we look at the money being spent over the hill. **Close to 80% of community funds are being spent in Queenstown compared to 20% in Wanaka. Based on relative populations, a relative split of 66% Queenstown and 33% would be far more equitable.**

QLDC's 10 Year Plan is a very disappointing read for Wanaka residents. There is literally no budget allocated to any community projects that need funding within the short term, and that's not just AGS. Netball, Basketball and our youth's immediate needs for larger indoor sporting space are being completely ignored. So too are our active transport needs, which have been pushed well back. It seems that Wanaka's rapidly growing youth population must wait at least another 10 years before there is adequate provision for them, waiting on adequate facilities and sitting on waitlists, waiting for a turn which may never come.

QLDC's 10-year plan has **no funding allocated at all** for the planned expansion of the Wanaka Recreation Centre (WRC) Master Plan. The WRC is already operating at capacity. Rather, there is close to \$24 million invested in new outdoor fields at the oxidation ponds, Ballantyne Road. We are concerned that the reclamation/preparation part of this work, budgeted at \$5.6M, is coming from the Community Facilities pot when clearly it is an infrastructure project that should be funded from wastewater capital expenditure. AGS is aware that the land has not yet been re-zoned appropriately, nor will it be ready for use until 2027. According to the Lakes Regional Sports Strategy there is not an immediate high need for more fields and the community is not screaming out for this investment to be started in the short term. Once again, we expect these fields will be used largely by Rugby and Soccer sports.

According to this plan, the youth of Wanaka simply have to miss out on any improvements in their immediate sporting needs and are asked to seek funding from asset sales and/or community grants for their needs to be met. Whilst Queenstown seems to be given more than their dues without even having to ask for it or having to lose something else as a trade-off.

QLDC are spending more than \$144 million in significant community facilities in Queenstown. This includes 3 new community halls and over \$60million in redeveloping the Queenstown Events Centre vs \$3m for the Wanaka Recreation Centre. Apart from a small new toddler's pool (\$1.6m vs \$4.6m Arrow Town pool), the spend at the WRC is merely a renewal project to fix a poorly installed 2-year-old heating system. No new halls for Wanaka's youth and women to play Netball and ALL to play Futsall and Basketball.

All in all, these are very disappointing figures for ALL Wanaka residents, not just those that need expanded indoor sports facilities. Let's not mention the \$51m allocated to a new "Arts Centre" to replace the Memorial Halls and 3 new community halls (Lake Hayes, Ladies Mile and Southern Corridor). It seems Wanaka residents should be grateful that we have the Luggate Hall, as we are not getting anything else in the next 10 years based on this plan.

Aspiring Gymsports is seeking from QLDC's 10 Year Plan the following:

Short-term (1 to 2 years)

1. The provision of a Community Grant for \$30,000 to help cover our \$60,000 pa rent expense from the 2021- 22 annual budget, and subsequent years if no progress has been made with alternative premises. This would allow AGS to continue to lease a commercial facility until such time an alternative fit for purpose facility becomes available. AGS considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining a single "high profile" turf. Not to mention the \$2.2m being spent in Queenstown on the planned redevelopment of the Rugby Club.
2. Certainty before July 2021
 - a. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,
 - b. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.
3. Recognition of the Wanaka Mitre 10 Youth Community & Sports Centre Project within the 10 Year Plan as an option for QLDC to purchase or lease. Including an allowance for purchase or lease within the budget and name the source of potential funding.
4. Acknowledgement, listening to, and implementing community consultation feedback. The report back on the public consultation regarding the Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 appears to ignore or dismiss community feedback, as coming from a small vocal group/individual who did not get what they want and who believed there was a 'perceived lack of funding'.
5. To support Wanaka's key community group submissions such as The Upper Clutha Tracks Trust and Active Transport Wanaka. We request a readjustment of the overall 10 Year Plan budget split to be more equitable for Wanaka. **We call for funding to be split 66% Queenstown and 33% Wanaka in line with relative ward populations.** The current Community and Sports Funding is more of a 80/20 split and it includes reclamation of oxidation ponds which we believe should not be in the community budget. **The spread of expenditure over the 10 years should also be equitable.**
6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male sports, by investing in indoor sports facilities across the local government area.

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already operating at capacity, only 2 years after its completion.
2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation ponds (24 million over 10 years).

Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's youth with no immediate benefit at all.

Further Background

Aspiring Gymsports (AGS) has been working with the Council now for several years with the aim of having a fit for purpose, affordable community facility for Gymsports. Gymsports is a broad discipline and includes Preschool, Recreational, Competitive, Trampoline, Tumbling, Parkour, Cheerleading, Rhythmic and Aerobic Gymnastics. Despite encouraging feasibility studies and many supporting submissions this aim has so far not been included in any of QLDC's plans for the next 10 years.

AGS is aching under Wanaka's population boom of children. We love being busy, but we hate having wait lists, this term we had had to turn away around 30 children due to lack of space.

Our club has grown from 90 to **300 active members** (Wanaka Trampoline has another 200 members). We have over **1,000** families on our database. We employ 14 coaches and have a committee of 7 women. **75% of our members are female. 90% of our gymnasts are recreational with the remaining 10% competing in both Women's and Men's Artistic Gymnastics.**

In the last 4 years we have suffered skyrocketing commercial rents up 150% to \$60,000 pa. This has turned our previously successful club, which had been operating for 19 years with an annual surplus, into a loss-making entity for the past 3 years. This is despite the demand for our services.

- **We cannot increase our rates to match our increase in costs**
- **We cannot meet our waitlists within our current facility, and**
- **We can no longer afford to continue paying commercial rent. In the past 6 years of being in Reece Crescent, Aspiring Gymsports has paid rent in the realm of \$250,000. Council has thankfully, supported AGS in 2020 by providing a community grant of \$15,000 to assist with our rent. While we appreciate this support, as one of the largest clubs in the district, we believe that this a very minimal contribution compared to what many other clubs in the region have received in terms of support from Council over the past decade.**

Given the demand for Gymsports along with the available built spaces in central Wanaka, we believe the old Mitre 10 building is the right one to meet our community's growth and demand for indoor sports **NOW. Not in 10 years' time, when our kids have grown up and moved on.**

QLDC commissioned a feasibility study in April 2020. It recommended that Gymsports is something QLDC should be getting behind **NOW**, and that the Mitre 10 building could be an ideal solution for the short to medium term. It also recommended that at a minimum, Aspiring Gymsports should be included within the planned short-term expansion of QLDC's recreation centre.

However, AGS was not included in the plan despite the reports' recommendation. Aspiring Gymsports submitted to QLDC's Rec Centre Master Plan on the basis that it should provide for a Gymsports space rather than yet another adult gym. This is now a moot point as unbelievably, there is **NO** current budget allocated within the 10-year plan for **ANY** expansions of the Wanaka Rec Centre let alone a long term "movement centre for youth".

This leaves us with many questions around the priorities of the Council and the Community Board for Wanaka's immediate **indoor sporting needs**. Especially, knowing that the Wanaka Recreation Centre and pool has been operating at capacity since it opened over 2 years ago.

We ask that Gymsports, and other indoor sports which have a predominantly female participation such as Netball, be supported in the same way that predominantly male, mostly outdoor field sports like Rugby and Soccer continue to be financially supported. By continuing to fund these mostly male dominated outdoor activities as a priority, over other indoor options, QLDC is seen to be favouring men's sport over women's and continuing the perception that men's sports are more important.

By deferring, and not budgeting for, a gymsports facility within the next 1-3 years as advised by both QLDC's own RSL Consultant's Feasibility study along with the guiding *Queenstown Lakes Central-Otago Sub-Regional Sports & Recreation Facility Strategy*, QLDC are not being supportive of or prioritising the aims of the *National Strategy of Women and Girls in Sports and Active Recreation NZ*. **Budgeting for and providing a fit for purpose gymsport facility in the short term, would meet the aims of this national strategy by encouraging girls and women to participate from a young age and stay in the sport long term.**

Inequitable Expenditure

The following Community Facilities budget highlights the inequity between Queenstown and Wanaka expenditure and the ongoing investment in predominantly male sports such as Rugby:

QUEENSTOWN & SUROUNDS

Arrowtown Pool Upgrade	\$4,483,650	2024
NEW Hall - Ladies Mile	\$4,509,709	
NEW Hall - Lake Hayes - Replace Hall & Upgrades	\$8,421,300	
NEW Hall - Land Acquisitions & Build, Southern Corridor	\$6,718,787	
Frankton - NEW Golf Course	\$3,353,884	2024
Frankton Library - Fitout + Renew	\$1,485,549	
NEW Arts Centre	\$51,276,279	2024
Events Centre - NEW Club Rooms, 2 NEW Courts, Redevelop Playing Fields + Renewals	\$61,115,039	2021
Events Centre - Alpine Health & Fitness NEW Gym Equipment	\$1,132,006	2021
Rugby Club Replacement	\$2,202,524	
Total Queenstown 10 Year Plan - Significant Community Projects	\$144,698,727	79%

WANAKA

Oxidation Ponds - NEW Fields, Ballantyne Road	\$24,213,760*	2021-27
Lake Wanaka Centre – Renewals	\$1,107,006	
Water Sports Centre - NEW Carpark	\$916,845	
Wanaka Rec Centre - NEW Heating, Renewals, Amend Parking + NEW Pool (\$1.6m)	\$3,246,593	
Lakefront Development Plan	\$8,608,317	Now
A&P Showground + Rugby Ground + Pembroke Park Irrigation	\$1,352,146	
Total Wanaka 10 Year Plan - Significant Community Projects	\$39,444,667	21%

* This \$24.3M includes \$5.6M for reclamation of the oxidation ponds which we believe should be included infrastructure, this makes the split of Queenstown/Wanaka expenditure for community facilities even worse than 79% vs \$21%

Community Consultation Process

Our community voices are not being recognised and are being dismissed as a small vocal group who didn't get what they wanted.

Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 (Community & Services Committee 25 February 2021)

QLDC received 90 response to the Wanaka Recreation Centre Master Plan (which is informed by the Lakes Sub-Regional Strategy). In total QLDC received 206 submissions for the Strategy, 90 from the Upper Clutha of which 36 were from gymnastics individuals and the club. However, we feel that our voices have been ignored and trivialised, as follows:

*"It is apparent that a number of submissions received were **from a small number of groups** who disagreed with the Strategy as the accompanying Masterplans did not provide enough detail or did not include their particular activity." Pg 8*

*"As identified in the Strategy, underinvestment in community sport and recreation facilities in the past has meant many groups have not seen facility development or investment keeping up with population growth and increased participation in the District. This has led to some groups/individuals being very vocal around their specific needs and projects and **the perceived lack of funding from Council for their specific facility needs.**" Pg 10*

Clearly with zero investment in the WRC Master Plan, within QLDC's 10 Year Budget, this is not a perceived but an actual lack of funding for indoor sports facilities in Wanaka.

In addition, the following is quoted in the report "Disadvantages (of adopting the strategy): Item 29 *The Community does not believe the Council has listened to them*" despite this, Council staff recommended adopting the strategy anyway (pg 10).

This infers that consultation is not a genuine process and begs the question as to why the community should spend the time on submitting when their views are ignored or trivialised?

COLTMAN Tim

Bike Wanaka

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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 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 a cost of \$500k for each of the next ten years to address ad hoc active transport projects in Wanaka.

Finally I request that QLDC measures its transport performance by including '% increase in km of urban cycleways and shared paths built' as a key metric.

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

I would like to see developers of new residential sub divisions and commercial precincts be required to link their sub divisions in to the Wanaka urban cycle network, not just provide pathways within the development that stop outside the front gate.

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

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

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

Submission.

The Green Booklet provided to house- holders. P37. Deloitte "to the reader." They point out three areas of uncertainty.

1. Proposed 2024 Visitor Levy
2. Assumption regarding completion of planned capital works programme.
3. Uncertainty over Three Waters Reforms.

It is accepted that any planning for the future is uncertain, and an element of risk is involved. However, the three risks out-lined seem to make the 10 year plan untenable. The Council's own projections do not inspire confidence. The Council appears to be rushing a Ten Year Plan without waiting for more definite decisions by the Government. Good consultation takes time, and this is being ignored. Why?

Responding Style. The Green Booklet identifies 4 Big Issues plus Climate Change. Each Issue has two options and room for comment. Two pre- determined options is some - what restrictive and narrow. It is not an ideal way to gather a wide range of opinion. True there is room for comment. This requires research and back- ground which is not necessarily available to the general public. Again time is an issue.

We have read some material from the Wanaka Stake Holder's Group Inc and in general we agree with what they are proposing to submit to Council. The general media keeps referring to N.Z. using Covid as a time to "reset." This is an enormous undertaking and requires the Ten Year Plan to define that concept for our area. It is hoped that the start made by the Council considers all of the options carefully without being led by "popular" opinion.

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:

CONWAY Chris

Queenstown Mountain Bike Club

Queenstown/Wakatipu

Q. Responding to Climate Change

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

I agree with the innovations QLDC have made so far as outlined on page 13 of the consultation document. I think that prioritising funding into Active Transport is really important for the health and wellbeing of our town - especially once we are at full capacity again.

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 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:

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

QMTBC Annual Plan Submission 2021-23.docx



Queenstown Mountain Bike Club 2021-23
TEN YEAR PLAN | HE MAHERE KAHURUTAKA
Submission

April 2021

Queenstown Mountain Bike Club (QMTBC/ The club) builds and maintains mountain bike trails in the Wakatipu Basin, runs races and social events and, through our new administration position, we have been able to put systems and processes in place to enable us to achieve more and work more efficiently within our community. The club has over 1400 paying members, and many more locals and visitors using the club's trails. All of the above means that QMTBC's trail network, operations and community involvement has increased massively.

We see that QMTBC activities and projects achieve a number of QLDC's Vision Beyond 2050 outcomes, such as; *Thriving People, Pride in Sharing our Places, Zero Carbon Communities, Deafening Dawn Chorus, and Opportunities for All*. See page 11 for more information on how our activities contribute to, and align with QLDC's Vision.

For the past three years QMTBC has received \$20,000 per year from QLDC. This was an enormous help to the club, and allowed us to increase our maintenance budget to \$40,000 annually. This funding has enabled the club to keep up with increased usage of our trails and undertake long term fixes to problem sections of trail where appropriate, decreasing long term maintenance costs. We are, however, still doing maintenance with volunteer time to fill in the gaps and with the increase in the size of our network, this figure is no longer sufficient.

QMTBC requests that QLDC please increase our funding to \$40,000 per year for maintenance in the 2021-23 Ten Year Plan | He Mahere Kahurutaka.

In addition:

QMTBC have also announced ambitious plans to host a 10-day International Mountain Bike Festival in Jan - Feb 2022, which will no doubt be an economic boost to the Queenstown Lakes District. **We are investigating ways in which to fund a festival management role and we seek your assistance and support in the form of \$20,000 funding for administration / management role costs in order to make this event a success.**

With the sport of mountain biking growing in popularity, now is the ideal opportunity for us to develop more high-quality trails that will be a huge long-term asset to the region. We are carefully planning our trail network to function sustainably by using considered building practices and techniques, in an effort to reduce ongoing costs and potential future burden on resources.

Thankyou for considering our submission to this year's annual plan, and I look forward to hearing from you.

Yours sincerely, on behalf of the Queenstown Mountain Bike Club Committee

Chris Conway
President, QMTBC

Queenstown Mountain Bike Club

2018 to 2028 Strategic Plan

Consultation Document

Updated April 2021

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Background

The Queenstown Mountain Bike Club (QMTBC) was formed in 2003. In the early years the club had a small but active membership of around 100 people. These early years saw the mountain bikers of Queenstown coming together to establish a strong group of riders with a keen interest in facilitating the development of trails and areas within the Queenstown area in a coordinated, safe and legal manner.

By 2004 the club was already gaining international attention for its trail network including the then, ahead of it's time "Dream Track".

The establishment of the 7 Mile Recreation Area trail network, commonly known as 7 Mile was the club's first trail network. The trail network catered to a wide cross section of riders of all skill levels. The area was the cornerstone of mountain biking in Queenstown and saw the beginning of the club forming a close working relationship with the Department of Conservation as the development of these trails was a departure from the un-sanctioned trail development which was occurring in the area.

The trail network grew and with it local businesses began to profit from the increased interest, and mountain bike tourism that the trails brought along.

The QMTBC continued to grow and in 2010 the opening of the Skyline Gondola to bikes saw the development of further trails and businesses associated with mountain biking.

In 2011 QMTBC started volunteer digs on Wednesday nights with the construction of the B.O.B (Built on Beer) trail. Wednesday Night Digs have since become an institution, with 10 to 15 people turning up to work on trails each week. It is not uncommon for visitors to turn up the day they get off the plane in Queenstown, keen to get involved in the local riding community. Trails such as Squid Run (QBP) , Salmon Run (Fernhill) and Creeky Wynders (Ben Lomond) have all been built by the Wednesday night Dig Crew.

In 2012 QMTBC built what is now considered one of NZ's most famous mountain bike trails, Rude Rock on Coronet Peak This trail has featured in lots of mountain biking related media and served to cement our reputation as a riding destination internationally.

Mountain biking is a favourite recreational activity of many local people and is an increasingly important part of the town's identity. Queenstown has become a popular destination for pro riders to spend their northern hemisphere off-season, which has greatly enhanced our reputation as a riding destination. Queenstown now has an arguably higher profile than destinations such as Nelson and Rotorua that have much larger trail networks.

In 2017, at QLDC's request QMTBC worked with Tourism Recreation Conservation (TRC) to produce a study of the economic impact of QMTBC's trails in Queenstown.

The study found that:

- a total of \$64.95 million is spent by mountain bike trail users each year
- 297.2 direct jobs are generated as a result of spending by mountain bike trail users
- 38.1 indirect jobs are generated as a result of employee expenditure by those working in jobs servicing the trails visitors

- The trails generate a total of \$25.12 million in income for the Queenstown region annually.
- Of the total spend of \$64.95 million, \$60.12 million is spent by visitors to the region. This equates to approximately 2.8% of total tourism spend in the region.

Additionally the study interviewed visiting trail users about their satisfaction levels and found that demand was greatest for more intermediate to advanced trails.

Trail Usage: Recent statistics

We know that between the beginning of April 2019 and the beginning of July 2020, 22,658* laps were completed of McNearly Gnarly, a progressive flow/jump trail in Fernhill. McNearly Gnarly was built to satisfy a 'gap' in the trail network of intermediate and achievable jump style trails. The obvious popularity of this trail shows that there is huge demand for progressive riding locally.

Another trail recently completed, was an intermediate flow/jump trail on Coronet Peak. 'Hot Rod' saw an incredible 12,655* runs in just over a month, from 7th November – 10th December 2020. (These numbers are staggering, especially when taking into consideration the lack of international visitors riding our trails!)

*data gathered by our counter, located on the relevant trail.

Mountain Biking in Queenstown

The club has a small yet excellent trail network. We have trails in diverse ecosystems, from high country tussock, to beech forest, mixed native bush, and exotic conifer forest. On a global level the trail network is small. MTB destinations of a similar or even lower profile than Queenstown have much more extensive trail networks.

What Queenstown doesn't have in size, it makes up for in quality.

The network broadly consists of the following:

7 Mile Scenic Reserve (7 Mile)

Accessed from either Wilson Bay or 7 Mile car park, this area provides for a wide cross section of abilities. The network is relatively small but is a favourite of many local riders. Open year round, it provides great riding in any weather due to the forest canopy provided by the thirsty conifer trees in the reserve.

Fernhill and Ben Lomond

The management of the Fernhill Loop was undertaken by the QMTBC in 2012. This was in response to the landowners abandoning the trail. The club saw the trail as a community asset needing protection and management. The trail is now the centrepiece of a wider network allowing riders a long and sustained riding opportunity direct from downtown Queenstown.

This area currently caters to intermediate and above skilled riders, and trails in this area have been described as some of the best in the world.

Using the gondola to avoid the first 450 vertical meters of climbing allows for 'good value' rides, where you still do a reasonable amount of climbing, but are rewarded with an even longer descent for your efforts.

In 2019, QMTBC built the progression friendly flow/jumps trail, McNearly Gnarly and subsequently upgraded the Fernhill Loop climb on the west side to ease access. This climb trail upgrade benefits both bikers, walkers and runners. McNearly Gnarly itself filled a gap in the trail network that QMTBC recognised and has proved incredibly popular with residents and visitors alike. It has enabled our burgeoning population of young riders to learn to jump in a safe and progressive manner.

Wynyard Jump Park

In December 2020, QMTBC finished a huge upgrade project of the then 17 year old Wynyard Jump Park. With almost a complete rebuild to update the style of the jumps to current standards and improve the rhythm, flow and safety of all lines of difficulty within the park, we have seen an increase in usage and have had very positive feedback from our community. Currently, QMTBC are in the process of building a climb from One Mile up to Wynyard Jump Park. This climb will also provide a suitable connection for residents of Fernhill, who wish to ride to and from home without needing to navigate the current steep gravel dual-use path.

Ben Lomond Recreational Reserve

QMTBC has been involved in the development of trails within the bounds of the Queenstown Bike Park. These trails are accessible by either pedal power or by gondola uplift during the operational season. The trails built by the club in the park have been aimed at riders at high skill levels and appeal to riders coming to Queenstown for specifically that style of trail. In March 2019, QMTBC completed Squid Run, an intermediate singletrack trail around the perimeter of the bike park. This trail continues to be very popular in all seasons and holds up very well as a winter wet weather trail.

Coronet Peak

The Rude Rock trail was a major enhancement to the existing trails on Coronet Peak. This trail has been a boon to the town with riders from overseas and around NZ travelled far and wide to experience this trail. Catering to all but the most beginner rider, the trail is celebrated by all who ride it. A bucket list trail.

Options from Rude Rock include a descent down to the historic Skippers Pack Track, via a link built by QMTBC and upgraded in 2021 called Pack, Sack & Track. This allows riders to enjoy a long flowing descent into Skippers Canyon and stop off and investigate old miners huts and relics. The Skippers Pack Track along with Zoot track that descends from Skipper Saddle have been popular with mountain bikers since the 1990s.

Additionally, a link trail from Coronet Peak to Arrowtown has been established. "Corotown" riders usually finish their day with a cold beer and hearty meal in one of Arrowtowns fine

pubs. Two descents built by NZSki in the mid 2000's, the imaginatively named Coronet DH and Coronet XC, remain popular, particularly the XC track which can be ridden in either direction.

In 2019, the Queenstown Trails Trust and QMTBC collaboratively built the Coronet Face Water Race Trail that provides a very scenic and more mellow route to the Bush Creek Track (as an alternative to Corotown). The breakout descent trail, Hot Rod, was then completed in 2020. These trails provide more opportunity for longer rides and have created some of the longest descents in Queenstown and New Zealand as a whole.

Gorge Road Jump Park

First established in 2010, Gorge Road Jump Park is one of the world's best.

Catering to those who want a little more air under their wheels, riders have no end of options from learning to jump to 'pro' lines for experts only.

Featured in films and media since its inception, "Gorge" had become a jumping mecca for riders.

All the trails, their locations and styles are part of what makes mountain biking in Queenstown so iconic. The trail networks entice riders from around the world to come ride, shop, eat and play in our town to the tune of \$60 million each year.

Why do we need more trails?

As discussed above we have a relatively small trail network, albeit one with some very good riding. While not as important as quality, it is key to have a good quantity of trails. People don't want to ride the same trails over and over again. Mountain bikers are always looking for a new trail to master, a new view to behold or a new perspective on familiar territory. This is especially true of mountain bikers who are traveling to ride, visitors are unlikely to return to ride the same trails again when they could go elsewhere to ride all new trails.

As mountain biking in the region continues to grow in popularity, more trails are needed to spread riders out to allow a sense of solitude. This is particularly important for longer back country trails.

Queenstown has world class mountain biking descents and famous jumps that attract bikers from around the world, but is lacking when it comes to some types of riding.

Globally, cross country (XC) has been the most popular mountain biking discipline¹. XC riding is less about long descents and more about undulating terrain with speed coming from pedalling, not gravity and Queenstown has little of this type of riding.

There are no multi-day adventure rides in our region. This type of riding is a major attraction for people who travel to ride and there are many possible routes in our region that would make for excellent multi-day adventure rides.

¹ Secondary Research –Mountain Biking Market Profiles, IMBA Canada 2010, Retrieved 19/3/2018 http://webcache.googleusercontent.com/search?q=cache:aD_RW4tsRwAJ:www.imbacanada.com/sites/default/files/Mountain-Biking_Market-Profiles.pdf+&cd=16&hl=en&ct=clnk&gl=nz

While it will be good to broaden the type of riding available around Queenstown, it's important that we continue to build on our strengths. We have fantastic mountainous terrain with great views and our very best trails will always be those that take advantage of both of these.

Our existing network is also disconnected. The main riding areas of 7 Mile, Ben Lomond and Coronet Peak are situated on islands of public land in a sea of leasehold. By cooperating with land owners these areas could be connected by relatively short trails. Connecting trails offer very good 'bang for your buck' as they instantly enable much longer rides than the distance they cover. Connecting the disparate parts of our network will give a sense of cohesion across the network, and like the climb into Wynyard Bike Park, and the wider Fernhill area, provide an opportunity to travel to and from town / the workplace by bike instead of car.

One possible measure of success would be having a trail network capable of hosting a two day Enduro World Series event. The EWS is a global race series that showcases some of the best riding locations around the world. EWS races consist of one or two days of enduro style racing where competitors are timed on technical descending special stages and ride between them on untimed liaison stages. The type of tracks used in the EWS are the kind that Queenstown excels at, but we would need several more long expert level descents to hold such an event. For a two day EWS event the *minimum* total special stage time for the fastest rider is 40 minutes², so we would need 8 descents that the fastest riders in the world would need more than 5 minutes to get down at a minimum.

High profile amateur events such as the Trans NZ Enduro showcase our area to some extent, but the EWS is another level in terms of both audience and the trails required.

In 2020-2021 summer, we have seen a huge appetite to organise and participate in races from our wider community. QMTBC have hosted multiple successful events this season, including a downhill series in the Queenstown Bike Park, a three race series in collaboration with Coronet Peak, an enduro in 7 Mile and Queenstown's first Women's Enduro has just been held in early April. These events are really important to QMTBC to raise our profile, build community engagement and prove that we can deliver events of a high calibre. This is largely due to the quality of the trails we have to offer, so we want this level of thirst for events to continue for years to come, in order to benefit our residents, visitors, wider community and NZ.

We see that QMTBC's activities within the community support QLDC's Vision Beyond 2050 in the following ways:

Thriving People – Our community is an active one and by facilitating recreation and fitness for visitors and residents of all ages, we are able to promote and support a higher level of health and well-being and therefore allow people to thrive. A world class trail network ensures that other businesses in town can benefit from increased bike usage and therefore thrive.

² Enduro World Series Rule Book - Race Format, Retrieved 19/5/2018
<http://www.enduroworldseries.com/rule-book/>

Pride in Sharing our Places – what better way to inspire our young people to take ownership of this landscape than by way of fun mountain bike trails? We have an awe-inspiring landscape in which to recreate and we want to share it with residents and visitors in a fun, safe and sustainable way. We are proud of our trail network that showcases epic ridgelines, stunning beech forest, drinkable streams and high country views. Our lives are enhanced by measuring wealth in wellbeing as well as dollars.

Zero Carbon Communities – More people on bikes more often! Developing connections to highly desirable riding areas (especially by working alongside the Queenstown Trails Trust for example) we can achieve this part of the vision by meaning that travel by car is not the first choice for those recreating by bike.

Deafening Dawn Chorus – By allowing residents and visitors to gain access and recreate in our awesome and inspiring landscape, we aim to create increased stewardship of the land. It is incredibly important to us to enable our youth riders to experience this epic place and therefore learn to care more greatly for it. QMTBC are proud to work alongside partners to help reforest, enable trapping and promote sustainable environments for future generations to enjoy.

Opportunities for All – We are striving to build facilities that enable our youth to progress and refine their skills on their doorstep. The Wynyard Jump Park and McNearley Gnarly are great examples of safer, intermediate progression areas. Safely built facilities that ride in a predictable and consistent way, allow for younger riders and less skilled riders to begin their progression journey more easily than in the past. QMTBC are also working hard to broaden their range of events and social occasions to include a wider range of people in our community.

Challenges

The QMTBC faces several challenges over the next few years. As Queenstown's population grows and visitor numbers increase, QMTBC, like many in our community, have to cope with the increase in demand for our services - in our case - trails. In addition to this (not unwelcome) pressure to expand, we expect to encounter some specific threats to the progress of mountain biking development in Queenstown.

7 Mile Scenic Reserve - Wilding Pine Control

As noted earlier, the 7 Mile Scenic Reserve is a cornerstone of many rides for locals and visitors alike.

The trails are located in a mixture of exotic and native forest.

The land is managed by the Department of Conservation. As part of the battle against wilding pine seeding DoC has decided that the pine trees need to be removed, thus removing a seed source.

This logging will cause damage to trails, remove the 'rideable in all weather' nature of the network and create erosion issues.

The loss of amenity will have numerous problems:

1. Loss of trail network
2. Loss of economy for mountain bike related businesses in town; rental, retail, tours, etc
3. Increased usage of other trails, creating maintenance issues.

QMTBC are actively working alongside the Wakatipu Wilding Conifer Control Group (WCG), DoC and QLDC to ensure that a staged plan several years long is established for the felling and replanting of this area so that external funding can be sourced and QMTBC are able to manage the impacts on the trail network as far as is reasonable.

Regardless, there is a great deal of work for the club in this. The cost of trail reinstatement and re-build is difficult to estimate. Budgets to rebuild the trail network to its current size and quality could extend to \$500,000. The manner in which the logging is carried out will largely dictate the final cost of the project.

A possible silver lining to the logging of these trees could be the opportunity to build an Upper 7 Mile zone if the upper section of the reserve is logged, and the lower section felled at a later date, or only thinned. The amenity of the area will be greatly increased as native bush is established, although it will be decades before a beech canopy can develop to provide the wet weather riding we have today.

Gorge Road - License to Occupy Expiry.

QMTBC has a license to occupy at the Gorge Road site. This license came to an end in February 2018. QLDC has granted a new license year on year until the current expiry date of June 2021. With the impacts of Covid-19 meaning that the urgency to reacquire this land being diminished. The removal of Gorge Rd Jump Park is imminent, which is why QMTBC have worked hard to ensure that this asset is not lost entirely. QMTBC sees the jump park as a vital resource to the club and the community and it is an important facility for athlete development in many disciplines.

A new location at Kerry Drive has been established, in partnership with QLDC, although this new site prevents some challenges that we are currently working through. The removal of Wilding Pines in this area will remove the essential wind-protection necessary for a jump park of this class. The club will need to build new jumps, install the sprinkler system and arrange any fencing/ planting etc to ensure that the park is well sheltered from the prevailing winds. This all leads to high costs for relocation.

QMTBC hopes to obtain funding assistance from QLDC for this work.

Estimates for the rebuild of the park are around \$200,000 - \$300,000, pending opportunities to relocate existing dirt or source new material.

Maintenance

An increasing mountain bike population with a limited trail network leads to a higher concentration of traffic on trails, increasing wear and tear. High levels of traffic are needed before wear and tear becomes a major factor in trail maintenance. Overuse has become a problem of some of our most popular trails, with corrugations known as braking bumps becoming a common problem. Spreading riders out over a greater number of trails would alleviate this.

Maintenance is still required on less heavily trafficked trails, but mostly consists of clearing deadfall, trimming vegetation, clearing leaf and pine debris, addressing drainage issues where they arise and ensuring that our trails are safe to ride at all times, with small modifications and adjustments to outdated building techniques when required.

For the past few years, QMTBC have engaged a contractor to be available for maintenance without a separate contract for each piece of work. This approach works well, and we hope to extend our budget for this in the near future.

Where possible the club has chosen long term fixes to problem sections of trail. This approach can be expensive in the short term, but even in the short term gives a better experience to trail users, and saves money in the long term.

Examples of these long term fixes include the rerouting of the 'Face Melter' straight on Rude Rock. This notorious section of the trail was prone to braking bumps, the rerouted section of trail has more corners, uses the terrain more effectively and extends the length of the trail, and will not suffer from braking bumps. Another example is a boggy section of Beeched As that was altered to include large grade reversals so there is no flat area for water to pool. Not only is this once boggy section now dry and firm, but the new swoopy section of trail is also more fun to ride.

We have found that new trails typically need more maintenance in the first few years, but become more resilient to traffic and weather after a few years of settling in.

For our current network of trails an annual maintenance budget of \$40,000 is no longer sufficient. We expect this to grow somewhat as we add more trails to the network, but expect the average cost per metre to decrease as our network grows.

Land Access

Getting permission to build trails along with obtaining the funding to do so is the primary challenge the club faces. While it can take a long time, both QLDC and DoC are generally supportive of the club building trails on public land. However, the majority of the hills and mountains around the basin are leasehold land, and this means getting permission for trails is entirely dependent on the lease holder. This can be frustrating when all that stands between linking up disparate riding areas is seemingly unproductive leasehold land that the club cannot get permission to build a trail on.

QMTBC feel we have been left out of tenure review discussions in the past. In particular we are disappointed that the proposed Moonlight Trail through Mt Crichton Station will not be open to bikes. In the future QMTBC intends to seek the support of QLDC and agencies such

as DoC and the Walking Access Commission should any land in the basin come up for tenure review.

QMTBC can improve its relationship with land managers by promptly following through with obligations like providing GPS coordinates of final trails and evidence of revegetation when required, and addressing issues such as rider/walker conflict when they arise.

E-Bikes

E-bikes are rapidly growing in popularity, this presents benefits and challenges for the mountain biking community.

E-bikes extend the ability to participate in mountain biking to those who would not otherwise be able to. Any car or public transport journey replaced by a bike ride is a good thing, and e-bikers may be more likely to do so than traditional cyclists. E-bikes allow longer rides for the same effort as traditional mountain bikes, and can make unclimbable trails climbable.

This new-found climbing ability may encourage some riders to take shortcuts resulting in braiding of climbing trails. Promotion of trail etiquette and signs asking riders to "keep singletrack single" may be required to counter this.

Many traditional mountain bikers view e-bikes as cheating and oppose their use on trails, the QMTBC committee does not support this view and believe our trails should be open to all.

The increase in trails ridden in the same amount of time, combined with more power resulting in increased loss of traction on climbs, means that the maintenance burden per rider will be greater for e-bikes. As numbers of e-bikes increase QMTBC may look at raising the membership fees for e-bikers to cover this cost.

As the proportion of e-bikes increases demand will grow for longer, more physically demanding rides with more elevation gain/loss. Building more long rides will be important for Queenstown to remain a premier MTB destination in the future.

Impacts of Mountain Biking

As mountain biking increases in popularity care must be taken to manage the impacts. QMTBC can play a role in educating riders about trail etiquette, promoting respect for trails and other trail users. There are certain areas in the trail network that have the potential to be conflict hotspots that are popular with both walkers and bikers.

One such area is Upper Missing Link where the mountain bike trail crosses the Ben Lomond Track. Some walkers walk up the bike track, and some bikers don't slow down for walkers. In this specific case, missing signage needs to be replaced. Signage to inform riders as they leave Queenstown Bike Park that a change in mentality is required when riding trails outside the bike park could also be effective. QMTBC can continue to promote rider etiquette on our website and social media.

QMTBC could also do more to promote the idea that is important to keep to the trail to avoid braiding and widening of the trail.

Avenues for Funding

QMTBC is a volunteer organisation with one contracted Administration assistant, working 12 hours a week on a variety of tasks. The Club has a committee group of eight dedicated persons who volunteer their time to organise and run the club. There is also a small pool of volunteers who help us organise races, attend Wednesday dig nights, help deliver various activities and are a huge attribute to the club.

While the club does as much as it can with volunteer labour and donated or discounted equipment and materials, building and maintaining a world class trail network does cost an increasing amount of money. The club has the following existing and potential avenues for raising money.

Memberships

Current annual membership prices are \$40 for an adult, \$25 for a junior, \$80 for a family; (2 adults, 2 juniors).

Membership goals: Maintain the current level of 1300-1400 memberships each year.

To achieve this the committee need to continue to educate local mountain bikers on the important work QMTBC does building and maintaining trails. We have also worked hard to improve communication via instagram and our newsletter to engage and attract new members, both residents and visitors alike to increase revenue. We have also discussed introducing a 'visitor membership' or a 'trail donation' option that makes it easier for visitors to support the club financially.

Mobile App

We took the initiative to build a membership mobile app and this has proven to be of huge benefit and something that other MTB clubs across NZ see the value in. The app has simplified the process for members to join and renew their membership, which has in turn significantly reduced administrative burden from volunteers. Via this app, we have a direct communication channel with which to promote, advise and engage with our members. Local businesses have jumped on board to support our members by offering discounts and special deals or events via this efficient and effective platform.

Merchandise

QMTBC raises a portion of our revenue through the sale of merchandise. This has the added benefit of acting as advertising for the club to hopefully drive memberships as well.

- In local bike shops we sell trail maps and stickers to locals and visitors.
- T-shirts, caps, sweatshirts and riding apparel, sold internationally via our online store and locally in bike shops.

- We also sell merchandise specifically related to certain fundraisers. Examples of this are the Through the Loop merchandise and the upcoming t-shirts to fundraise for Upper Rude Rock.

Registering as a Charity

In early 2019, QMTBC registered as a charity, enabling us to access more pools of funding throughout NZ. The Central Lakes Trust, for example, make grants in the region of \$100,000 and this would be an appropriate source of funding for larger scale projects like Remarkables Ridge.

Events

In 2017 the club invested in an automated timing system. This has made it much easier to run races and the club has been able to organise several successful events this summer on short notice. We are re-negotiating our license agreement with DOC to include a provision for running events without requiring further permission. This will further simplify event organisation and lead to more events. Additionally the timing system has been rented to other event organisers for \$500 per day.

Atlas Beer Cafe continue to run biannual fundraising parties on behalf of the club. These have typically each raised 5 figure sums for the club. Atlas have obtained resource consent to continue to hold these parties until at least 2021 and intend to do so indefinitely.

In summer 2020/21, QMTBC have worked really hard through many, many volunteer hours to hold more events (enduro races, DH races, a film festival) that enrich our community and raise our profile. To do this, we have a dedicated volunteer base and the administration assistant working on behind the scenes logistics and promotion. We have partnered with local businesses, such as NZSki and Vertigo Bikes and Skyline to ensure that these races are run as fundraisers for QMTBC, and whilst we endeavour to make these events profitable, there are inevitably costs to running events.

Sponsorship and Donations

We have donation boxes in bike shops, at trail side, and at the airport so departing visitors can unburden themselves of New Zealand currency. After registering as a charity donations will become tax deductible.

Currently local businesses sponsor us in return for advertising on maps and signs. There is the potential to expand sponsorship of trails to increase funds raised.

For the three year period of 2020-23, we have received a donation from Rod Drury as a benefactor to assist QMTBC with administration costs, maintenance costs and specific projects. We anticipate that one objective of the administration position will be to obtain funding to help make this position sustainable once this injection of funding ends.

Crowdfunding Campaigns

Crowdfunding is an unexplored avenue for funding for QMTBC. Nelson Mountain Bike Club has run successful campaigns and were forthcoming with advice for us. NMTBC had a big social media push led by a high profile local athlete, Queenstown has no shortage of high profile riders as members and attracts many international athletes for their off season so we are well positioned for this. They also suggested we choose a trail that appeals to a wide range of users and is an exciting prospect. The Upper Rude Rock project is a good candidate for this.

We will however need to be careful not to exhaust the public's goodwill and will probably only be able to run such a campaign every year or even two, so this will not be a solution for every trail.

QLDC Funding

QMTBC is likely the largest sports club in Queenstown with well over 1400 paying members. As we have established there is a massive economic benefit to mountain biking in Queenstown, and as the Adventure Capital of the world we believe it is the town's best interest to support the club financially. QMTBC already works closely with the council for land access and is appealing to the council to help with funds to maintain our network and for funding to build more facilities on council land.

The Future

Goals

Queenstown Mountain Bike Club has identified the following strategic goals to guide development of mountain biking in Queenstown.

1. Build on our strengths to expand our trail network that already attracts all levels of riders from around the world.
2. Broaden our network to cater to all mountain biking disciplines to engage a greater portion of the local community.
3. Connect our riding areas into a cohesive trail network to reduce the need for vehicle trips to access trails and facilitate longer rides.
4. Provide facilities capable of hosting international events and suitable for use by professional athletes across the major disciplines of mountain biking.

Strategies

The following strategies have been devised to help us achieve the above goals.

1. Extend existing high quality descents.

Queenstown has some excellent descents, some of which have become internationally renowned, many of these have the potential to be made longer. It is preferable to make an existing trail longer than to build a similar separate trail of the same length. Potential candidates for extension are Rude Rock, Salmon Run and many of the trails at 7 Mile.

Goals contributed to 1, 2.

2. Make use of infrastructure to provide more 'good value' rides.

Like much of Europe but unlike much of New Zealand, we are lucky to have high mountain roads and gondola infrastructure. This allows us to create rides that have more descending than climbing, this also creates opportunities for businesses to provide shuttle services between either end of trails. QMTBC should aim to build trails that begin in areas such as Coronet Peak, Remarkables, Ben Lomond and the Crown Range and end on the valley floor.

Goals contributed to 1.

3. Make use of terrain and views unique to Queenstown.

We have mountains and scenic vistas, this is what makes Queenstown such a good place for mountain bike trails. We should take advantage of this! One obvious yet untapped trail location is the Remarkables and the most famous ridge in Queenstown.

Goals contributed to 1, 2.

4. Link existing trails to allow them to be ridden as part of longer rides or included in smaller loops.

Linking up existing trails is the most efficient way to build longer rides. Connecting our different riding areas will create a feeling of cohesion across the network.

Goals contributed to 1, 2, 3.

5. Continue to provide a steady stream of new technical trails so riders constantly have a new challenge to master.

Mastering a new trail is one of the most satisfying experiences for mountain bikers. Regularly introducing new technical trails is important for the development of improving riders. More of these types of trails will be required to hold an EWS event, and fresh trails would be required past this point for Queenstown to become a regular stop.

Goals contributed to 1, 4.

6. Use the many water races around the district to form the backbone of a longer distance network.

In many parts of the world the majority of mountain bike trails are made up of ancient disused walking tracks that have been reclaimed for use by mountain bikers. While we don't have ancient walking trails, we do have many disused water races. These can be easily reclaimed for use as mountain bike trails, that cover large horizontal distances. Many of these are situated appropriately for linking our riding areas.

Goals contributed to 2, 3.

7. Build unique trails with a distinct flavour.

Flow trails in particular can fall into the trap of being quite similar to each other, this is particularly true in open terrain. Thought needs to be given to how to make each trail of this type unique to avoid building the same trail over and over again.

Goals contributed to 1, 2.

8. Continue to provide and expand world class dirt jump and freeride facilities catering to riders ranging from beginners to professional athletes.

A large part of Queenstown reputation as a mountain bike destination comes from professional athletes showcasing areas like Gorge Road Jump Park and the Dream Track. It is important to the club that we continue to provide world class facilities such as these.

Goals contributed to 1, 4.

9. Maintain existing trails to a high standard, opting for permanent fixes over temporary repairs.

While permanent fixes to maintenance issues are more expensive initially, they reduce long term maintenance cost, and improve the experiences of trail users.

Goals contributed to 1, 2, 4.

10. Work with partner organisations, such as the Queenstown Trails Trust, to secure funding and land access.

The Queenstown Trails Trust (QTT) has a lot of experience negotiating access with landowners and raising funds for large projects. QMTBC should cooperate with the QTT whenever our interests align.

Goals contributed to 1, 2, 3, 4.

Future Trail Development - the next 10 years

This section outlines QMTBC's vision of mountain bike trail development in Queenstown for the next ten years. The proposed trails are just that, proposed. Permission has not been sought for the majority of these trails and we are not guaranteed to obtain permission for all of them.

7 Mile

Two upcoming events will spur further trail development at 7 Mile, the felling of conifer trees, and the construction of a trail extending the Sunshine Bay Track to 7 Mile or possibly even the 12 Mile Delta.

As stated in the challenges section above, ideally the top section of trees on the north side of the reserve will be felled first. This will allow an extension of the climbing trail to open up approximately another 80m vertical of trail. This will allow the three major flow trails (Kachong, Gravitron, and Jack be Nimble) on the north side of the reserve to be extended. These three trails have unique character (fast and flowy, lots of switchback berms, lots of jumps) and that would be continued in their extensions. There will also be space for two to three new trails in this area.

A trail extending the Sunshine Bay Track to 7 Mile would either require the DOC track climb to be made easier or a trail around the edge of the lake to Wilson's Bay, either way returning from lake level at the eastern end of the riding area would be made easier. There is unused space at the east end of the reserve and there is potential to build trails from the new high point down to the lake, as well as extending existing trails down to this level.

Having a bike trail from town to 7 Mile would mean the many tourists who rent bikes and ride out to 7 Mile would not have to do so on a busy, windy road, and many locals would chose to ride out this way rather than driving their cars.

There is also potential for a dedicated descent in the same gully as the Gold Digger trail. This would make for a nicely contained loop, and separate climbing and descending riders.

Fernhill Bike Park (FBP)

The QMTBC has been in discussion with QDLC regarding the area of land above the Wynyard Jump Park (Wynyard) and the native bush around the head of the One Mile Creek. This area has the Fernhill Loop Track running through it.

The Fernhill Loop (FHL) above Wynyard Jump Park was steep and unsuitable for a dual use trail. QMTBC looked at solutions to provide a suitable place to route a climb (uphill) trail as an alternative to this part of the FHL and to connect the other climbs we have in the area. The climb to McNearly Gnarly is this alternative climb and is open to walkers and runners as well as bikers.

There are no trails close to town with the easy climbs and multiple descent options that make riding areas like 7 Mile so popular. The FBP is an ideal location to provide a great set of trails that satisfies this demand for riders who are short on time and/or lack access to transport to go further afield.

QMTBC proposes a set of six to ten descents to cater to riders of all skill levels. This includes a number of unsanctioned trails in this area that the club plans to legitimise and adopt the maintenance of. The club also proposes a new climbing trail to access these descents without relying on the gondola or the steep access road, and two to three linking climbs between existing trails.

A trail network of this range would cost approximately \$150,000 to establish and an ongoing cost of \$5,000 per annum to maintain. The club has a dedicated and enthusiastic group of

volunteers, who would work on construction of some trails in this area. In 2020 QMTBC signed an MOU with QLDC to create what will be the FBP.

Ben Lomond, Bowen Peak and Beyond

Beyond Fernhill Bike Park, trail development on these hills so close to town will continue. This hill is not only central to Queenstown, but is centrally located between 7 Mile and Coronet Peak.

With cooperation from the landowner we could link into Gold Digger via a trail traversing across Fernhill. In the other direction we could link from Ben Lomond to the Moonlight Track via a watterrace above Gorge Rd. This would not only complete the loop around Bowen Peak, but also go a long way to linking the Ben Lomond trails to Coronet Peak. The linking to Coronet Peak would be completed by a trail from the Edith Cavell bridge and into Atley Terrace Track.

Trails down Horn Creek area and Five Mile Creek area would be descents worthy of becoming EWS stages and the riding in these areas would be suitable for winter riding and utilise large faces with massive potential. These are areas that are also potentially subject to wilding pine felling and trail development in this area could make for easier access for trapping or replanting activities.

Coronet Peak

QMTBC currently has a hugely successful trail that runs above the Coronet Peak Road from the base buildings to the Skipper Road turn off. "Rude Rock" is an internationally renowned trail with hundreds of riders a week. This trail alone is a drawcard for many visiting riders.

QMTBC proposes to extend this trail such that it would start at the top of the GreenGates chairlift and take a route at the western extremity of the DoC Coronet Recreation Reserve to join the existing "Rude Rock" start. This trail would be built by the same contractor to ensure continuity.

While we would expect the same number of people to ride this trail, the need to pedal to the top would mean that each rider would do fewer laps than they typically do when shuttling Rude Rock so we would much lower maintenance costs for this trail, and a potential reduction in traffic on the existing portion of Rude Rock as well.

QMTBC is working with the Queenstown Trails Trust to gain permission through the QEII Covenant land on Coronet Peak Station for a dedicated down trail from below Rude Rock to the bottom of Dan O'Connell's track. With these trails we would have a descent from the top of Coronet Peak to the valley floor, this ride would be a major attraction for mountain bikers coming to Queenstown.

TreeSpace

Additions to the Coronet/Dewar/Arthur's point proposition. These tracks which are protected under easements, which will be a first for us and could provide good winter riding as canopy is established. Discussions are currently underway with all stakeholders to begin devising a trail network project in this area. The potential for variation in this area is large - Flow, jump, XC and DH trails could be built.

Devils Creek

Trails in this area would add to the Coronet Peak/ Mt Dewar proposition and provide a semi-backcountry experience to the ride, along with connections through to Arthur's Point. With some sections of alpine flow and beech / native forest technical trails, this location could be an important area for development to satisfy an intermediate / longer ride style.

Coronet Forest

QLDC have begun the early harvest of Coronet Forest to remove it as a seed source of wilding pines. After harvesting the plan is for walking, equestrian and mountain bike trails to be created providing a recreation resource for a large range of users. QMTBC are working closely with QLDC in planning workshops to ensure that this area is developed as a recreation area in the best possible manner.

We are keen to investigate funding avenues to create recreational trails in Coronet Forest that are Grades 2-5 (Easy to Expert). Providing a quality network of MTB trails for our community and visitors alike, focusing on catering to a family market, XC style loops and the possibility to host high-profile events in the future. A trail network in this area will be of particular value to the residents of Arrowtown, being their closest trail centre.

A well-built trail network may also enable access for replanting and pest trapping activities, making both of these activities much more efficient into the future.

The ridge that Coronet Forest rises to, is about 300m above the valley floor and is about 3km long. This area is large enough for a large number of trails to exist without interfering with each other. Unlike our other riding areas that have evolved over time, this would be an opportunity to plan a trail network from scratch.

The key trails the club sees forming the initial network here would be:

- An easy climbing trail from either Alan Reids Road or the Flight Park to the highest point on the eastern end of the ridge. At an easy climbing grade this would be about 5 km long.
- A two way trail from Bush Creek Saddle to the top of the above climbing trail. This would be a good ridgeline trail in its own right, but also serve as an important link between Slip Saddle, Bush Creek, and the Coronet Loop Trail to the new Coronet Forest trails. This trail would cover some difficult terrain and may require some directional sections to get the best result.
- A selection of flow and technical descents. Grade 3 and 4 flow descents and grade 4, 5 and 6 hand built technical descents. It will be important for the flow trails in particular to have their own distinct character.
- An XCO style loop. Our trail network is lacking when it comes to cross country trails. A World Cup level XC loop would help to address this. This could fit at the lower eastern end of the forest and would be about a 5 km loop with a total of 200m climbing.

As the replanted bush grows more trails could be added in the long term to keep the riding fresh.

The Coronet Forest Revegetation Proposal prepared for QLDC shows the harvesting phase lasting for two and a half years so it is probably at least another year before trail construction can begin.

Coronet Forest would become a major feature in the Queenstown MTB trail network. We would expect it would cost \$500,000 to establish the above trails and around \$10,000 to \$15,000 a year to maintain them. QMTBC will be actively seeking funding from QLDC for this trail development project within the next three to five years. This trail network, creating access to a stunning area of land with huge views and massive potential for recreation will be a real asset to the Wakatipu Basin area.

Arrowtown Trails

In addition to the Coronet Forest and Coronet Loop trails, there is potential for a trail network that would form the backyard riding area for the Arrowtown MTB community. A small sub-committee of QMTBC have been planning what this could look like.

Remarkables

The Remarkables are currently underutilised for mountain biking, with the only trails being a pair of DH trails on the lower flanks and an ok descent from Ben Cruachan to Coal Pit Saddle, typically accessed by helicopter. There is huge potential for trails on our most prominent and recognisable mountain. There is the potential for extremely 'good value' rides using the highest road in the district to gain elevation, climbing for possibly another 400m elevation before descending to near lake level.

QMTBC proposes a small number of very high quality trails on the Remarkables, with a descent down Queenstown's most famous ridge an obvious priority! We also have plans for an XC loop and a rebuild of the existing descent from Ben Cruachan.

Ultimately we would like to see a multi-day ride from to Garston with huts and believe this would be a boon to other user groups such as walkers, ski tourers and climbers. This trail could also serve as *raison d'être* for the proposed Remarkables National Park.

Our Partners

Kelly McGarry Foundation

The Kelly McGarry Foundation (KMF) was set up in the memory of Kelly McGarry, a professional freeride mountain biker who died on Ben Lomond in 2016. The KMF organise the annual McGazza Fest around the anniversary of Kelly's passing. This celebration of Kelly's life involves bike related events for all abilities of riders.

KMF is also working towards establishing an overnight mountain biking descent that will be accessed by helicopter and include a hut for overnight use. QMTBC supports KMF in this goal.

QMTBC has also worked closely with the Kelly McGarry Foundation, holding joint fundraisers and events. In 2022, QMTBC are excited to collaborate with the KMF to bring the McGazza Fest to Queenstown as part of the Queenstown Bike Festival.

Queenstown Trails Trust

While previous Queenstown Trails Trust (QTT) projects have been important to cycling infrastructure, they have been of little interest in terms of recreational mountain biking. Two QTT projects are of great interest to QMTBC and our members.

Coronet Loop Trail

This trail, currently under construction, will not only be an excellent full day cross country ride in its own right, it will also work as a connecting trail between the bottom of Rude Rock and Bush Creek Saddle. With future trail development in Coronet Forest this trail will be an increasingly important link between the two sides of Coronet Peak. It may also serve as a catalyst for further trail development on the lower flanks of Coronet Peak, such as the now completed Hot Rod trail.

Top of the Lake Trust

The newly formed Top of the Lake Trust aims to build recreational trails around Glenorchy with a long term goal of building a trail from Skippers to Glenorchy to link a missing section of Te Araroa, the New Zealand trail. QMTBC fully supports the Top of the Lake Trust in this endeavour.

Other Partners

We also partner with multiple local businesses by featuring them on our membership app and allowing our members to access deals and discounts directly on their smartphone. This gives the featured businesses greater visibility and greater value to becoming a member of QMTBC. We have seen an increase in businesses contacting us and partners range from bike shops to hospitality, physiotherapists, accommodation providers, experiences and others.

Project Timeline

The timing of logging of Coronet Forest and 7 Mile, along with the Gorge Road Jump Park relocation mean there is a lot of work to undertake in the next several years. Immediately, within the next 1-2 years, we hope to achieve significant development in the areas outlined below.

Years 1 to 2

Fernhill Bike Park

In the next two years we plan to build a significant part of Fernhill Bike Park.

In 2019, QMTBC completed a re-route of the lower part of the Fernhill Loop and constructed an intermediate jump trail, McNearly Gnarly in the area above Wynyard Jump Park. Club volunteers have also extended a single track descent to give advanced riders the option to bypass the jumps when returning to town from the Fernhill Loop and Salmon Run trails. Volunteers have also recently completed Creeky Wynders, an extension to Missing Link to the originally planned finishing point on the Fernhill Loop. Under construction by the volunteer Wednesday Night Dig Crew is a link between the Queenstown Bike Park and Wynyard that will be fully rideable (unlike the current walking trail option).

The trails we are adding here will offer good value for effort as we will have connected trails to form loops that can be ridden in many ways. These trails are easily accessible from central Queenstown with or without use of the gondola. This will leave us well positioned to expand this trail network east into Horn Creek and towards Arthurs Point, and west across Fernhill toward Gold Digger and 7 Mile.

As outlined on page 21, we anticipate that a trail network of this range would cost approximately \$150,000 to establish and an ongoing cost of \$5,000 per annum to maintain.

Gorge Rd Jump Park - relocation to Kerry Drive

As detailed on page 12, estimates for the rebuild of the park are around \$200,000 - \$300,000, pending opportunities to relocate existing dirt or source new material.

Coronet Peak: Peak To Valley Floor

In its current state Rude Rock has become world famous. Upper Rude Rock will more than double the trails length and pass through even more scenic terrain. The climb to get to the top of this trail will ensure that it remains a special ride and not something you can bang out ten laps of in a day with a shuttle vehicle. Combined with Hot Rod and the underway upgrade of Bush Creek, projects like this will create another amazing descent option from the top of Coronet Peak to the valley floor below.

In 2019, QMTBC agreed to work with NZSki to build upper Rude Rock. This trail will be mostly funded by NZSki with the club paying for links at either end to link into Rude Rock and existing DH track. Permission is currently being sought from DoC and this trail is

planned to be completed possibly in the 2021/2022 summer season, pending the review of DoC's Conservation Management Strategy being completed in the near future.

Years 3 to 10

If this future trail development programme (page 20 onwards) can be completed in the next decade, mountain biking in Queenstown will be permanently changed for the better.

The key areas we are seeking funding for are:

- Coronet Forest
- 7 Mile
- The Remarkables

Due to the large scale felling of wilding pines at 7 Mile, and harvesting of Coronet Forest that is ongoing / imminent, these two locations will likely be the focus of our efforts for significant periods during this time and once we are done, will be great riding centres for riders of a wide range of ability.

Coronet Forest

As outlined on page 23, we would expect the trail network in Coronet Forest to cost \$500,000 to establish and around \$10,000 to \$15,000 a year to maintain.

In addition to the Forest network, the proposed trail development on Coronet Peak (and Ben Lomond) will put us in a great position to link trails together and put our names forward to host a 2 day EWS race with a day of racing focused around each of these locations.

A world cup level XCO course at Coronet Forest will be a major benefit to racers, professional, aspiring professional and amateur. Meaning that this area is of key importance to QMTBC for growth and development on an international stage.

7 Mile

Whilst the exact costs to rebuild and replant the trail network in 7 Mile is currently unknown, we will have a much better idea of costs as soon as a staged, strategic plan is in place to mitigate the impacts of the felling effectively.

As outlined on page 12, replacing the entire network as it currently stands would cost in the region of \$500,000. With a managed plan, we aim to keep rebuilding costs much lower than this with the assistance of QLDC and the WCG.

Remarkables Ridge: a New Iconic Trail

This trail will be by far the longest single trail that QMTBC has built and will possibly be the largest vertical descent in the country. The climb will provide a much needed link for summer

sightseers from Lake Alta to the Shadow Basin Lookout. This scenic trail will likely become world famous overnight.

QMTBC has met with DoC to discuss this project and the process involved in changing the Conservation Management Strategy required for this project to go ahead. This project has not progressed any further than this, since 2019 - we now anticipate that this project could be slotted into this latter half of our 3-10 year plans.

A 20 km loop located on The Remarkables will offer a unique ride at altitude in a location that is unlike any other riding in the country. If and when it is completed, a Remarkables to Garston trail will be one of the great rides of the world. This trail and the associated infrastructure will be a boost to many recreational groups, not just bikers. This trail will seem an obvious idea in hindsight, but there is a lot of work ahead to make it happen and there are numerous other considerations around developing trails in this area, such as the DoC CMS review and The Remarkables National Park plans.

A backcountry trail such as this that is built to have minimal impact on the landscape will likely be cost effective in relation to its length. We are yet to scope the full trail and estimate the costs at this stage.

In Summary

In regards to everything detailed above, QMTBC are continuing to work hard in the background as a dedicated group of volunteers to realise our plans. We liaise with and work alongside many groups in the Queenstown Lakes District area to ensure that the collective vision is expansive and inclusive, and to ensure that everything we do contributes to the unique place we call home, and creates an inspiring future.

COOK Francis & Christine

Awder Pty Ltd and Cook Property Trust

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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 own our property [REDACTED] and rent it out when we are absent. We live in Australia and have not been able to visit during Covid 19.

Our property rents at \$1500 to \$2000 per night however we have had no rental income for the past 12 months. Our costs have reduced but continue.

In a normal year our property would just break even after Rates, Maintenance , Property Management etc. We normally visit 8-10 weeks per annum .

BIG ISSUE 3

Impact on Rates

We received the Ten Year Plan and request for submissions today 19 April same day as submissions close ! Hardly fair for those who live in Australia with properties in Queenstown but we digress.

We tried to access the "online" submission portal but it redirected to "Survey Monkey " which then did not accept the password ! Hence this email

OPTION 1 is most unfair on residents of the defined CBD increased rates area proposal and is rejected outright !

Our property on the corner of Man and Lakes Sts. appears to be in the Pink shaded area.

Issues

- 1.We and our rentals make no use of public transport as we walk into and out of the CBD;
2. Our rates are determined as a percentage of property values hence as values increase so does Council's rate income . BY targetting residential properties particularly on the north west of town centre and using an increased rates loading, is hitting the owners of these properties TWICE and is most unfair;
- 3.By far and away the greatest value gained from the Transport Master Strategy is by those South of the town, out to the Frankson area, Airport and beyond.

We submit the OPTION 2 is the only fair Option.

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:

COSGROVE Brian & Margaret

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

We wish to respond to the Draft 2021 - 2031 Ten Year Plan for the Queenstown Lakes District Council with our strong support for the submission being presented by the WANAKA STAKEHOLDERS GROUP.

Separately, we would like to strongly and urgently request progress on the Wanaka Town Water Supply QUALITY TO BE IMPROVED MOST URGENTLY. Over recent years, we have noticed a rapid and serious deterioration in the quality of our water with Algae blocking our High Quality Filter as recommended by our Plumber, resulting in us having to change and clean the Filter Washers every week or fortnight and even down to 24 hours sometimes recently. Our home is at 10 Beacon Point Road in Wanaka and this becomes a very laborious task each time of about 90 minutes. We get to the stage of being unable to get flowing water to fill the washing machine, have a shower, or run the Sink Water.

This situation becomes intolerable from a Council who cannot offer any assistance. Hopefully, the Water Supply you are referring to in your Plan will rectify our problem. It is not clear in the Document what improvements you are referring to apart from stating you are bringing the water quality up to the New Zealand Standard for drinking water.

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:

CRAIG Gavin

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

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:

Submission.

The Green Booklet provided to house- holders. P37. Deloitte "to the reader." They point out three areas of uncertainty.

1. Proposed 2024 Visitor Levy
2. Assumption regarding completion of planned capital works programme.
3. Uncertainty over Three Waters Reforms.

It is accepted that any planning for the future is uncertain, and an element of risk is involved. However, the three risks out-lined seem to make the 10 year plan untenable. The Council's own projections do not inspire confidence. The Council appears to be rushing a Ten Year Plan without waiting for more definite decisions by the Government. Good consultation takes time, and this is being ignored. Why?

Responding Style. The Green Booklet identifies 4 Big Issues plus Climate Change. Each Issue has two options and room for comment. Two pre- determined options is some - what restrictive and narrow. It is not an ideal way to gather a wide range of opinion. True there is room for comment. This requires research and back- ground which is not necessarily available to the general public. Again time is an issue.

We have read some material from the Wanaka Stake Holder's Group Inc and in general we agree with what they are proposing to submit to Council. The general media keeps referring to N.Z. using Covid as a time to "reset." This is an enormous undertaking and requires the Ten Year Plan to define that concept for our area. It is hoped that the start made by the Council considers all of the options carefully without being led by "popular" opinion.

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:

Q. Responding to Climate Change

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

There appears to be a lack of strategy, plans and committed funding to reduce carbon emissions in the region. This has not been adequately addressed by Council.

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

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:

My biggest concern in the plan is the continued strategy for every increasing high numbers of tourists in the region. This model has been rejected by the vast majority of residents in the region and Council do not appear to be listening to the wishes of the community. The dual airport strategy has been strongly rejected by the Upper Clutha community, yet this seem to be being ignored by Council with Wanaka still being planned as a jet capable airport. The growth model planned by Council does not have the support of the Upper Clutha community who wish to have a greater focus on quality of life in the region and not solely economic growth through high tourism numbers. The Council needs to take notice of the feedback being given by numerous community groups such as the Wanaka Stakeholders Group who represent the views of a very high number of residents in the area.

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:

CURTIS Martin

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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.

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:

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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